

[Shri Raj Bahadur]

Jayanti Shipping Company was taken over its employees were getting much less as compared with the employee* of the Shipping Corporation. Now the same rates of dearness allowance and scales of emoluments have been applied both to the officers and employees and now they are very much better off. About understating etc., these are technical matters. Nothing can be done which is not authorised by the Nautica' Advisers of the Government or by the Chief Surveyor of the Government in the Directorate General of Shipping. I do not know why Dr. Mahavir should assume the role of an expert on technical matters in shipping. I would only say that his doubts, suspicions and misgivings are all unfounded. I again commend the Bill to the House.

DR. BHAI MAHAVIR : The hon. Minister has completely missed my point. I never mentioned about the employees in the Jayanti Shipping Company ships. I was talking about conditions in the Shipping Corporation.

SHRI RAJ BAHADUR : That matter is not before us now. If he writes to me I promise that I will certainly satisfy him.

DR. BHAI MAHAVIR : All right. That is what I wanted because there are grave complaints among the officers of the Shipping Corporation and I would like to suggest that he may kindly look into it.

MR. DEPUTY CHAIRMAN : You can write to him about that.

The question is—

"That the Bill to provide for the acquisition of the shares of the Jayanti Shipping Company Limited in order to serve better the shipping needs of the nation and to facilitate the promotion and development, in the interests of the general public, of national shipping and for matters connected therewith or incidental thereto, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

MR. DEPUTY CHAIRMAN : We shall now take up clause by clause consideration of the Bill.

Clauses 2 to 18 and The Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI RAJ BAHADUR : Sir, I move—

, "That the Bill be passed."

The question was put and the motion was adopted.

THE APPROPRIATION (RAILWAYS) NO. 3 BILL, 1971

THE MINISTER OF RAILWAYS/ ^T
W& (SHRI K. HANUMANTHAIYA) Sir, I
move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1971-72 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

Sir, these are the works that have been taken under two heads whose preliminary preparation for inclusion in the Budget was not possible at that time. Subsequently, we have examined these proposals, gone through the various formalities and approved them. In fact, I had mentioned some of these projects in my Budget speech itself and said that they will be placed before the House in the form of a Supplementary Budget after the due examinations are concluded. I am glad to tell the House that there are about ten items and they cover many of the States and there is equitable justice done to every State even within this provision. The Madras-Vijayawada electrification is being taken up which will serve the interests of Tamil Nadu and Andhra. There is also the remodelling of a yard in Madhya Pradesh. Bihar has got its small share in the doubling of the line from Tori to Kumandih. Gujarat probably is the principal benefactor in this Supplementary Budget because we propose to convert the metre-gauge into broad-gauge from Okha to Viramgam, and also in Gujarat two bridges are being redone, as it were, which had been affected repeatedly every year by the floods. In these Demands there

is also the provision to help our defence effort, and hon. Members will easily see them in the list given. The Bangalore-Guntakal metre-gauge line is also being taken up for conversion into broad-gauge. So is the metre gauge line from Cochin to Trivandrum. These are the works beneficial to the nation that are proposed to be taken up, and I am sure the House will accept them with pleasure.

The question was proposed.

SHRI T. V. ANANDAN (Tamil Nadu): Sir, do not think Parliament will grudge to sanction the amount asked for by the Railway Minister. But may I not throw a suggestion to him for consideration in the matter of Railway finance? The Railway finance was separated somewhere in 1924. From that time onwards up to today we find that always the Railway Minister is coming before Parliament for sanction of loans from the Consolidated Fund of India. Sir, when the Railway Budget is quite different, why not the Railway Ministry itself float a public loan? Thereby they can have the loan from the people and they can have the transaction with the people, instead of coming to Parliament for taking a loan from the Consolidated Fund of India and then returning it with interest and so on. This is my suggestion. Some countries do follow this procedure and our Railway Minister can also look into this.

It is a very good thing that Vijayawada-Madras electrification is taken in hand. I might suggest here that there are two Railways involved in this, the South Central Railway and the Southern Railway. I hear that in Tanzania the Chinese engineers have started a work of this magnitude from both ends. Therefore I suggest—why not Madras and Vijayawada start the electrification from both ends so that they can finish the electrification work quicker than would be the case otherwise? Instead of taking two or three years it may be done in about fifteen months. The Southern Railway starts from Madras and the South-Central Railway starts from Vijayawada and they can meet at some place. The work will also be distributed to the two Railways. This is the way in which it should be done. This can also be thought of by the Railway Minister. I was here just now when then hon. Finance Minister spoke very laudably about the

Central Government employees. Naturally it is very pertinent for me to refer to the fact that the two federations of railway employees have agreed not only to deposit the amount of interim relief in the provident fund account. They are also prepared to contribute a month's interim relief towards the Defence Fund. But the Payment of Wages Act is coming in between. The President can intervene and taking the emergency into consideration he should declare that the Payment of Wages Act should not come in the way of such recovery when the railway employees do give their option for contributing to the Defence Fund. I think the Railway Minister will not disagree with me when I refer to the heroic service rendered by railwaymen all over India in this struggle. Not only now, but during the Chinese aggression when the civil servants ran away for their life, when even a General ran away for his life, railway men were steadfast in their post and served the country. Even today the papers applaud the service rendered by railwaymen and I take this opportunity to suggest to the hon. Minister that there are some railwaymen who are undergoing certain difficulties because of break in service for having participated in some demonstration. They had not purposely done it but because of the adamant attitude of certain officers of the Railways these railwaymen were tempted to protest against that. There is a break in service and all of them are treated as new entrants. They have lost about 15, 20 and even 30 years service. I now request you and beseech the Government, taking into account the sacrifice and the heroic service rendered by Railwaymen in this struggle, to announce that the break in service will be condoned and they will be treated in the same way as the rest of the railwaymen. Why do you not do it? It would be a great gesture on your part and also on the part of Parliament. Members of Parliament would get credit of heading made the Railway Minister announce that their break in service has been condoned. I would like this point to be considered. I may also here say that there are casual labourers all over India who have put in more than three, four or five years service. They are treated as on temporary service. Casual labourers who have attained temporary status should never be thrown out of employment. Is it fair on the part of any Ministry of this Government to throw people out of employment, when the Prime Minister of India is trying her best to solve the problem of

[Shri T. V. Anandan]

unemployment ? If you are going to retrench casual labourers in the Railways it will increase the problem of unemployment in the country. It is not right on the part of any Ministry to adopt this method of retrenchment.

I may also mention that there are some works being done by the Railways, in Certain workshops. These works are now being let out on contract to the private sector, thereby creating a surplus of men on the Indian Railways. I think it is not a fair proposition on the part of Indian Railways to follow this at a time when there is great unemployment in the country. In the engineering workshops at Arkonam and in the Signals and Tele communication Workshop at Secunderabad these things are happening. They say that the overhead charge is too high. Why do you not adopt a different type of accounting ? The overhead charges and the office charges are always there, whether it is 100 percent or 200 per cent that should not be charged to a new work or new article ;hat is being produced in Railway workshop. Vou compare it with the private sector and :hen say that the cost of a lamp comes to R.S. 3 in the private sector. When the >verhead charges are included, the lamp hat is produced in a Railway workshop :osts Rs. 8/-. This kind of accounting ihoild go. It is not fair thai the overhead :harges and the office charges should be »ut on the articles produced. Then you ay that it is running at a loss. This lecular system of accounting should be soked into. I think the hon. Minister, fho has earned a name for running the Railways very efficiently, should also apply lis mind and see whether this procedure is ight or not.

Another point is this. There are three reduction units in the country which have ion the laurels of our country. Even international people visit them. They are te Chittarajan Works, the Integral Coach actory and the Varanasi Works. The nions of all these three units are not being jcognised ; there are unions run in all these nits. Why not some sort of recognition e granted to them ' ! What is the difficulty ? 'hen the Communities and everybody e united behind the Government, what the difficulty in granting recognition to esc three units, whether they are run by 'me nationalists or the PSP ? Which union

is there which is not affiliated to any politica' party ? Therefore, it is too much to continue that same policy of not recognising these three units. As a member of the Conventions Committee I had been there, Bll the Members of Parliament have been approached by those workers. They say, wiyy no we b: given recognition ? Please :hink over it. It is high time that you did t. After the mid-term poll, there is a vast change in the country, in the political setup and in out-look. Therefore, these three units should be given recognition so that they may be run peacefully. (*Interruptions*). The Marxists, the Leftists and the Centralists are all going towards the country and we, who have made sacrifices to the country, will support everything,

SHRI KALYAN ROY : I am asking you whether it is...

SHRI T. V. ANANDAN : It is a change in policy. The Jana Sangh has got its ttade union, the Swatantra Party also has got its trade union. Why not all the trade i. nions come together. Or eliminate all t lese politicians from the trade union movement. Let the workers be allowed to run the ir trade union in this country and then they will go to a very high level.

Then, Sir, I think the hon. Minister knows that every month I send half a dozen letters about widows of railwaymen for obting for pension. Why not take the credit of granting it to them ? After December, 1968 when a portion of the dearness allowance was merged into the pay, there was no option given to the railwaymen. Why should we wait for the pleport of the Third Pay Commission ? It wjll submit its Report only after March next year and it will take about 18 or 20 months for ita implementation. Why should we wait when there are chances that you open amother chapter by giving the railwaymen another option. All the railwaymen should b£ given that option because the service that they render today is so essential and so important that the entire people give credit tq them and therefore you, as Railway Minister, should give credit to the railwaymen and take this advantage. Give them one more option.

SHRI MANUBHAI SHAH (Gujarat) : Sir, I rise to support the Bill. I congratulate

our dynamic Railway Minister, Haurnan-thaiyajji, in having brought forward this Appropriation Bill to meet the supplementary expenditure on several works in different parts of India and particularly my Slate, Gujarat, Sir, we are most grateful to him and his Deputy Minister, Mr. Qureshi who was with me for many years, that for the first time our requirements of broad gauge have not only been heard but the Bill before the House is to seek expenditure and sanction of the House for implementing the Okha-Viramgam broad gauge project. As you know, Sir, that part of Gujarat State *i. e.* Saurashtra has a system of all metre gauge railways. This construction of broad gauge will facilitate the development of heavy industries particularly those based on salt, limestone, chemicals fertilisers and second Atomic Power station in the Jamnagar-Okha belt and the Dwarka-Porbander section, and the entire coast of Saurashtra. I would only wish that the work should be expedited and I have no doubt about that. The Railway Minister will see to it that, the Viramgam, Okha broad gauge is completed within three to four years. When Mr. Hathi, myself and Mr. Jadeja, Member from Lok Sabha from Jamnagar—all of us have been representing these constituencies for many years in Parliament—waited on him, we were very happy to have his sympathetic assurance that the work will be expedited. This is a long-drawn requirement of that part of the country where transshipment from Viramgam continues to be headache. Even now, may I submit that unless the Rajasthan belt is also linked up by a broad gauge system upto Delhi, the transshipment headache will to some extent continue even though the connection of the broad gauge with the western part of the country, particularly Bombay and Madhya Pradesh will be a great boon and a great benefit to that area. I may also request that the Bhawanagar-Tarapore railway and other segments of the Saurashtra Railway system which is all metre-gauge should be taken up immediately as fund? permit for conversion to broad gauge because with two gauges in one small area, there will be more problems of transshipment than even those presently confronted by the Railways.

I am grateful that even the provision for two bridges has been provided because these bridges, during the heavy monsoon, were always giving us trouble and were rather unsafe for the heavy freight movements. So I am grateful that these two capital works have been included and the construction is

going to be immediately started. May I also Sir, say that the traction on the Jamnagar Bedi be taken up? Recently three very prominent Jamnagar citizens were killed and one more gentleman was killed in a railway accident before 11 days in Jamnagar. When we approached the hon. Minister along with Mr. Hathi and a deputation from Nawanagar and Chamber of Commerce and pleaded with him, he was so responsive that immediately he made an inquiry. And we are grateful that in this expenditure, the Jamnagar-Bedi traction of about four kilometres which has been causing all the disturbance in the city of Jamnagar is being shifted. This metre-gauge line, built by the Maharaja of Jamnagar, passes right through the heart of the city. The city has now grown ten times and because of so many crossings, many fatal accidents are taking place. Therefore, I must once again thank the Railway Minister on behalf of the people of that area, particularly the city of Jamnagar, for the fruition at his auspicious hands of this long felt demand of shifting this loop to the periphery of the city which we had been voicing for years in both the Houses and elsewhere. We do hope that he will visit Jamnagar soon which is now bearing the brunt of the enemy attacks and repulsing them. In this area two days back a major operation was taking place and our brave boys shot down an attacking plane. To-day also they are trying to give resistance and march from victory to victory. So, it will be like a well deserved gift to the very brave people of that area if this particular loop, which is causing great trouble and killing precious lives, is shifted from that area. Therefore, I would again request Mr. Hanumanthaiya to visit Jamnagar within a very short time, if possible by the beginning of the New Year, so that we can have the inauguration at his hands of the work for shifting this line now passing through the city of Jamnagar to the periphery, for which the engineers of the Western Railway have already drawn up the alignment and preparations for construction of the new loop are already there. So, for the whole State of Gujarat, this is a very happy occasion that two of our major demands have been included in the Supplementary Demands.

While I do not want to burden him with other requests. I must again emphasise that the entire zone of Saurashtra Railways requires conversion into broad-gauge because the Rajasthan Railway system upto Delhi by which we have our trade with northern

[Shri Manubhai Shah]

India, is a metre-gauge line, i.e. from Viramgam to Delhi is metre gauge. Unless the entire Saurashtra zone is converted into broad-gauge, the transshipment difficulties which we have to suffer will continue. Construction of Bhavnagar, Tarapore broad gauge should be taken up immediately.

Therefore, I may once again say that we are most thankful to the Railway Minister that for the first time in the history of Railway administration, our demand has been conceded and I hope that under his dynamic leadership, the conversion of the Viramgam-Okha line and the shifting of the loop from the city of Jamnagar will take place at an early date. With these words, I support the Bill.

श्री मान सिंह वर्मा (उत्तर प्रदेश) : उपसभा-पति महोदय, इस विधेयक की परिधि बड़ी सीमित है और इसलिये कोई बहुत बड़े भाषण की आवश्यकता मैं नहीं समझता। माननीय मंत्रीजी ने जो मांग पेश की है उसको स्वीकार करने में इस सदन को किसी प्रकार की कोई बाधा नहीं होनी चाहिये और विशेषतः ऐसे मंत्री के रहते हुये कि जिसके आने के पश्चात् इस विभाग को आशातीत सफलता मिली है और जिस सुधार के लिये सदस्यगण कहा करते थे वह सुधार नजर आने लगा है। मुझे यह कहने में कोई संकोच नहीं होता है कि माननीय लाल बहादुर शास्त्री के पश्चात् वर्तमान मंत्री एक ऐसे डायनेमिक मंत्री हैं कि जो कुछ करना चाहते हैं करते हैं और जिसका प्रभाव प्रशासन पर पड़ा है और जब प्रशासन ठीक प्रकार से कार्य करने लगता है तो जो सरकार चाहती है वह हो जाता है। अतः मैं यह समझता हूँ कि उनके द्वारा जो कार्य किए जा रहे हैं वे सब सुधार के लिए हैं और उनमें निश्चित रूप से सुधार नजर आएगा। परन्तु अभी अपने भाषण में उन्होंने जिन प्रोजेक्ट्स का जिक्र किया है, ठीक है गुजरात उसमें आ गया, मद्रास भी उसमें आ गया, परन्तु शुरू में अन्य प्रदेशों से भी कुछ मांगें काफी दिनों से आती जा रही हैं और उन पर अभी तक भी विचार नहीं किया गया। उदाहरण के रूप में मैं यह बता दूँ कि विदिशा में ओवरब्रिज के लिए विगत छः वर्षों से बराबर

मांग की जा रही है। ओवरब्रिज के न होने के कारण अनेक बार वहाँ पर दुर्घटनाएँ हुई हैं और माननीय रेल मंत्रीजी—जो वर्तमान मंत्री जी से पहले के रेल मंत्री जी रह चुके हैं—उन्होंने सदन में भी इस बात का आश्वासन दे दिया था कि यह ओवरब्रिज जल्दी ही बन जाएगा, लेकिन आज तक भी...

SHRI K. HANUMANTHAIYA : May I know the name of the place of the over-bridge?

श्री मान सिंह वर्मा : विदिशा इन् मध्यप्रदेश झांसी डिविजन। उन आश्वासनों के बाद भी अभी तक उस पर कार्य नहीं हुआ है। मैं आशा करता हूँ कि माननीय मंत्री जी इस पर विचार करेंगे।

दूसरे, नार्दन रेलवे में जो हावड़ा के लिए मेल लाइन जा रही है, उसके इलेक्ट्रिफिकेशन के लिए अभी तक भी काम पूरा नहीं हुआ है, बहुत कम काम हुआ है। आशा यह थी कि दिल्ली तक इलेक्ट्रिफिकेशन का काम पूरा हो जाएगा किन्तु वह अभी तक नहीं हो पाया है। मैं यह समझता हूँ कि माननीय मंत्रीजी के ध्यान में यह बात होगी और वे इसको भी एक्सपेडाइट कराने का प्रयत्न करेंगे।

श्रीमन्, एक और बात की ओर मैं मंत्री जी का ध्यान दिला देना चाहता हूँ। वैसे जब जब भी कभी रेलवे का बजट आता है तो माननीय सदस्यों की ओर से इस प्रकार की मांगें रखी जाती रही हैं किन्तु, जैसा कि मैंने अभी कहा, वर्तमान मंत्री के रहते हुए, आशा है, जो शिकायतें हम रखते हैं उन पर ध्यान दिया जाएगा, इस कारण से मैं दुहरा रहा हूँ, और वह यह है कि अभी तक जो भोजन यात्रियों को मिलता है वह संतोषजनक नहीं है और विशेष रूप से जो हमारे तृतीय श्रेणी में चलने वाले लोग हैं उनके लिए जो भोजन दिया जाता है वह तो और भी खराब है। स्टेशनों पर जो ठेले से सामान बेचते हैं, वे रेट से अधिक चार्ज करते हैं और वह गिरे हुए स्तर का होता है। श्रीमन्, मैं आपको बता दूँ कि मेरी आदत है कि उस बात को नहीं कहा करता जिसको स्वयं अनुभव करके न देख लूँ। तो मैंने स्वयं यह देखा है कि सामान का स्तर

गिरा हुआ, दाम बढ़ा हुआ, और अधिकारियों से कहने के बाद भी उसमें किसी प्रकार का चेक नहीं होता। वैसे मैंने सुना है कि माननीय मंत्रीजी इस तरफ ध्यान दे रहे हैं और रेलों में जो डाइनिंग कार है उसमें इस प्रकार का प्रबंध करने जा रहे हैं कि वहां पर भोजन कागज के थैलों में या दूसरे प्रकार के थैलों में मिले। तो इस प्रकार से मिले वह ठीक है लेकिन इसके साथ ही स्टेशनों पर ठेलों के द्वारा जो चीजें बिकती हैं उन पर भी चेक करने की आवश्यकता है। कभी कभी बड़ी गंदी चीजें मिलती हैं। एक बार मेरे सामने की बात है कि एक यात्री ने चाय ली और चाय लेने के थोड़ी देर पश्चात् ही उसको उल्टी हो गई। तो इस प्रकार के नुकसानात होने का अंदेशा रहता है जहां उसमें चेक नहीं होता और चेक इसलिए नहीं होती—इस बात को कहने की आवश्यकता नहीं है—अधिकारियों को जिस तरह से मुस्तैदी से, ध्यानपूर्वक और सख्ती से चेक करना चाहिए वह नहीं करते हैं। मैं समझता हूं, इस पर आप ध्यान देंगे। एक बात यह कह कर मैं समाप्त कर रहा हूं। श्रीमन्, मैंने कमेटी में भी यह बात कही थी कि रेलों में जो चोरियां हो रही हैं उनमें पहिले से तो कुछ कमी आई है, लेकिन अभी तक रुकी नहीं है। हम यह देखते हैं कि फर्स्ट-क्लास तक में भी जो चीजें लगाई जाती हैं, फिट की जाती हैं, वे वहां से गायब हो जाती हैं। अगर आप इन चोरियों को रोकना चाहते हैं, तो कृपा करके आर० पी० एफ० को समाप्त कर दें, रेलवे प्रोटेक्शन फोर्स जो आपने लगाई है यह ही सब से बड़ी न्यूमेन्स है। इस बात को कहने पर आप मुझे क्षमा करेंगे कि जब से रेलवे प्रोटेक्शन फोर्स ऐक्शन में आई है तब से चोरियां बढ़ गई हैं। इस तरह की मिसालें हैं कि आपके अधिकारियों ने जब उन लोगों को टोका तो आर० पी० एफ० वालों ने कहा कि तुम को क्या पड़ी है। कहने का तात्पर्य यह है कि हमने सुना है कि आप इस फोर्स का रिओरिइन्टेशन करने जा रहे हैं जो कि एक उचित बात होगी, लेकिन उसका रिओरिइन्टेशन इस तरह से किया जाय जिससे उसके द्वारा रेलवे सामग्री का सचमुच प्रोटेक्शन किया जा सके। मैंने कमेटी में भी इस बात को कहा था कि आज सब से ज्यादा प्रोटेक्शन की जरूरत यात्रियों के लिए है। रेलों में जो हमारी चोरी होती है,

यात्रियों की जो चोरियां होती हैं, उनके लिए प्रोटेक्शन की आवश्यकता है और उन्हें इस काम के लिए लगाया जाना चाहिये और इसके साथ ही साथ जो सामान इधर से उधर जाता है, पिलफ्रेज होता है, वह बन्द हो सकता है। मैं समझता हूं कि जैसा मैंने अभी बतलाया कि इस सम्बन्ध में बहुत अधिक कहने की आवश्यकता नहीं है और मैंने जो कुछ प्वाइन्ट्स आपके सामने रखे हैं, आशा है मंत्री जी उन पर ध्यान देंगे और कुछ कार्य करने का यत्न करेंगे।

SHRI LOKANATH MISRA (Orissa): Mr. Dsputy Chairman, the hon. Minister has given a list of items which include almost every State in India...

SHRI K. HANUMANTHA! YA : Except Orissa.

SHRI LOKANATH MISRA : If you look at the railway map of India, you will find that some of the States are so much congested that we do not know where a line begins and where it ends, while in some other States there is a solitary line here or there. That too was due to the mercy of the railway authorities because they want to link it up with another important town in close proximity. That is why they had to do it; otherwise they would not have looked at it.

The present Railway Minister is speaking in terms of equitable distribution of the funds that he wants to spend. This principle has all the time been ignored and therefore some of the States, including the State of the hon. Minister, are in a pitiable condition. And my State is bracketed with your State. Therefore, I have always sympathy for you and you should have all the pity on my State. We are neglected all the time. The States who have been having the advantage of the railway system are the States which have sufficient influence either with the Railway Board or the Ministry here. To sanction any money to the States already congested with railway lines would be like carrying coal to New Castle. Other neglected States should be allowed to come up to the standard of the congested States so far as railway line is concerned. Till then not a mile of additional railway line should be given to

[Shri Lokanath Misra]

hose States. The prevailing disparity has to go. How can it go if you add new lines in areas which are already congested? Thereby, you would only be boosting their economy by neglecting the already neglected States. The distribution should be equitable.

The present Railway Minister shows lot of guts in the Railway Ministry. I must take my hats off for him. The other day I had a personal interview and when I went to the office it seemed to me that he was able to introduce some amount of discipline in the Railway Board.

I had never seen any Minister showing so much of guts and I thank him for the guts he is showing. But that should not be limited only to the Railway Board. It should be reflected in giving parity to the Railway lines in the different States and not in further neglecting the States which are already neglected. That would show that he has been able to do something remarkable in the Railway Ministry.

Sir, Orissa has been demanding for a small line. It is not a very big line and it is about 70 miles or so, a new line of about 70 miles or so, between Passpani and Jagpur and the Railway Minister, of course, after the survey, has very kindly sanctioned the line insofar as its remunerative part is concerned, insofar as the possibility is concerned and insofar as the desirability is concerned. But the point is this : When is he going to start the work Sir, I had suggested the other day, when we were discussing the cyclone situation in Orissa, that the relief work in Orissa would mean about Rs. 30 to Rs. 50 crores and the relief would not be a permanent kind of work and if, instead, the Railway Ministry could expedite their work of constructing the line between these two places that I mentioned, the earthwork would engage a lot of people from the cyclone-affected areas thereby giving employment to them and at the same time, doing something for the economy of the State and the country as well. It would be a permanent work for the State if the railway line could be taken up and it does not make much of a difference to the Railway Ministry if they only accelerate the work by a year or so. They are going to take it up next year. If they can take it

up this year, it would solve the problem of rehabilitation and relief work also and would as well give a permanent railway line to Orissa.

Sir, there is too much of a difficulty in obtaining wagons, I am told and, Sir, because of untimely wagon supply, three things are affected. Firstly, the railway income is affected; secondly, the royalty which is being paid by the mine owners is affected and therefore, the revenue of the State is affected; and, last but not the least important—I think this is the most important thing—is the interests of the workers who do not get employment for some time because the minerals get piled up at the station and, therefore, further work is not possible unless those are shifted by wagons. Therefore, the labour is also hard hit. In these days of rising prices, if the labour goes out of employment because of untimely supply of wagons, that may create a lot of labour trouble in the State also. It takes away the income both of the railway and of the State and it is also a headache to the State because the labour gets out of employment (*Interruptions*) ... and I am happy that Mr. Kalyan Roy also agrees with me on this point and I hope the hon. Minister would take some interest in the matter so that timely supply of wagons is assured by the railways.

Sir, there are two or three small points. Sir, what I am going to say now is very important from the point of view of our economy. I hope the hon. Minister would kindly throw some light on this when he replies. Sir, I am told that the Irrigation & Power Ministry wanted to purchase some used and unserviceable rails for being used as electric poles, probably last year, and the railways demanded their last auction price and, Sir, surprisingly enough, the last auction price given for the rails by the contractor or the auctioneer was more than the new price of those rails. I am surprised, Sir. Who is there in this country to pay more price than the new price of the poles.. I am sorry, of the rails, old rails, when they are auctioned? I am told that many things are sold in a lot and things which should fetch much more price like some materials and other things are sold on weight along with the rails because they get so much of advantage through the auctioning of very costly materials and they do not have any objection even to paying higher prices than the new prices of the rails.

Therefore, the hon. Minister would kindly look into it...

(Time bell rings).

I would bring to the notice of the House another fact. In Paradeep, new tachometers—they are called 'tachometers'—were sold and they were caught hold of by the people of surrounding localities when they were being transhipped by trucks to Calcutta. I hope this is not happening in the Railway Ministry. If it is happening, then the economy is getting very much affected and the Railway Minister would kindly look into it.

Sir, the Kothavalasa-Bailladilla line is carrying coal for NMDC. I strongly plead with the hon. Minister that it should carry passengers also. It may be a mixed traffic of both passengers and traffic goods. I think it would not be unremunerative. Try it once. If you find that it is getting remunerative, develop it.

The Utkal Express takes 54 hours from here to Puri. If you go *via* Howrah. Sir, and stay at Howrah station for 12 hours, you reach Puri in 48 hours. If you go by Kalka Mail *via* Calcutta, then you reach Puri from Delhi in 48 hours, here is a boon given to Orissa. Madhya Pradesh and Bihar and so many other States. It reaches there in 54 hours. This time should be cut short, probably by 8 to 9 hours or 10 hours. The only point which may be said in favour of this is that they do not want to make it a daily train. It is bi-weekly now. *(Time bell rings)*. I hope the Minister would do something in the matter...

MR. DEPUTY CHAIRMAN : Please conclude.

SHRI LOKANATH MISRA: Last point. We have been pressing for the change of headquarters of the South Eastern Railway to Orissa...

(Interruptions).

SOME HON. MEMBERS : No, no.

SHRI LOKANATH MISRA : I am not pressing it now. We are not going to decide it on the floor of the House. The only point that I want to make about the South Eastern Railway is this. It has the longest mileage in Orissa and no particular Statp should have more than one headquarters. Sir, the only States which are having *more* than one headquarters are Maharashtra, Bombay and West Bengal. Therefore, Sir,

in order to make it equitable also, I would plead with the hon. Railway Minister that he should see his way and shift one of the headquarters of South Eastern Railway from Calcutta to Orissa.

MR. DEPUTY CHAIRMAN : Mr. Kalyan Roy.

SHRI KALYAN ROY : Sir, the main obstacle in the way of expansion and improvement of Indian economy is the colossal failure of Railways. Sir, it has affected all aspects of economy. It has affected our export earnings. It has affected our employment, our revenue and our freight income. I do not say that it has started or the day when Shri Hanumanthaiya took over. It was there. Corruption was rampant there. Bunglings were there. The bureaucratic held was there. It was already there. My regret is this. I am in continuous correspondence with him over it—that nothing has been done to improve its functioning, its supply of wagons, its efficiency in running the trains on schedule. Rather there is a tendency, particularly in the Railway Ministry—which is unlike the other ministries—to white wash it. There may be failures. I have seen Ministers coming here and admitting "Yes, there are failures; we are trying our best to remove them". But here we find repeatedly facts which are not correct are being put forward. In spite of our pointing out by letters, we find that either the letters are not replied to or the same facts are repeated. I quote from the *Statesman* of 18th September, 1971:

"The performance of Indian Railways is discreditable enough without adding to operational inefficiency the burden of sterile quarrels at the top."

How is it discreditable and how is it so startling in its failure? We have to export iron ore which earns nearly 30% of our total foreign exchange. We were committed to export 15 million tonnes of iron ore from Orissa and other places. One of the main reasons why we failed to fulfil the targets is because of the failure of the railways to supply wagons in the Arajamda Sector. This is how we lost foreign exchange worth nearly Rs. 10-15 crores. This is the failure of the Railway Ministry.

Everyday during the last year and this year, the news-papers were full of news of

[Shri Kalyan Roy]

the jute industry saying that failure in the supply of iron wagons is affecting the export earnings. Unless jute is sent to the Calcutta jute mills the mills are starved of jute fibre.

In relation to paper mills, unless bamboo from Orissa is sent to the paper mills around Calcutta, the paper mills cannot give full production. And there is a paper racket. Both in relation to the export earnings and to the supply of raw materials to the basic industries we find that the Railways are failing to fulfil even the minimum of what is expected from them. It is the failure of the railways and I hope even now Mr. Hanumanthaiya will try to do something about it instead of fighting a duel with Mr. Ganguli.

I am not happy about the way Mr. Ganguli tried to oppose the rightful powers of the Railway Minister—because the Railway Minister is supreme. But he did point out and repeated, that corruption was rampant in this House and Lok Sabha. On 17th December, 1970, on 14th December, 1970, on 14th June, 1971 and on 30th June, 1971, in the Lok Sabha from all parties Members pointed out that corruption was rampant in the Railway Ministry in the allocation of wagons. What is the use of producing jute, coal, cement and paper unless there is despatch?

The Railway Ministry's main earnings come from despatch of coal, steel and iron ore. Seventy per cent of the railways earnings comes from freight. I hope Mr. Hanumanthaiya will agree that the railway wagons are not being supplied at all. There is defective planning and defect in the movement of wagons. Unfortunately, there is one more defect and that is, you have to pay so much for the movement of wagons; you have to pay so much to somebody; otherwise you will not get the wagons.

Mr. Hanumanthaiya, in a reply on the 22nd November in this House has said that there was failure in the movement of wagons. But what are the difficulties? There was no mention

In 1969, in the Raniganj coal field, the number of wagons supplied was 2,234.

In 1970 it fell to 1979 and it further fell in 1971 to 1888, the Government of I. P. M. India says in West Bengal there is terrific unemployment. All sorts of incentives are given. What is the use of giving loans unless you take the responsibility of despatching the goods produced. Therefore, this failure on the part of the Government has hit not only the economy of Bengal, Orissa and Bihar, but is also one of the reasons for the stagnation in coal industry. This is an utter failure of the Ministry of Railways. Mr. Hanumanthaiya said, "It is because of thefts of overhead wires, in wagons parts" and such other things. May I ask him whether it is not true that the incharge of your Home Ministry has said that the things have improved in West Bengal and Bihar this year, at least from August? I can challenge Mr. Hanumanthaiya that today the thefts of overhead wires or in wagons parts are not more in West Bengal than in Maharashtra, Kanpur or Mughal Sarai. In spite of that you are repeating what you are told to say. Unfortunately, Sir, you may have seen in today's press—it was in the Times of India yesterday and in the Statesman today—that the whole area around Delhi is starved of coal. Himachal Pradesh has sent SOS to New Delhi to supply coal to whole of Himachal Pradesh. How are you going to help Jawans who are fighting on the front? You are failing in supplying them the requisite material in time.

Today the whole of the basic industry, even for the war production, come from the area around Durgapur, Asansol and Calcutta. I do not want to give figures of the requirement of wagons in that area but the minimum supply should be 630 wagons per day for Calcutta's surrounding areas. On the contrary, the heavy industry there and other which is producing machine-guns, tanks and other equipment for defence, is only getting 500 wagons per day. This is the main problem, Mr. Hanumanthaiya. The Defence Ministry will be able to do the work but the Railway Ministry also should be able to do the part of their work. Unless our Jawans get the equipment—the factory has produced the goods—the war is lost on the whole. This is all because the Railways are not doing their part of the work and because there is corruption in the Railways. I have repeated by urged in my letters for a CBI inquiry. There is great corruption in the Railways. We have given facts to him, yet nothing has been done. Mr. Hanumanthaiya wants us to give names. In other

Ministries, Sir, when we make serious allegations year after year, session, after session, at least the Ministers send people to enquire into them. But here I am seeing corruption in every transaction, at every stage and nothing is being done.

Lastly, Sir, before I finish, I will point out that you must do something drastic about the movement of wagon-supply, for want of which the entire Eastern India's economy is doomed and the failure is the failure of the Railways Ministry.

Then I will point out about the victimisation. Some of the hon. Members have also pointed out about showing proper gesture to the railway workers. At least at this stage, you should show the same gesture to the railway workers in Barauni whose services are broken or suspended, if not more than what the workers are showing to you by donating their day's salary in the hard days when the prices are rising but the wages are not rising. Why are you being vindictive at this stage.

Lastly, Sir, I will make a mention about one more important point from our point of view and I hope Mr. Hanumanthaiya will understand the seriousness of this point. We have a weekly 'New Age'. It has a very large number of subscribers in West Bengal and other places. It is very difficult for us or for the 'weekly' to compete unless it reaches all the stations at the right time. Actually it should reach on Saturdays, but every time I find that it reaches after Sunday 01 Monday. What is the mystery about it? I understand, it is the Ministry of Railways..

श्री राजनारायण (उत्तर प्रदेश) : श्रीमन्, एक प्वाइन्ट आफ आर्डर। हमारा व्यवस्था का प्रश्न यह है कि हम १ बजे के बाद क्यों बैठे हैं? हमें एक बजे के बाद नहीं बैठना चाहिए। उस दिन श्री ओम मेहता ने यह कहा था कि केवल दो कांस्टीट्यूशनल अमेंडमेंट बिल के लिए हम दो बजे तक बैठ रहे हैं और बाद में नहीं बैठेंगे। इस समय एक बज कर दस मिनट होने को है और यह हाउस अभी भी चल रहा है। आप जानते हैं कि हमें जयन्ती शिपिंग कम्पनी पर काफी बोलना था और चूँकि हमको अमरीकन और चीनी एम्बेसी के सामने प्रदर्शन करने के लिए जाना था इसलिए

हम इसमें भाग नहीं ले सकें। हमें जयन्ती शिपिंग कम्पनी के सम्बन्ध में बिक्र कोट...

श्री उपसभापति : यह सवाल कैसे आता है।

श्री राजनारायण : श्रीमन्, हम फाइल लेकर आये हैं क्योंकि हमने यह मामला पहिले उठाया था। संजय गांधी और न मालूम कौन-कौन गांधी, वह हम न कह पाये।

श्री उपसभापति : अगर आप 12 बजे रहे होते, तो आपको बोलने का मौका मिल गया होता।

श्री राजनारायण : हम तो प्रदर्शन में चले गये थे।

श्री उपसभापति : जब पार्लियामेंट चलती है, तो आपको प्रदर्शन में नहीं जाना चाहिये।

श्री राजनारायण : श्रीमन्, लोक सभा में अमरीकी और चीनी रुख पर बहस होने जा रही है और जब हम यहां पर कहते हैं, तो चेयरमेन साहब, नहीं और चुप रहो, कहते हैं। तो यह क्या पार्लियामेंट मम है क्या?

श्री उपसभापति : ठीक है, अब आप बैठ जाइये।

SHRI KALYAN ROY : Another factor which is inhabiting the development of West Bengal economy is the failure of the , Railway Ministry to place orders for wagons on the wagon manufacturing factories. It has been stated in the papers that Mr. Swaminathan, Union Cabinet Secretary, told that an order for 3,000 more railway wagons have been placed in West Bengal. Is it a fact and has it been placed and if not, what are the hurdles in placing orders for wagons in Bengal unless the Railways want to cripple the engineering industry in West Bengal?

SHRI R.T. PARTHASARATHY (Tamil Nadu) : I commend this Bill for the acceptance of the House, with a word of appreciation to the Minister for Railways, Mr. Hanumanthaia, for having enforced discipline in the Railway Administration and at the same time for having shown great considerateness not only for the officers and workers of the Railways but also for the

[Shri R. T. Parthasarthy]

travelling public by and large. We are at the cross-roads today being in war. Not only that but our Railway economy, I will put it, is also at the cross-roads. This is the time when it is very essential that we should observe the tenets of economy and efficiency in the matter of Railway Administration and for that may I appeal to the Railway Minister that in whatever position we might be placed today, under no circumstances, the planned development of the Railways will be subordinated to any other interests in the future. According to me the planned development can receive a vital and great contribution from one particular department to which all along not much importance had been attached, namely, the Research Department, about which I would like to impress on the Railway Minister that something vital should be done particularly on the model that at the present moment has been adopted in that great country in the East, namely, Japan. I am very happy that the Prime Minister has taken the initiative to enlarge the allocation with reference to research to the tune of Rs. 3 crores for this year.

And what we had in the year 1957 is only a pittance of Rs. 34 lakhs which has been enlarged to Rs. 3 crores now. That itself shows what great importance is attached by the Railway Ministry to this particular Department of Research which is going to make a vital contribution not only to the manufacture of locomotives, not only to the manufacture of railway coaches and railway wagons and rails but by and large to all walks of life in the Railway Administration. May I appeal to the Railway Minister to think on these lines, whether he would be in a position to see that the quality of the mail vans could be bettered so that they could be utilised in the fast-running trains without detriment to the speed of the trains? We have seen a controversy in the past few months in this regard and I think it is time that the Research Department applied its mind to this problem so that the coaches which are used for mail vans are practically the same as the coaches that we are going to use for passenger traffic in fast running trains.

There is one other important aspect I would like to impress upon and that is about the observance of economy. I would only

quote a passage from the present Chairman of the Railway Board, Mr. Baliga, who was not so optimistic whether the Railways would be able to compete with the roadways and hence he observed that the Railways operates on a priority system which meant that it cannot carry high-rated traffic; it can operate only on controlled rates. Hence in such a system where it is a question of rail-road competition the Railways should be able to preserve the tenets of economy very carefully and diligently. In this I would like to make a concrete suggestion. I am afraid today that the diesel locomotive as well as the other locomotives are not used to the maximum capacity, particularly, the diesel locomotives. Where it should work for 22 to 23 hours out of 24, it is not working even half the time. I wish I was wrong in my statement. And if (here is anything wrong I shall certainly stand corrected. On the other hand if there is some substance in my statement the Railways will have to take steps to take better their diesel locomotive.

There is one thing more which I would like to touch upon. The Railway Minister in his introductory remarks said about the Vijayawada-Madras electrification but I am very sorry that he has completely forgotten for the time being the Madras-Arkonam section. I do not know why the two should be separate. As the Vijayawada-Madras electrification scheme will take 4 years; why should we wait till then? The time is ripe because the potentialities of the traffic between Arkonam and Madras are something unimaginable. It is also an industrial belt, these 43 miles between Arkonam and Madras. Only if the Railway Administration will make a beginning now itself so that the electrification of the Madras-Vijayawada section runs parallel to the electrification of Madras-Arkonam section can we satisfy the growing needs of Greater Madras.

Lastly I would appeal to the Railway Minister with regard to the question of drafting as many sportsmen as possible in the Railway Administration. The Defence Department has done a grand job of this. In the Indian Hockey team or the Cricket team or in any other team it is the Railways and the Defence Department that have contributed the greatest number of players. The Railways is the biggest public sector in our country and if the Government cannot give a helping hand to sportsmen I am afraid sports will touch the lowest ebb

in our country. I would therefore very much request the hon. Railway Minister who is himself a keen sportman—who never misses his tennis even if there is a Railway debate here—that he should give some directions to the Railways Service Commissions in this regard. I do not say that unqualified persons should be taken, where there are, equally qualified persons preference should be there for the sportmen. It will be not only in the interests of the Railways but in the interests of the nation at large. With these words I support this Bill.

MR. DEPUTY CHAIRMAN : Can we continue for another 15 minutes with this?

SOME HON. MEMBERS : No, no. Tomorrow we can.

MR. DEPUTY CHAIRMAN : All right, there is a statement.

STATEMENT BY MINISTER RE SUGAR POLICY

THE MINISTER OF STATE IN THE
MINISTRY OF AGRICULTURE/कृषि
मंत्रालय में राज्य मंत्री (PROP. SHER
SINGH): As the House is aware, the sharp rise in sugar prices in recent weeks has caused widespread concern. The Government feel that there is hardly any justification for this rise. On the 1st October, 1971, there was opening stock of 14.0 lakh tonnes, which together with an estimated production of 33 to 34 lakh tonnes during the current season, will make a total of 47 to 48 lakh tonnes of sugar available to meet the requirement of about 40.0 lakh tonnes for internal consumption. Discussions were, therefore, held with representatives of the industry, both in the joint stock and the co-operative sectors. It was emphasised that in the current situation there was an imperative need to hold the sugar price line, and at the same time to ensure payment of higher sugarcane price to the growers than the minimum fixed by the Government, so that the sugar production which had declined since 1969-70 might pick up again in 1972-73.

I am happy to announce that the sugar industry has been quick to appreciate the seriousness of the situation and the need to

pay higher sugarcane price to the growers than the minimum fixed by Government. It has also agreed to make 10% of the monthly releases available to the Government for meeting emergent requirements and for distribution through fair price shops to domestic consumers at a fixed ex-factory price of Rs. 150/- per quintal exclusive of excise duty. The Government have agreed to this price taking into account the overall interests of the cane-grower, the industry and the consumer. Under this arrangement, it will be possible for the domestic consumers in most places to get a reasonable part of their requirements at about Rs. 2 per kg. In Delhi, it will be slightly higher on account of the higher octroi duty here. This arrangement is likely to be put into operation very soon. If this measure does not bring about the desired result, the Government would not hesitate to take such stringent steps as the situation may call for.

REFERENCE TO THE CURRENT INDIA-PAKISTAN CONFLICT

SHRI BHUPESH GUPTA (West Bengal): Sir, judging by the speech the Prime Minister yesterday made on the Ramlila Ground, it does appear the Americans have put out the threat of certain action against India. Now it is not only unfriendly or hostile, it amounts to near belligerency against our country. I should therefore like to know what exactly is the position. As far as we are concerned, we should tell the Americans to shut up and should continue with our decision, namely, to repel aggression in the west, and to liberate Bangla Desh in the east till the last man of the Pakistan troops is within that territory. There is no question of any ceasefire there on our part till the military attack has been completely defeated. We understand the Security Council is meeting today, and I do not know how things are going to happen there.

THE MINISTER OF STATE IN THE
DEPARTMENT OF
PARLIAMENTARY AFFAIRS AND IN
THE MINISTRY OF SHIPPING AND
संसदीय कार्य

विभाग तथा नौवहन और परिवहन मंत्रालय में
राज्य मंत्री।

OM MEHTA) : The discussion in the Security Council has been adjourned to 9 P. M.