

[Shri K. R. Ganesh.]

gling. As far as the smuggling and possession of gold is concerned, it is dealt with under the customs law and it is a large matter. On the floor of the House, in response to many parliamentary questions, we have indicated the various measures that have been taken to stop smuggling.

The Gold Control Act was initially meant to see that this traditional lure of gold that is there in our society could be removed by certain legislative restrictions, but that was not acceptable to the Parliament as well as the country. Therefore, some of the very important provisions that were there had to be removed. Therefore, it is a general question, a question of changing the habits of our people. It is not only a question of the value of the rupee having fallen because it is itself a debatable point which the Government does not accept, and general social reform measures will have to be undertaken.

SHRI N. K. SKEJWALKAR: What is the position about smuggling?

SHRI K. R. GANESH: That is a large question. For that question another debate will have to be started again.

These are the specific matters. This particular Bill seeks to validate section 71 and give in-built safeguards to innocent owners and also for the reopening of the cases and reduction of the fine as commented upon by the Supreme Court judgment.

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill be passed."

The motion was adopted.

MR. DEPUTY CHAIRMAN: The House stands adjourned till 2.30 P.M.

The House adjourned for lunch at seventeen minutes past one of the clock.

The House reassembled after lunch at half-past two of the clock. The VICE-CHAIRMAN, (SHRI AKBAR ALI KHAN), in the Chair.

ANNOUNCEMENT RE. GOVERNMENT BUSINESS

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS AND IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI OM MEHTA):

With your permission Sir, I rise to announce that Government Business in this House during the week commencing from 21st June, 1971, will consist of:

(1) Discussion on the Statutory Resolution seeking disapproval of the Maintenance of Internal Security Ordinance, 1971 and consideration and passing of the Maintenance of Internal Security Bill, 1971, as passed by Lok Sabha.

(2) Consideration and return of the Salaries and Allowances of Officers of Parliament (Amendment) Bill, 1971, as passed by Lok Sabha.

(3) General discussion on the Punjab Budget for 1971-72.

(4) Consideration and return of the Punjab Appropriation Bill, 1971, as passed by Lok Sabha.

(5) Consideration of a motion for reference of the Prevention of Water Pollution Bill, 1969, to a Joint Committee.

(6) Further consideration of the motion regarding conduct of Shri Rajnarain and others on the solemn occasion of the President's Address to both Houses.

THE APPROPRIATION (RAILWAYS) NO. 2 BILL, 1971.

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): Sir, I beg to move:

"That the Bill to authorise payment and appropriation of certain

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."

The question was proposed.

SHRI N. SRI RAMA REDDY (Mysore): Mr. Vice-Chairman, Sir, railway line is the lifeline of the nation, and appropriately too. This is the most important and probably, the biggest public undertaking in the country, involving an outlay of Rs. 4,000 crores. This being the situation, the Railways occupy the greatest importance in the life of the nation. Therefore, the greatest attention has got to be paid to this undertaking, naturally. Sir, whether it is agriculture or industry or trade or commerce, every department of human activity is to a greater extent depends upon the efficiency of the railways. Therefore, it is very necessary that this public undertaking should be operated most efficiently and in the best interests of the nation. Sir, the new Minister of Railways is attempting to tackle the fundamental defects that are now fundamental in our railway system. Almost on the very morrow of his assumption of office of ministership of nounced that the multiplicity of gauges in this country is going very much against the Interest and efficiency of the railway system. He has very correctly pointed out this thing.

Sir, I remember, way back in 1960, when I had to speak on the Railway Budget for the first time, almost in my maiden speech, in this House, I raised a similar question. That is why the attempt which he first made also attracted my attention as also the attention of the entire nation. He rightly pointed out that the multiplicity of gauges is acting against the interest of Railways and the efficiency of the railway system. Therefore, he has a 15-year plan to convert all the gauges into one gauge, that is, broad gauge. It is obvious that the cost of operation would be very much less in the

broad gauge system compared to the other systems, narrow gauge or metre gauge. Therefore, an obvious economic advantage is there. I agree it is a very huge task. We have inherited this multiplicity system and it is not possible to do away with it all of a sudden. I understand and appreciate his enthusiasm. But the lack of resources may limit his enthusiasm. All the same I congratulate him for his attempt. To start with, I would like to point out a problem nearer home.

The Guntakal-Bangalore line is a very important line of South India but it is still being run on metre gauge. I hope the hon'ble Miffister will take it up, not as a problem of Mysore alone but as a problem of the entire South India, and will convert it into broad gauge.

Secondly, he put forward another theory of modernisation and I am sure he will take it up efficiently. Mysore has plenty of electricity. In the Mysore State, the Bangalore-Mysore line is a very important line, and I do not see any reason why electrification should not be taken recourse to on this line. It is very necessary that this line should be electrified immediately. There are very many advantages. I do not want to go into them presently because the time at my disposal is very limited. The land between Bangalore and Mysore is such that he will save enormously on power consumption. Not only that, just as there is the Taj Express now running between Delhi and Agra, Mysore is a very important city attracting a lot of tourists from all over India. Therefore, I would commend to the consideration of the Railway Minister the question of starting the Mysore-Bangalore Express on the lines of the Taj Express here in Delhi. This is very necessary. This would be of great service to the tourists visiting Mysore.

Then, Sir, doubling of railway line is another very important aspect which you have to consider. A small portion, that is Jaletpet-Bangalore, is a very important one. I would commend

[Shri N. Sri Rama Reddy.] to the hon'ble Minister tEat he should take up the question of doubling this line. It is a small portion. This would be very helpful 'not only to Mysore but to the entire South India. Therefore, I commend this scheme to him.

Having said this, I would come to the question of operational efficiency. As Chairman of the Administrative Reforms Commission he must Have gone into the administrative system very deeply. And I am sure his experience there will stand him in good stead in changing the structure of the administration in the Railways to suit efficiency and proper working of the entire system. Sir, we are not quite happy at the way the administrative costs are going up in the Railways. The expenditure on the "administration itself has gone up to 72 per cent of the total expenses. This is a matter which should invite the attention of the hon. Minister and I am sure he will do something about it to see that this enormous expenditure is reduced, of course, without impairing efficiency in the working of the Railways. It should be quite possible to do so.

With regard to pilferages I want to say a word. Now, pilferage is a thing which the hon. Minister also is very much afraid of, as revealed by the Budget speech which he made. Pilferage is going on in the Railways to a very great extent.

SHRI NIREtt GHOSH: Going on, or it is being encouraged by them?

SHRI N. SRI RAMA REDDY: This is a thing that is eating into the vitals of the Railway system. This should be taken care of. How it can be done, or what should be done to stop this is a national question which has got to be tackled. The sooner we do away with pilferages, the better it would be, because they impair the efficient working of the entire system. Therefore, something has got to be done with regard to pilferages also.

Ticketless travelling is another problem. Times without number this

problem has been raised in this House, but I do not think it has been checked very much. The loss of revenue to the Railways on account of ticketless travelling is estimated at Rs. 5 to Rs. 10 crores. And everybody is taking liberties with the Railways. If tffere ls~any trouble anywhere, the first attention is given to the Railway property; either it is burnt or destroyed or otherwise dealt with. Unfortunately nobody in this country feels that it is national property, sacred property and it should be protected. This kind of education has got to be given to the people. I am sure if right guidance is given to the people, they would protect the Railway property. So, this is also very necessary.

I have got to go with speed from one point to another for lack of time.

SHRI NIREN GHOSH: There is no lack of time. Go on.

SHRI N. SRI RAMA REDDY: But you are not presiding officer.

SHRI NIREN GHOSH: I will see to it that you get time.

SHRI N. SRI RAMA REDDY: With regard to accidents, one feature is causing me great anxiety and worry. From "A Review of Accidents on Indian Government Railways, 1969-70", we find that the cases of "attempted train wrecking" have gone up from 70 in 1968-69 to 170 in 1969-70, all of a sudden. This is a very dangerous malady. How it has to be tackled, I do not know. I think the Railway Minister would do well to seeir life cooperation of all the political parties in the country. It is the politicians, I am told, who are often responsible for bringing about accidents of this kind; I do not have personal knowledge about it. So, if that is a fact, the Railway Minister would do well to invite all the political parties and see that it is nipped in the bud. This tendency is a very dangerous tendency and anything can be done with the Railway property and with the lives of the several millions of passengers

[Shri N. Sri Rama Reddy] who travel by train. Every day 6 to 7 million people are travelling by train. Therefore, any man-made attempt to wreck trains is a very dangerous thing. The number of such cases has increased all of a sudden from 70 to 170 in one year. It has to be stopped. For this purpose, the co-operation of the entire nation, of all the political parties, is very necessary. I know the Railway Minister by himself or his staff or his security forces cannot prevent these things. A broad consciousness has to develop in the country as a whole, as a nation. Of course, in all departments, in all aspects, that consciousness has got to develop in the country, but particularly so here because it involves human lives and railway property. Therefore, I would invite the Railway Minister's kind attention to this aspect and request him to see what best could be done, how best accidents could be prevented. At the moment the tendency is increasing on account of human tampering which is a very dangerous thing. The Minister should take note of this particular dangerous tendency. I am sure the entire House will sympathise with the Railway Minister because it is a new baby that is handed over to him; of course, it is a giant baby. He has got to take care of this baby. We wish him and his Ministry all well. I am sure he will have done better and shown better performance next year and in the next year's Budget he will come forward with the several improvements that I have suggested. I am sure he will have shown a great deal of improvement in the next year. He should see that operational efficiency increases with a view to making up the shortfall of Rs. 33 crores or so in this undertaking, the biggest in the country, with a total outlay of Rs. 4000 crores. In the British regime, in the former days, there were many smaller companies, the Maharashtra Railway Company, the Southern Railway Company, etc. There were several railway companies. Every year they used to distribute dividends. And now when all the railways have been brought into one national railways under one

administration the Railway Minister comes forward saying that it is short by Rs. 33 crores. I am sure he will have a different story to tell us next year. Our railways with a total outlay of Rs. 4000 crores run from Cape Comorin to Himalayas and from Dwaraka to Calcutta. By next year at least our railways must show better performance and better profit. I wish the Railway Minister all the best.

SHRI R. T. PARTHASARATHY (Tamil Nadu): Sir, it is very rare that we listen to speeches like the one that we have listened to just now from Mr. Sri Rama Reddy on behalf of the Opposition. I am very thankful to him because he has not given me much to answer him by way of charge which is the usual thing and to which we are accustomed in this House with reference to either one Ministry or the other. Today I stand here to support the Railway Appropriation Bill because, in my view, it is one of the biggest public undertakings that we have undertaken, and it is a great burden. We have been and we are discharging our duties, by and large, very well. I wish to congratulate the Railway Ministry and the Railway Board because in spite of all the shortcomings that they have had to face, they have done well. On this occasion it is rather customary for Members to place a few suggestions and I do so particularly as I come from the southern parts and that too from Salem which knits the Railway Minister's place, Bangalore, by a new line which was inaugurated by the Deputy Prime Minister of India only two years ago. We all know that the Salem-Bangalore line runs 235 kms, about 147 miles. But this was deliberately started as a metre gauge line. May I very respectfully say that those who engineered that cause have been rather careful in putting up the embankment, the construction and the bridges so that at later date this line between Salem and Bangalore could be converted into a broad gauge line without much of capital being wasted? I am very firm when I say this that if our traffic should be

[Shri R. T. Parthasarathy] bettered and railway working should be economised, it is of absolute necessity that the SaTgrn-Bangalore new railway line should" be converted into a broad gauge, if not in the next one or two years, at least in the next Plan period. On behalf of the public I make a'n appeal to the Railway Minister to give a start to it by examining whether this could be made possible.

While saying that, my mind goes back to the meeting of the Southern Railway Consultative Committee held two years back when the hon. Dr. Ram Subhag Singh was the Railway Minister. I had made a submission to the Consultative Committee and it found all-round acceptance. My suggestion was to run an inter-State Express Train connecting Mysore State with Kerala State through Tamil Nadu. There is already metre gauge in existence between Salem and Bangalore, Salem and Vridhachalam, Vri-dhachalam and Trichy and from Tri-chy to Madurai and Trivandrum. This suggestion was accepted by the Minister and he assured the Committee that after the passage of two years when the Sakm-Bangalore track could be strengthened it would be possible ' to have this. I want the government not only to improve upon their earnings, but also I want to tell them that this is very successful in the United States of America where inter-State trains are being run. They should be very fast trains so that the distance between Trivandrum and Bangalore could be covered in 24 hours. That will be a great advantage for the public. I would, therefore, very much like the hon. Minister to give thought to this suggestion of mine.

Coming to Southern Railways whose headquarters is at Madras, I have always felt that Madras has been a step-child of the Railway Board, the Railway Board taking the position of the step-mother, whereas Calcutta and Bombay have always been the pet children of the Railway Board. I have a grievance against the Railway Board i"n treating Madras particularly in a step-motherly fashion and I would appesl to the father, that is the

Railway Minister, to condescend and to give a helping hand to the stepchild, namely, Madras. Whereas it has been accepted as a matter of principle that there should be Rajdhani Express between Calcutta and Delhi, between Ahmedabad and Delhi, between Bombay and Delhi why is the Railway Board comiVig in the way of strengthening the track between Madras and Delhi so that flie-longest distance passengers from Bangalore could easily come to Delhi where we all assemble to settle the destiny of the nation? Is it not feasible and possible for the Railway Minister to examine as to how quickly and how best he could provide a Rajdhani Express between Delhi and Madras which is a vital need for the people of the entire Southern region?

In a small way, I would also appeal to the Railway Minister to examine whether a separate Division can be created in the SoutheFrTRailway with reference to Salem. Salem is the biggest district which is not yet catered by an air service. Now that the Salam-Bangalore line has been opeYied, I will invite your kmd attention to this. Salem is knit to three Divisions, namely, Olavakot, Mysore and Trichy. The length of the track in Salem is such that it can be converted into a Division in which case there will be economy and operational efficiency also. Why should Salem not have a new Division called Salem Division? I would request the Railway Minister to examine the possibility of this. Sir, I would like to make one or two general remarks with reference to the railways. But, before I do that, I would also like to say that in the interest of the travelling public one of the oldest trains, namely, the Nil-giri-Madras Express has not yet been dieselised. It is a very small and petty request which we have beeVi making very frequently. Whereas they would give the diese l engine to almost all the otheT trains like the Cochin Express and the Kerala Ex-I press and the like—I have no grie-! vance—I think the time has come

(Shri R. T. Parthasarthy.) when the Railway Minister will have to provide for the dieselisation of this most important train, the Nilgiri Express.

Sir, my friend, Shri Sri Rama Reddy, made a forceful plea for the electrification of the Mysore-Bangalore line. While I would support this cause, I would at the same time say that it is a question of finance and when there is paucity of finance, I would only appeal to the Railway Minister to consider the long-pending decision of the Railway Board—everything has been done in that direction—with reference to the Arakonam-Madras line being electrified. I do not see any reason why it has not been done. Statistics have been worked out, the traffic potentialities have been considered and everything has been done. Sir, if this is done, not only will the passengers benefit, but also the entire 43-mile belt between Madras and Arakonam, would be industrialised. If Arakonam could be connected with Madras by electric line, it will be, what we call, Greater Madras and the entire belt will take the population of Madras City, congested as it is, to this area and an area called the Greater Madras like Greater Bombay or Greater Calcutta, which will also be a viable unit, will be developed catering to the requirements of the people.

Sir, the railways have always projected as a public utility concern and rightly so. But for how long and how far? That is the question. Sir, I would like to state that any public utility concern will have to primarily concern itself with the economics of that concern and so, unless and until the railways are thinking on commercial terms, there will not be much of an advance for the railways. It should not only function as a public utility concern, but it should also function as a commercial concern. Today, you know, we are deficit to the tune of Rs. 33 and odd crores. But we must also know that there is the question of the rail-road competition everywhere throughout the length and breadth of this country and I am sure the hon. Members will agree with me

and the Railway Minister also will agree with me that the railways cannot compete with the road transport, particularly in South India where the Southern Railway is working at a loss because the rail-road competition is very keen and the road transport there is very efficient. In the Punjab and Tamil Nadu it is very efficient and to cope with it, unless the nationalised railways find ways and means of commercialising the same it will not be possible to work the entire net-work of the railways without a profit motive.

Sir, a little rise in the railway fares has been criticised by many. But I stand by the Railway Minister in saying that it is not altogether unjustified. It is a very small rise, Sir, and Parliament can forgive the Railway Minister by taking pity on him and has no other go but to do it. Sir, our railways are the world's fourth largest railway and the world's second among the State-owned railways. I would only give two figures to justify this; In route-kilometrage it is 59,756 km. and in traffic, it lifts per day 66 million passengers and 10,800 trains are there, lifting goods as well as passengers throughout the length and breadth of this country. The size and the volume of the Indian railways is something colossal that only a huge public enterprise can do and not merely with public co-operation, Sir, but with an efficient management-worker relationship. I am not very happy, Sir, about the manner in which the workers at all levels are treated by the railway administration. I do not say that they are not doing their duty properly. On the part of the workers also, I demand that they should show more efficiency. Efficiency is lacking. (*Time bell rings.*) I will finish in a couple of minutes. But the management also should not adopt a wooden attitude to the legitimate demands of the workers. There should be a healthy and happy coordination between the worker's interest and the public interest, which is the management's interest. I do hope that the

(Shri R. T. Parthasarthy.)

Railway Board will improve their operational efficiency by getting the best of the workers, and also by giving their best to the workers' cause.

May I very respectfully submit, Sir, that among all the railways in the world, the Japanese National Railway is perhaps the best? May I appeal to the hon. Railway Minister that he should send an expert team to Japan to study the working and the technology of the railway administration there, so that our railways are benefited by the system which they are practising in that great country in the East. Sir, so far as the operational efficiency is concerned, it is admitted throughout the world that the Japanese National Railways—are the best.

Now, may I lastly, congratulate the Railway Administration on taking to new and advanced technology with reference to signalling and telecommunications, which is of vital importance not only to the efficient working of the Railways but also for avoiding accidents?

I would like to conclude by paying a compliment to the Railway Minister Mr. Hanumanthaiya, who is quite receptive to public demands and whose fair approach has endeared him to all sections of the House. Sir he has been endowed with vision and large-heartedness. May I invite your attention that as one enters the city of Bangalore one sees the magnificence of the structure of the Vidhan Souda. May be one forgets the magnificence and grandeur of Vidhan Souda, but one would never forget Mr. Hanumanthaiya who built it. Likewise, it is for him to build a good railway administration that will satisfy all sections of the countrymen.

Thank you.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Dr. Antani.

DR. B. N. ANTANI (Gujarat): Mr. Vice-Chairman, Sir, permit me to congratulate the new Railway Minister for presiding to us such a rosy pic-

ture in such a short time after assuming his office. I know he has been well-tutored by his expert officers.

But I also know that he is a shrewd administrator and an advocate and he can understand things . . .

AN HON. MEMBER: Only in theory.

DR. B. N. ANTANI: Sir, the picture of the Appropriation Bill and his speech are so concise that in general terms one could have very little to say against it. But I have lived in railway life for 35 years. And what I have seen during the last 5 years, with all my respect to the intelligent expert officers of the Railway Board, whom although people want to send away lock, stock and barrel, I want them to remain with me and cooperate with me as long as I live—is that they are polite and expert, but they try to be rigid. I remember a story, Sir, that in a Manual it was written that the colour of the mango was green and, therefore, whenever anybody goes and tells these experts that the mango is yellow, they would say, "No, our Manual says it is green and therefore it must be green". That is the only complaint that I have got against the Railway Board. But if I see the general condition of the only monopolised concern in India—for which the world should be proud—that is, the Indian Railways, what is the picture otherwise? And may I give the gloomy side of it, Sir? My friend, the Deputy Minister understands Urdu; so, he will understand and please interpret to the Minister what I say now in Urdu:

किस्मत की कम नसीबी को सध्याद
क्या करे ।"

मिर पर गिरा पड़ तो फरियाद
क्या कर ॥

I have seen in the hon. Railway Minister's speech three or four paragraphs on amenities to III Class passengers, amenities to this, amenities to that. It is all very well on paper. But in practice what it is, I have the

(Dr. B. N. Antani.)

misfortune to know. I will therefore not waste the time of this House in elaborating on all of them giving the dark spots, but I would only say this that the picture is not as rosy as you have drawn it, Sir. Therefore, constant vigilance will be required to see that the rosy picture turns out to be so.

Now look at the Appropriations. Crores of rupees are to be paid out of the Consolidated Fund. But what is the wastage on the railways? Have you considered that? Even ticketless travel, one of the most immoral ways in our public life, we have not been able to check even that. When such is the case, how can we make savings? About wagons, the hon. Minister in his very fluent Mysorean English has written a paragraph that it is not shortage of wagons but the difficulty in their mobility. I entirely agree with him. On the one hand we are talking of having export trade in wagons with other countries, to export wagons to Sudan, Czechoslovakia and others. On the other hand, look at the Port of Kandla. Look at Kandla and say how many complaints you have received during the last month about the shortage of wagons there. Now the only industry that we have got is salt. The monsoon is coming, the salt is there, but the wagons are not there. Let me be a little cruel with the abbreviated forms of the designations of the railway officials who are connected with the allotment of wagons. How many officers are there holding the abbreviated designations made up of letters from A to Z who indulge in the trade of allotment of wagons taking black money? You pay them a hundred rupee, and you get a wagon. Every Sub-Divisional Officer, every Divisional Officer is a Nawab, he thinks. I am never destructive in my criticism but my blood boils when I see that they behave so. At the time of the fragmentation of the empire of Tipu and Hyder in your State, all the Nawabs became masters of the land. One became the Nawab of Palanpur.

One became the Nawab of Radhanpur. One became the Maharao of Kutch. And what is the position today? Every Divisional Officer is a Nawab. Look at Ajmer. "Bring one suit for me, newly tailored, and I will do it." That is the position of the railways. For every stall, it is Rs. 17,000. ^ ^

नहीं करेंगे, उसका कोई आसवानी,
कोई दासवानी, कोई सम्पट, कोई लम्पट,
कोई खम्पट है ।

श्री जगदम्बी प्रसाद यादव : सबको
लेकर चम्पट ।

डा० जी० एन० अन्तनी : यह सब
इंटरमीडियरीज़ है ।

Therefore, Sir, I congratulate him on his correct realisation that that is the correct reason for frustration everywhere.

I will now come to my own subject. It is my good fortune or misfortune to be the Vice-Chairman of the All-India Railway Guards Conference. I am the father of 17,000 children, with no family planning whatsoever in recent years. Look at the condition of these guards. Have you seen to the condition of their brakevans? No shelter against wind, no shelter against cold, no shelter against heat. I am not talking of their emoluments because you have been very generous to these employees; I recognise it; you have been paying them running allowance and all those things. But the condition in which this category is placed and the way they are treated is so pathetic that it requires careful investigation. My co-operation to the Minister is always there; I am prepared to go along with him and show him that this category deserves humanitarian consideration.

Now let me come to Kutch. For 57 kilometres of diversion of broad gauge railway from Gandhidham to Bhuj why should there be any hesitation? These experts sitting in the gallery...

THE VICE-CHAIRMAN (SHRI
AKBAR ALI KHAN): No, no . . .

DR. B. N. ANTANI: Are there any to convince me as to what comes in their way? Lai Bahadur sanctioned it; Ram Subhag sanctioned it; but as soon as it comes to Gandhidham the geography of Kutch is complete; the western side of Kutch does not exist. As soon as the train comes to Gandhidham, the western side is forgotten; there is no Bhuj; there is no Nath-dwara. I know. Sir, that you have ordered a survey, but survey does not mean anything. For a broad gauge railway of 37 or 57 kilometres to be taken up is no job. You are inviting a public conflagration. Let it be noted down. If you do not consider it very seriously without delay, it has struck the imagination of the people of western Kutch to such an extent and as I said to the Defence Minister yesterday. He said there are occasional exercises by Pakistani troops. I have two very strong eyes; I have seen these rascals with their tanks. What are you talking about? Kutch belongs to me as much as it belongs to you. Like that. On the western side of Kutch, on this border, the broad gauge railway—37 kilometres only—is a prime necessity. You will not go and solve it; the railway administration will not go and solve it just by spending money. I guarantee, I shall go to my Kutchi enterprising people, beg of them, in every State and will give you the fraction that you require. But, for God's sake, for Kutch's sake, give the broad gauge line to Bhuj and you will give the blessings of humanity. Thank you.

श्री जगदीश प्रसाद माथुर (राजस्थान):

उपसभापति महोदय, अभी पारखसारती जी बोल रहे थे और उन्होंने कहा कि मोटर ट्रांसपोर्ट बड़ी एफिशियेंट है और इस कारण से रेलवे घाटे में जाती है। जो अप्रैडिक्स 9 है, जो एक्सप्लेनेटरी मेमोरेण्डम सरकार ने दिया है, इसको देखने पर लगता है कि सदरन रेलवे

552-RS—7.

लगातार घाटे में जा रही है। मैं एक बात माननीय मंत्री से जानना चाहूंगा कि यह पूरी की पूरी रेलवे घाटे में जाती है, पूरा का पूरा जोन घाटे में जाता है तो आखिर कौनसी उन्होंने व्यवस्था की है? क्या उन्होंने उन कारणों को ढूंढा है जिससे कि हमारे जो 9 जोन्स हैं उनमें से 3 जोन्स लगातार घाटे में जा रहे हैं। आखिर यह हमारी रेलवे घाटे में क्यों जाती है इसके बारे में उन्होंने कोई जांच-पड़ताल की है या नहीं की है? लेकिन इसके साथ-साथ मैं एक अपनी बात भी उनसे पूछना चाहूंगा और वह यह है कि अपने देश के अन्दर दो तरह के किराये की व्यवस्था उन्होंने की है, एक किराया सामान्य रूप से लिया जाता है लेकिन देश में कुछ इस प्रकार की लाइनें हैं जिनके बारे में सरकार ने यह कहा है कि चूंकि यह घाटे में चलती है, यह पूरा मुनाफा नहीं देती है, इस कारण से कुछ स्थानों पर दुगुना और कुछ स्थानों पर डेढ़ गुना किराया वसूल किया जाता है। तो जबकि पूरा का पूरा सदरन जोन घाटे में जाता है तब भी वहां सामान्य किराया वसूल किया जाता है। समझ में नहीं आता कि क्यों कुछ लाइनों में डेढ़ गुना और कुछ छोटी लाइनों में दुगुना वसूल करते हैं। अगर दुगुना और डेढ़ गुना किराया ही वसूल करना था तो सारे देश में एक व्यवस्था होनी चाहिए थी और जो जोन पूरे के पूरे घाटे में जाते हैं वहां भी इसी तरह पूरा किराया वसूल करते लेकिन क्योंकि इन क्षेत्रों के अन्दर बड़े प्रभावी नेता रहते हैं, माननीय रेल मंत्री भी उसी इलाके से आते हैं और हमारे नये इस्पात मंत्री भी उसी इलाके से आते हैं इस कारण से छोटे इलाकों के अन्दर आपने दुगुना और डेढ़ गुना किराया वसूल करना प्रारम्भ कर दिया और जो रेलवे पूरी की पूरी घाटे में जाती है उसके घाटे में जाने के कारण को ढूंढे बिना वह सामान्य किराया वसूल करते हैं। मैं चाहता हूं कि देश के अन्दर जो रेल चलने की सेवा की व्यवस्था आपने की है वह सारे देश के अन्दर समान

[श्री जगदीश प्रसाद माथुर]

रूप से हो। सारे देश के अन्दर जो हैं वह इस देश के नागरिक हैं तो कुछ नागरिकों को दुगुना किराया देना पड़े और किसी को डेढ़ गुना किराया देना पड़े, इस तरह की व्यवस्था नहीं होनी चाहिये।

अब जहाँ तक कि घाटे में चलने का कारण है तो जैसा कि श्री पारथसारती ने कहा रोड ट्रांसपोर्ट बड़ी ऐफिशिएंट है लेकिन अगर दक्षिण में रोड ट्रांसपोर्ट ऐफिशिएंट है और उसके कारण से सदर्न रेलवे घाटे में जा रही है तो रोड ट्रांसपोर्ट पंजाब में भी बड़ी ऐफिशिएंट है और हरियाणा की रोड ट्रांसपोर्ट भी बड़ी ऐफिशिएंट है लेकिन हरियाणा और पंजाब की रेलवे तो घाटे में नहीं जाती है। तो यह कारण नहीं है। उपसभापति महोदय, कारण यह है और कम से कम मैं जिस स्थान से आता हूँ उस स्थान का मुझे अपना व्यक्तिगत अनुभव है और उस छोटे से स्थान की बात को देखकर मैं कह सकता हूँ कि रेलवे के अधिकारी और प्राइवेट बस आपरेटर्स दोनों मिलकर जो साजिश करते हैं उसका परिणाम है कि रेलवे घाटे में जाती है। रेलवे कौन से टाइम पर चलनी चाहिए, किस समय मुसाफिर ज्यादा मिलेंगे, उस बारे में जब जनता रेलवे विभाग से मांग करती है कि हमारे यहां से रेलवे इस समय पर चलनी चाहिए और अमुक स्थान से राजधानी तक या और जगह तक इस तरह चलनी चाहिए और उस पर जब विचार किया जाता है और उस संबंध में रेलवे जब प्रोपोजल निकालती है तो बस आपरेटर्स जयपुर जाते हैं या बम्बई जाते हैं और वह ट्रैफिक सुपरिन्टेण्डेंट से मिलते हैं, जनरल मैनेजर से मिलते हैं और इन रेलवे अधिकारियों और बस आपरेटर्स के बीच में जो लेन-देन होता है उसका परिणाम यह होता है कि जो रेलगाड़ियां जिस समय पर नहीं चलनी चाहिए वह उस समय चलती हैं और जो गाड़ियां जिस समय पर चलनी चाहिए उस समय पर नहीं चलती हैं। तो गाड़ियां जनता की सुविधाओं को देखकर चलनी चाहिए।

लेकिन रेलवे अधिकारी बस मालिकों से पैसा लेकर के जनता की सुविधाओं को समाप्त कर देते हैं। मैंने कई बार एक सवाल रखा था। मैं अपने घर की बात कहता हूँ। हमारे यहां से बारह बजे के बाद से हमारे प्रांत की राजधानी को दूसरे दिन सुबह तक कोई गाड़ी नहीं है। बार-बार इसका प्रोपोजल रखा, इसका सवाल रखा। यहां पर सरकार ने कहा कि विचाराधीन है लेकिन हम जानते हैं कि आप कर नहीं सकते। रेलवे बोर्ड पर आपकी चलती नहीं और रेलवे बोर्ड के ऊपर जो जनरल मैनेजर या डी० एस० बैठे हैं वह कह देंगे कि हमारे यहां टर्मिनल की व्यवस्था नहीं है, हमारे यहां याडिंग की कैपेसिटी नहीं है। आप हमको नई गाड़ी दे भी दें तो भी वह स्टेशन पर ठहरा नहीं सकेंगे, कह देंगे कि कैपेसिटी ही नहीं है। तो किस तरह से ये बस आपरेटर्स इन आफिसर्स को रुपया देना बंद करें यह सब से बड़ी समस्या है। इसलिए यह कहना कि बस सविस बड़ी ऐफिशिएंट है इस कारण से घाटा है ठीक नहीं। बस का किराया मेरे अपने स्थान से जयपुर तक का साढ़े चार रुपया है और रेलवे तीन रुपया लेती है तो कौन ऐसा यात्री होगा जो कि रेलवे में बैठना नहीं पसन्द करेगा। लेकिन यह जाना तो समय पर है। हर एक अपनी सुविधा से जाना चाहता है। अगर हमको 20 घंटे के लिए एक गाड़ी नहीं मिले तो मजबूरन हमको बस में जाना पड़ेगा। इसलिए मैं भाननीय मंत्री जी से कहूंगा, यह तर्क देना कि बस सविस ऐफिशियेंट है इसलिए सदर्न रेलवे घाटे में चलती है, छोटी लाइनें जिनमें ज्यादा किराया वसूल करते हैं वह घाटे में चलती हैं, मुझे इससे आश्चर्य होता है। अभी मैंने यहां एक सवाल पूछा था, चुरू से फतेहपुर लाइन पर आप क्यों दूना किराया वसूल करते थे, तो जवाब में उन्होंने कहा कि ड्योढ़ा किराया लागू कर दिया है। अपने यहां एक समिति बनी थी जिसमें घाटे की लाइनों के बारे में जांच हुई थी, उसने एक

रिपोर्ट दी थी कि जहां पैसेजर लाइने हैं वहां घाटा नहीं हो रहा है। अभी माननीय मंत्री जी ने उत्तर दिया कि अभी भी वह लाइन घाटे में है। आप अपने विभाग को कन्सल्ट कर लीजिए कि कौन सी लाइन घाटे में है।

उपसभापति महोदय, एक और निवेदन करना चाहता हूं। जहां तक मीटर गेज को ब्राड गैज में बदलने का सवाल है मैं माननीय मंत्री जी से निवेदन करूंगा इसके बारे में उनको सदन के सामने कोई क्राइटेरिया घोषित करना चाहिए। बार-बार सदन में हमने मांग की इसके बारे में कि वह क्राइटेरिया घोषित करिए। केवल मंत्री महोदय के अपने इलाके के अंदर से ज्यादा प्रेशर पड़ा, पुल्स पड़े, वहां लाइनें खोली गईं। पूर्वांचल प्रदेश में विशेष रूप से गौहाटी की बात करता हूं। उपसभापति महोदय, जैसी स्थिति देश के पूर्वांचल भाग में है, वहां तक ब्राड गेज लाइन सरकार नहीं ले जा सकी है। जिस तरह से असम की राजधानी गौहाटी तक रेलवे लाइन जाती है, वह ऊपर शिलांग तक नहीं जाती; इसमें संदेह नहीं कि गौहाटी मुख्य केन्द्र है लेकिन हिन्दुस्तान की राजधानी से ऐसे स्थान जो कि स्टेटेजिक प्वाइंट हैं वहां पर ब्राड गेज होनी चाहिए लेकिन सरकार ने इस वर्ष जो यह बदलने का प्राविजन किया है, इस योजना में किया है, वह शायद दक्षिण की किसी लाइन को बदलना चाहते हैं। मुझे पता नहीं क्या है, बैसे तो सारा देश एक है, चाहे दक्षिण का बदले उत्तर का बदले, लेकिन कोई क्राइटेरिया होना चाहिए। आसाम की बदले या न बदले परन्तु मैं राजस्थान के लिए जरूर कहूंगा कि राजस्थान के लोग बंगाल और असम और बम्बई की तरह ज्यादा जाते हैं। खासकर राजस्थान की राजधानी जयपुर से ब्राड गेज करने की दृष्टि से सरकार के पास कोई योजना नहीं मालूम पड़ती है। इसलिए हमने कहा कम से कम एक क्राइ-

टेरिया रख दीजिए कि हिन्दुस्तान के प्रत्येक प्रांत की राजधानी और केन्द्र की राजधानी को सबसे पहले हम ब्राड गेज से मिलायेंगे, इसके आधार पर शुरू कीजिए, उसको कुछ विशिष्ट राज्यों की राजधानियों से मिलाना शुरू किया इससे मुझे लगता है एक प्रकार का क्राइटेरिया तय करने के लिए सरकार तैयार नहीं है।

उपसभापति महोदय, मैं एक और निवेदन यह करना चाहता हूं कि सब लोगों ने अपने क्षेत्र की बातें कहीं लेकिन मुझे लगता है जहां तक मीटर गेज का सवाल है, सरकार का ध्यान ठीक दिशा में गया नहीं है क्योंकि उन लोगों ने तय कर लिया है कि मीटर गेज को ब्राड गेज में बदलना है इस लिए वर्तमान स्थिति में मीटर गेज की क्या स्थिति है इसके बारे में हमारा विभाग कोई ध्यान नहीं देता। विशेष रूप से मैं वेस्टर्न रेलवे की बात कहूंगा। वेस्टर्न रेलवे के अधिकारी यह समझते हैं कि बम्बई यानी वेस्टर्न रेलवे बम्बई टू देहली यह जो बड़ी लाइन है इसका मतलब है वेस्टर्न रेलवे है इसके अलावा वेस्टर्न रेलवे कहीं रहती नहीं है। लेकिन इसमें जो बड़ी लाइन ज्यादा क्षेत्र घेरती है, मीटर गेज की लाइन घेरती है उस पर हमारे अधिकारियों का दुर्लक्ष्य है। विशेष रूप से मैं सीमावर्ती इलाकों की ओर ध्याना दिलाना चाहता हूं। राजस्थान में 600 मील की सीमा पाकिस्तान से मिली हुई है, वहां पर लड़ाई के समय बड़ी आवश्यकता पड़ी थी। और उस कारण से जोधपुर को जैसलमेर तक रेलवे लाइन से मिलाया गया। लेकिन अगर इस सारे बार्डर की समस्या का निदान आपको करना है तो रेलवे विभाग को विशेष ध्यान देना होगा। मैं जानता हूं हमारी सरकार इस इलाके के अंदर अगले पन्द्रह वर्षों में भी ब्राड गेज में बदलने वाली नहीं है। मुझे तो आश्चर्य इससे होता है, उपसभापति महोदय कि दिल्ली स्टेशन नार्दन रेलवे में है, जयपुर से अहमदाबाद को जो गाड़ी आने वाली होती है तो हमारे दिल्ली के

[श्री जगदीश प्रसाद माथुर]

और दिल्ली से बउने वाले कर्मचारी ऐसा कहते हैं कि अपनी गाड़ी आ रही है। अगर वैस्टर्न रेलवे की कोई गाड़ी आती है, स्टेशन पर सिगनल देकर ठहरा देंगे और नार्दन रेलवे की गाड़ी को अपनी गाड़ी आई कह कर पहले सि लेते हैं। मुझे आश्चर्य होता है, जब रेलवे बोर्ड एक है तो ऐसा क्यों होता है। दिल्ली के स्टेशन पर, मीटर गेज के स्टेशन पर वह कहते हैं कि हमारा तो नार्दन रेलवे है, यह हमारी गाड़ी है और वैस्टर्न रेलवे की जो गाड़ी आती है, चाहे मेल ट्रेन हो या नार्दन रेलवे की एक पैसेन्जर ट्रेन हो तो उसको पैसेज दे देते हैं। रेलवे बोर्ड इस बारे में कोई समन्वय की बात नहीं करता। इसलिए मैं चाहूंगा, मंत्री महोदय विचार करें कि इस नार्दन रेलवे का जो मीटर गेज का सैक्शन है और वैस्टर्न रेलवे का जो मीटर गेज का सैक्शन है बहुत बड़ा इलाका है—जयपुर, जोधपुर, बीकानेर, उदयपुर, रतलाम और जैसलमेर इतने डिवीजन्स उसके अन्दर आते हैं, इस सारे को मिला कर अगर एक जोन बना दिया, नौ जोनों में एक जोन बना दें तो खास कर सीमावर्ती इलाके की गाड़ियों के लिए अच्छा हो जाएगा और गाड़ियों का तालमेल ठीक बैठेगा। कम से कम दिल्ली के अधिकारी बैठ कर इस प्रकार की दुर-अवस्था नहीं कर सकें, दुर्लक्ष्य नहीं कर सकें, इस और रेलवे बोर्ड को ध्यान देना चाहिये।

उपसभापति महोदय, कहते हैं कि बिना टिकट यात्रा करने का मामला, और चैन पुलिंग की घटनाएं बहुत होती हैं। मैं आपके सामने एक उदाहरण देता हूं। मैं जब भी जयपुर से आता हूं, मुझे पता नहीं कौन सा कारण होता है, दिल्ली के पहिले जो पुल आती है ऐसी कोई ट्रेन नहीं जो दिल्ली जंक्शन और सराय रोहल्ला के बीच नहीं रोक दी जाती और 100-150 पैसेन्जर उतर कर घरों में चले जाते हैं, आते हुए जब हम अजमेर में पहुंचते हैं,

तो अजमेर में पहुंचने से पहले गाड़ियां रोक दी जाती हैं। तो इस षड्यंत्र में शामिल कौन लोग हैं? यह रेलवे के कर्मचारी हैं, जिन लोगों को फ्री लाते हैं उनके लिए व्यवस्था करते हैं कि यहां पर गाड़ी ठहराएंगे सिगनल मिलेगा नहीं, जहां चाहो मुसाफिर उतार दो इस प्रकार आप चेकिंग कराएंगे नहीं और कहेंगे कि रेलवे का घाटा हो रहा है। यह छोटी सी बात आप जाकर देखें कि गाड़ियां इस तरह से रुकती हैं कि नहीं?

पहले हमारे रेलवे के मंत्री नन्दा जी रहे। रेलवे मंत्री होने पर उनसे बहुत कुछ अपेक्षा थी क्योंकि उन्होंने देश से भ्रष्टाचार को निकालने का एक नारा दिया था लेकिन उनके भ्रष्टाचार को मिटाने का नारा हमारे सत्तारूढ़ दल और उसके सदस्यों को पसन्द नहीं हुआ, कुछ कर्मचारियों को भी पसन्द नहीं हुआ। नन्दा जी का पत्ता कट गया रेलवे मंत्री पद से। पिछली बार जब वह रेलवे मंत्री बने उन्होंने 11 पौइन्ट की एक योजना बनाई लोगों का सहयोग प्राप्त करने के लिए रेलवे में भ्रष्टाचार मिटाने के लिए लेकिन उसमें उप-सभापति महोदय, संसद के प्रत्येक सदस्य को प्रतियां भेजीं 11 पौइन्ट प्रोग्राम की और कहा कि जिस जिस स्टेशन पर आप जाय अपना टिक मार्क लगा दें उसमें क्या शिकायतें आपने पाईं, लेकिन नन्दा जी की योजना रेलवे बोर्ड को पसन्द नहीं आई। उन्होंने सोचा हमारे ऊपर क्या आफत लाके बैठा दी। (Time bell ring) तो जब रेलवे बोर्ड ने देखा यह नयी आफत हमारे ऊपर क्या आ गई तो नन्दा जी के खिलाफ अभियान चलाया। नन्दा जी का जो 11 पौइन्ट प्रोग्राम था उसको खत्म कर दिया। और उसके बाद चुनाव आया, चुनाव के बाद नयी व्यवस्था बनी और नयी व्यवस्था बनने के बाद नए रेलवे मंत्री आए। और उपसभापति महोदय, जिस दिन हमारे नए मंत्री हनुमंतैया जी इस सदन में आये उन्होंने कहा कि संसद के सदस्य पत्र लिखते हैं, मुझे पत्र लिखते

हैं, रेलवे की शिकायत करते हैं, यह बड़ा गलत तरीका है। और उसके बाद मैंने देखा है एक नयी नारेवाजी रेलवे की चली है, रेलवे के कर्मचारियों ने एक नया नारा देना प्रारम्भ किया। वे कहते हैं नमस्ते नहीं करेंगे, तो अब वे प्रणाम नहीं करते। वे कहते हैं : जय हनुमान जी। हमने पूछा कि जय हनुमान जी रेलवे के अन्दर क्या चला तो उन्होंने कहा इसका मतलब है अब संसद सदस्यों की एक नहीं चलेगी। संसद सदस्य रेलवे बोर्ड को पत्र नहीं लिख सकते, पत्र लिखेंगे तो उन पर ध्यान नहीं दिया जाएगा। सभापति महोदय, हर किसी बात के लिए पत्र नहीं लिखा जाता। जहां इतना बड़ा रेलवे जैसा विभाग हो, जिसका जनता के साथ सम्बन्ध हो, और हम जो जनता के प्रतिनिधि चुन कर आते हैं, हमारे पास जनता की शिकायतें आती हैं और आखिर संसद में सारे सवाल रखने से समस्या का हल नहीं होता, इसलिए संसद के सदस्य रेलवे बोर्ड को पत्र लिखते हैं, अपने जोन के जनरल मैनेजर को लिखते हैं, डी० एस० को भी लिखते हैं। लेकिन अब उन्होंने कह दिया है कि जय हनुमान ज! हो गया है, अब आपको चिन्ता करने की जरूरत नहीं है, कोई भी पत्र लिखिए उस पर ध्यान नहीं दिया जाएगा क्योंकि संसद के अंदर कहते हो, राज्य सभा के अंदर कहते हो? सदस्यों द्वारा रेलवे बोर्ड को जो पत्र लिखने की किया यह एक प्रकार से रेलवे के काम में हस्तक्षेप है।

अभी हमारे जगदम्बी प्रसाद यादव जी ने श्री वर्मा का केस बताया था। इतने दिनों तक वह पत्र लिखते रहे लेकिन बस जय हनुमान जी हो गया, कि अब तुम को चिन्ता करने की जरूरत नहीं रह गई, अगर भंगी की जगह ब्राह्मण को दे दें तो कोई चिन्ता की बात नहीं। हमारे माननीय सदस्य मान सिंह वर्मा जी ने भी कहा कि मैंने बार-बार पत्र लिखा मैंने मंत्री महोदय से कहा

आप स्वयं चलिये, जांच करिये। मेरठ और दिल्ली के बीच जो रेल गाड़ी जाती है, उसमें लोग छत में बैठकर जाते हैं या नहीं। यह सदस्य ने पत्र लिखा और रेलवे मंत्रालय ने जवाब दिया कि आपकी शिकायत के संबंध में जांच की गई और वह गलत निकली। क्या यह व्यवस्था ठीक नहीं होती कि जिस सदस्य ने शिकायत लिखी थी और जिसके शिकायत पर जांच की गई उसको कम से कम इस बात की सूचना दी जानी चाहिए थी कि अमुक शिकायत पर जांच हो रही है, हमारे व्यक्ति जांच कर रहे हैं और यदि आप आना चाहें तो आप भी इसमें शामिल हो सकते हैं। केवल यह लिख देना कि हमने जांच की और आपकी शिकायत गलत निकली, उचित मालूम नहीं देता है। यह तो आफिशियल ढंग पर काम करने का तरीका हुआ और इसी तरीके पर रेलवे विभाग के कर्मचारी काम कर रहे हैं।

जो नये रेल मंत्री हैं उन्होंने पिछली बार सदन के अन्दर अपना भाषण दिया था और अपनी एक नई योजना और एक नई कल्पना लेकर रेलवे के अन्दर परिवर्तन करना चाहते थे। मुझे लगता है कि जिस प्रकार वह रेलवे विभाग के शिकंजे में फंस गये हैं, जिस प्रकार से वे कर्मचारियों के शिकंजे में स्वयं आ गये हैं, उससे वे रेलवे विभाग में कोई बड़ा परिवर्तन नहीं कर सकेंगे।

हम नन्दा जी की तारीफ किये बिना नहीं रह सकते हैं। उन्होंने काम किया या नहीं किया, लेकिन उन्होंने रेलवे में भ्रष्टाचार खत्म करने के लिए योजना बनाई थी कि किस प्रकार रेलवे में से भ्रष्टाचार मिटे और इसके लिए उन्होंने जनता से सहयोग भी मांगा था। वे जनता के सामने किसी काम को करने के लिए योजना लेकर तो आये चाहे उसमें वे कामयाब हुए या नहीं, यह दूसरी बात है। लेकिन हमारे जो नये रेल मंत्री हैं वे पुराने तरीके से काम करना चाहते हैं और उनके ऊपर जिस प्रकार से

[श्री जगदीश प्रसाद माथुर]

नौकरशाही हावी हो गई है, संसद सदस्यों के ऊपर हावी होने की कोशिश की जा रही है, उससे रेलवे में किसी प्रकार का परिवर्तन और उन्नति नहीं हो सकती है। हम अपने अधिकारों के प्रति जागरूक हैं और हमें अपने अधिकारों की सीमा में काम करना है। इसलिए मैं रेलवे मंत्री जी से निवेदन करना चाहता हूँ कि जिस रूप में वे रेलवे में निदान करना चाहते हैं, रेलवे जिस प्रकार से सर्विस दे रही है और आप चाहते हैं कि रेलवे ज्यादा सर्विस जनता को दे, जिस प्रकार से रेलवे को घाटा हो रहा है, वह कम हो, तो आपको अपने काम करने के ढंग पर परिवर्तन करना होगा। आज रेलवे बैगन समय पर नहीं मिलते हैं और अगर समय पर मिलते रहते तो आज रेलवे में घाटा नहीं होता। मैंने पिछली बार सदन में कहा था कि लोग तीन चार महीने पहले रेलवे बैगन्स के लिए इन्डेंट कर देते हैं फिर भी समय पर बैगन नहीं मिलते। माल रुका पड़ा रहता है और इससे हिन्दुस्तान की सारी इकौनौमी तहस-नहस हो जाती है। कहीं पर अनाज पड़ा रहता है, कहीं पर कोयला पड़ा रहता है, कहीं पर मिनरल्स पड़े रहते हैं और इस तरह से माल एक जगह से दूसरी जगह नहीं जा सकता है। अगर समय पर सामान एक जगह से दूसरी जगह पर जाता रहे तो चीज भी सस्ती लोगों को मिलें और रेलवे को भी घाटा न हो। अगर रेलवे बैगन प्राप्त करने के लिए बाबू को पैसा दे दिया जाय तो बैगन एकदम मिल जाते हैं और बिना पैसे बैगन नहीं मिलते हैं। आज बैगनों की कमी नहीं है, अगर कमी है तो आपकी व्यवस्था की कमी है। आप जिस अफ्रिष्टाचार को रोकने के लिए कदम उठाना चाहते हैं उसको रोकने में आप सफल नहीं हुए हैं और इस अफ्रिष्टाचार के कारण देश की सारी इकौनौमी और सारी इन्डस्ट्री को खतरे में डाल रहे हैं। इतना ही मुझे निवेदन करना है।

SHRI B. T. KEMPARAJ (Mysore):
Mr. Vice-Chairman, this gives me a unique opportunity to support this

Appropriation Bill, because the hon. Railway Minister is not only my senior in profession but he also left his entire chamber to me to continue my practice before he became the Chief Minister of Mysore State. Added to this credit, he is the person who brought me into this political field and also made me a Member of the Legislative Assembly while he was the Chief Minister of Mysore State, and during that period it was also a unique opportunity to me to find that it was he who constructed the magnificent Vidhan Soudha which is an object of admiration to the visitors and foreigners from all parts of the world. Apart from this now as a Railway Minister he has to make headway for the betterment and improvement of the Railways. Especially, Sir, when we travel in the Eastern Railway, the condition of the Eastern Railway is so bad that the question of how best the hon. Member can be capable of bringing about a radical change is only left to him. I had occasion to travel from Gorakhpur to Barauni where the people used to squat on the roof of the trains and the trains used to be stopped every five or ten miles and people usually got into the train and got out of the train. Therefore, such an indecent management has to be checked. Unless it is checked, how can we think of bringing about economic improvement or development in the Railways?

Sir, another most important thing is that the hon. Minister comes from Bangalore of which I am also a citizen. There was a proposal to lay a circular railway around Bagalore City during his time as Chief Minister. But that has been lost sight of. The city is fast growing. The hon. Shri Parthasarathy went to the extent of claiming that Salem should be formed as a Division. I put him this question straightaway, how about Bangalore? Bangalore is the second largest thickly populated city in the South. Therefore I suggest that Bangalore may be made a Division, **not** Salem.

[Shri B. T. Kemparaj]

The metre gauge line from Bangalore to Mysore should be made into broad gauge because it is necessary. Mysore is a beautiful city. Many tourists visit there. Therefore it is necessary, while extending the Gun-takkal-Bangalore line, that it may be extended up to Mysore also.

Again, Sir, the Salem-Bangalore line ought to have been broad gauge but unfortunately it was made metre gauge.

Coming to the services in the Railway Department, the representation to the Scheduled Castes is very poor. In fact, if the Minister takes this fact into consideration he will feel that nothing has been done in this direction. The required percentage of vacancies which ought to have been filled, have not been filled. Whenever we raise the question on the floor of this House or in any Consultative Committee meeting, the answer that we get is that the candidate required to be appointed is not suitable. 'Not suitable' has become a convenient factor to these officers who are destined to appoint lower grade officials or such people. Therefore, what I humbly submit is this. The required quota which these Scheduled Caste and Tribe people ought to have got 22 years ago has not yet been filled up. At least a start may be kindly made now by the Minister in this direction so that educated young engineers, medical officers, second division clerks, first division clerks and so on may get employment opportunities.

On the operating side, there are inspectors, checking inspectors, commercial inspectors and so on. Their promotions have been held up. We have got innumerable cases. But the hon. Minister has already stated on the floor of this House that no Member can write any letter to him recommending anybody's case. If this is the case, how can the difficulty, the harassment, the torture which these poor persons get at the hands of their higher officers be brought to the notice of the concerned authorities?

Therefore, a cell should be created for receiving these complaints directly from the public or from the Members of Parliament;—of which the Minister can take note and try to rectify the difficulties.

Regarding transportation of goods, wherever we go—in the big railway stations—we see so many goods lying exposed to the elements. What is the reason for the delay in transportation of goods? If transportation of goods is taken care of, if those in charge of transportation of goods are diligent, I do not think that the railways cannot compete with road transport. The Railways have got a safer method of carrying goods than the Road transport. In road transport there are more chances of mishaps than in the railways. The unexpected incidents are not on the railways. Therefore, Sir, my suggestion is that the officials, the persons in charge in the railways, must be geared up. Unless this administrative machinery is geared up, the railways will continue suffering heavy losses.

My hon'ble friend opposite just now said that there is double fare in Rajasthan. This is nothing but exaggeration because double fare can never be charged there. Under no circumstances such a thing can occur. I agree that in rush hours the passengers may have to come across railway people indulging in this sort of underhand dealing to give reservation on the train. Such things should be discouraged. There must be strict administration. Unless the administration is made strict and efficient all these underhand dealings will be there. Therefore, my humble suggestion is that whenever reservations are to be made it should be done strictly according to rules without the intervention of a middle man. With these suggestions I support the Bill.

SHRI BALACHANDRA MENON (Kerala): Sir, I will not be true to myself or to the workers if I were to praise Mr. Hanumanthaiya now as most of our friends here have done. My own feeling is that for the last seven

[Shri Balachandra Menon]

years the railways have been stagnating. I am not one of those who believe that we have made a loss. What actually has happened is that the Government insisted that it should get 6 per cent, dividend when seven years ago it was taking only 4 per cent. So this difference of Rs. 30 crores is there because the dividend has been raised from 4 to 6 per cent., a difference of 1 per cent. Nothing more than that. Should not a government-owned undertaking give a proper return? Yes. But should the Railways be considered only as a profit-making industry. The Railways help a good deal in building the infrastructure of the country for the development of industry and agriculture. This factor should be taken into consideration. Unlike some small European countries which have other means of transport too, in India Railways are the main mode of transport. We have to depend mainly on the Railways. Any increase in the railway freight charge would mean that the far off areas which are not yet industrialised would suffer. The time has come when the Railways should think on those lines and should firmly refuse to increase the dividend. This is what the Capital has to say:—

"Incidentally, cannot the dividend payable to the Exchequer be reduced for some time till the railway finances improve?"

This is the main thing. Mr. Hanumanthaiya, who was the Chairman of the Administrative Reforms Commission, who knows the difficulties of the Railways, who knows the difficulties of his department should have fought to get the dividend back to 4 per cent. And I am sorry, he has not done it. I am anxious that more lines should come up so that all these areas which are not opened up are opened up. Then only industrialisation is possible. Then only modern agriculture can come. If the Nagarjunasagar area does not get immediate railway transport, what is the use of producing rice there? I should like to know. So, the whole concept is wrong. ! ■ It is stagnant understanding. A deve-

loping economy requires a bolder initiative from the Railways.

Now, I should like to point out that Mr. Hanumanthaiya unfortunately found fault with three people. The first was the worker who, according to him, is indisciplined. The second was the poor third class traveller who refuses to pay more and who could be packed like sardines in the third class. You can understand the horror of travel in the third class. You have not been able to improve the travel conditions of the third class passengers. And the third was the poor man who sends his goods from one place to another. He is "not sure whether his goods will reach the destination at all and yet he has to pay more. These are the three people who are the villains of the Railway Minister. But I would like to say that something is wrong somewhere else. My understanding is that the productivity of our workers has increased considerably during this period. We have got the book, "A Review of the Performance of the Indian Government Railways, 1971" and it tells us that the traffic units moved per employee on the open line has increased from 122 in 1950 to 185 in 1970. Then in the number of staff there has been no improvement from 1960 to 1970. Now, take the case of increase in the productivity of our railway workshop workers. It increased from 50 in 1960 to 67.2 in 1970. No other worker in India has increased his productivity to this extent. You should be proud of your worker. You should be proud that he has done so much. Theft, where is the mistake? If more wagons come out of our workshops, if more repairs are being undertaken in our workshops, if our factories produce more, how is it that there is still this stagnation? There must be something wrong somewhere.

SHRI K. HANUMANTHAIYA: Where is it wrong*?

SHRI BALACHANDRA MENON:

I am coming to it. The mistake is ! because of the wrong planning at the top. The number of locomotives used

for 1 million Uhne kms freight traffic per day has remained constant at 20. It is on page 53 of the report I mentioned. Then, engine kms. per engine day on line improved only slightly from 154 to 157. Wagon kms. per wagon day declined from 75.6 to 72.3. Then, a goods train which was taking 11 days previously now takes 13 days to go back. That means, there is a traffic loss of one-sixth because of wrong planning. So, where is the mistake? It is at the top. Unless that changes, nothing can be changed. I am sure Mr. Hanumanthaiya who has so much experience in the Administrative Reforms Commission will be able to find out the defect. And unless that is changed, unless these Moghula know that they cannot continue as before, our railways will not improve. There is also something more which I want to tell you. Corruption in the railways has reached unheard of proportion*. Every department is corrupt. Life itself is corrupt in our country, but the worst is the department of railways. I can give you hundreds of instances. This time I am going to place before you only about a few of the instances in the Southern Railway. Next time I will be able to give you details of every railway. The first thing I would like to point out is about a small thing like the cinder contract. There we find that a contractor is given the right to collect all the cinder. But what happens is he is not collecting the cinder, he is taking the coal. This is a thing which we should not give on "contract" because we are not keeping people to find out how the cinder is being removed. When wagons are loaded with coal or when they are halted in some place, these people try to go and collect the coal. They are not collecting cinder. They are collecting something else. Therefore, I would request that coal should be asked to collect that and nobody else.

There is another thing and that is about the vendors on the platforms. Actually people who are not getting licences are doing the job. I can give

you instances of a number of stations where people do not have licences but go about selling on the platform. There is an agreement somewhere. I shall give you the names of stations also if you want. At Jalarpur even outsiders sell rivals. Then I come to Salem. You know on the double line there is a station by name Irigal. A new concrete building has come up there. Nine staff quarters have been constructed. A well has been dug. And now the railways have decided that that station is not necessary. More than Rs. 10 lakhs have been wasted. Can you ever imagine that they construct a concrete building, have a number of staff quarters and then refuse to accept it as a railway station? This is what has happened. I want to know who conducted the survey, who prepared the blueprint, who sanctioned this work. Can the hard-earned money of our people be wasted like this? This has happened. I was speaking about the old story of Mangalagiri and Mangalore. Previously this was brought to the notice of the Railway Minister also and he answered it was Mangalagiri improvement. Actually Mangalagiri is a small place. It does not require that much improvement. About Rs. 2 crores were sanctioned for Mangalagiri which is just a small station and it was expanded. All because of a typist's mistake, Mangalore could not be expanded, Mangalagiri got expanded. And we had to accept it. What else can we do? We can go and see whether Mangalagiri requires a big station.

SHRI K. HANUMANTHAIYA:
Where is that Mangalagiri?

SHRI BALACHANDRA MENON: It is about 20 miles from Vijayawada. Then I want to say there is a double line between Salem and Erode. There was a necessity for cutting a rock. The contract was given. The rock was supposed to be a hard one. But actually it turned out to be soft. But it is hard rock's money that has gone to the contractor. I can give a number of other instances. But I do not want to take much of your time. I will pass»

[Shri Balachandra Menon] these on to you. If we do not stop corruption here, we are not going to have any future. In these Railways it has to be fought first.

MR. DEPUTY CHAIRMAN: Please wind up now.

SHRI BALACHANDRA MENON: I only want to say that I am anxious that the Railway Minister should insist on the entire Fourth Plan allocations ...

SHRI K. HANUMANTHAIYA: That I have done.

SHRI BALACHANDRA MENON: It is necessary.

In the end I request that areas like Kerala should not be neglected. We are also part of India. Let not India stop or end at Bangalore or Salem; let it not end at Madras or even at Coimbatore. I would, therefore, say that there should be a direct Express Train from here to Cochin. Secondly, I would request that the line from Cochin to Trivandrum through Alleppey must be taken up. Alleppey is a very beautiful city and is even known as the Venice of South. It is today completely finished up because the entire coir industry is smashed up and we cannot put up new industries. If the train stops at Cochin or Ernakulam, transshipment is necessary and goods cannot be removed. New factories cannot come up. Two transshipments mean too much cost. To save people from all these troubles, this line is an absolute necessity.

Then you can attempt a line from Mysore to Kerala without touching Tamil Nadu. This line starting from Tellichery to Mysore will be a shorter route and therefore it should be done.

I would also request that there should be a line from Palghat to Gurusvayur through Trichur so that all the black-marketeers who have made so much money can go to Gurusvayur by this route and deposit that money at Gurusvayur temple coffers and thus save their souls. It will be good.

These are some small suggestions. I have others and for that I shall write.

SHRI NIREN GHOSH (West Bengal): Sir, I oppose this Appropriation Bill. Why should money at all be appropriated?

MR. DEPUTY CHAIRMAN: You mean Railways can function without money?

SHRI NIREN GHOSH: Let this damned administration collapse. That is better. This Minister himself was never known for any progressive views. He was bidding his time to tax the poor people. With Morarji Desai he was kept together in the ARC and he was marking time. Just at the nick of time he jumped on to the band wagon which is still moving. Sometime in future it will come to a stop. There is no wonder that he should come forward with this sort of Appropriation Bill fleecing the people at the cost of India, and pampering the over-rich people. Soon after he became the Minister, suddenly he has swooped down on the employees because he says that the employees are to be promoted not on the basis of seniority, but on the basis of merit. Who is to judge the merit? It is his Ministry, the Railway 4 P.M. the General Managers. All

of them are corrupt people.

They always favour their pets and they have to judge the people for their merit. So, a honey-comb of corrupt persons to be promoted, inefficient persons to be promoted—that is the first thing he did and now the employees are waging a bitter struggle demanding that promotion should be on the basis of seniority. This is his task, this is his job.

Then, Sir, I wonder why so much of the railway work is given on contract basis to the contractors. Is it to take money from us to give annually something like Rs. 30 crores to the contractors? All those things could be done by the railways themselves and more recruitment could perhaps

have been necessary and the employees would have been provided with jobs. No. The corrupt damned contractors must be pampered, they must be favoured, and they must be made rich. And, at the cost of whom? At the cost of the people of India. So, this is a waste practicality. Nobody knows annually how much money, how many crores of rupees, 50 crores, 60 crores, 70 crores, or 80 crores of rupees, are given and the work that can be done by them is given on contract basis so that the contractors make an annual profit of anything between Rs. 20 and Rs. 30 crores. So, what is this? This is the capitalist way. They run after the capitalists at the cost of the people. That is what the railways are doing. That is why I said I oppose this.

Now, Sir, as regards corruption, it is a Rs. 700-crore or Rs. 800-crore or a Rs. 1,000-crore budget. It is a big budget, almost equal to the Defence budget and the Defence budget has shot up. So, it is a prize Ministry in the Government of India, a Ministry that can dispose of thousands of crores of rupees and that is the prize thing and one should be there! So, I would like to know how much in corruption, in swindling and in pilferage and other sorts of things, how many crores of rupees, you give annually to certain people as a matter of policy. It is a hoary practice and there is no stopping of it. They just encourage it because they live on it and the Railway Board is the cess-pool of corruption. Has the Minister the courage to deal with the Railway Board? All the Railway Ministers I have seen. They are nincompoops and they are persons in the hands of the Railway Board, the Great Moghuls. Are they Ministers? Almost they are the servants of the Railway Board. They dictate and these people obey and that has been the practice for so long. Now, he says that if there is any accident, the man employed there should be first suspended or dispensed with, his services should be dispensed with. Why don't they say that if there is a train accident, the General Manager should be suspended

forthwith Or the Railway Board should be made accountable? Why not do that? Why start from the bottom? Why not start from the top? Even those engine drivers who are made to run the railways overtime, beyond human capacity—for that matter everybody knows it—if they object that the engine is not good and it should not be taken on the tracks, they are met with threats of disciplinary action to run the damaged engines on the track. There are scores of instances like that and they are made to run 14 hours or 16 hours at a stretch, beyond the competence of any human being and now he wants to touch the employee at the bottom and not the Railway Board people who are responsible for this sort of things. Take wagon-building. Five years back they were encouraging wagon builders to add more capacity. They went on adding to their capacity to the required amount. From 1967 onwards, suddenly they cut out the order and the wagon building industry employing perhaps a lakh of workers—and with the ancillaries and all that 2 to three lakhs of workers—involved in it, are in a soup. They are in a soup. It is a matter of policy for them. They damaged their economy. It is not a socialist economy; it is a capitalist economy.

Now they say that the orders for wagons are never placed in time with the wagon builders. They require at least six to seven months margin in order to manufacture wagons of the required size. They have to prepare lay-outs, specimens and all that. Only then they can go on manufacturing. That margin is never allowed to them. There is a backlog of orders. And the prices also have been reduced. But I have no quarrel with the prices being reduced. If they can be manufactured at that price, if it is economical, they should be manufactured at that price. But the question is that after a sudden slashing of the order, after adding on to their capacity, they are in a crisis. Jessops, Texmaco, Braithwaite, I.S.W.—these are the big wagon builders. All of them are in a crisis. What a policy?

[Shri Niren Ghosh].

Then, the Eastern Railways orders for EMU coaches are placed in Param-bur, while Jessops are in a position to manufacture them. AhcT offers for the Western Railway are placed with Jessops. I Sir, say that this deliberate. Jessops are in doldrums. There, about 14,000 workers—or with ancil-laries about 50,000 to 60,000 workers-are involved. This is how they pursue their policy. And he comes with this Appropriation Bill and this Budget!

dare not, you have not the capacity to get at those fellows who mismanage the administration or who indulge in corruption. Have you ever dared to do that? Because you are their man, how can you dare do that?

MR. DEPUTY CHAIRMAN: Please conclude now.

SHRI NIREN GHOSH: I am trying, Sir. Now this is how wagons are allotted.

Now, Sir, there is another thing in my State—the Howrah Amta Light Railway—which has been closed down. Twenty thousand employees have been rendered unemployed. They have not been absorbed by the Railways. Their services have been just terminated. Also, there is no alternate provision for carrying the goods and passengers—at least sixty thousand passengers. And all the small-scale business men and traders who utilized this railway now do not know what to do. With this closure of the Howrah-Amta Light Railway, small industries and shops with more than ten thousand workers involved in them, have been driven to the dogs. What a wonderful and a socialist Minister!

About the allocation of wagons, everywhere—in Bombay, Calcutta, Madras or Delhi, these wagons are as a rule allocated. And for the small and medium industrialists or businessmen, it will be a hat trick if they can manage to have a wagon allotted to them. This is how the railways are run for the benefit of the monopolists, and to crush the Ism and medium industrialists or busi-necessmen, whether they are in industry or trade or commerce or whatever it is. How much graft money is paid for the allotment of wagons? Will, my dear Minister, is it in lakhs or crores? Could you calculate it over the years? This is how some of your railway officials earn. This is j tha administration of your General ; Managers. This is the functioning of your Railway Board. These are the superior officers you have. And you

Then the rise in passenger fares, and all that, and they worry about ticketless travel. I say: Why should III Class passengers pay any fares at all? I say ticketless travel in the III Class should become universal. Why should they pay a single penny to this railway administration? Whatever earnings you get out of passenger fares, it is because of the III Class passengers. And now even the III Class passenger fares have gone up. Of course I am glad that they have gone up in the case of I Class passenger fares, but then I have seen I Cla'S coaches where, under an administrative decision, some fans have been taken away; the number of fans that were there existing, even that number has been reduced. I have seen it actually in the Kalka Mail because now and the_n I travel in that train. In a compartment of four berths there used to be four fans. Now only two are there and two have been taken away from there. And in the III Class compartments that I have seen, there are no fans at all. Yet the III Class passengers must pay more. Why should they pay at all if these are the amenities, if these are the wonderful amenities provided by the Indira Gandhi Government to the poor people of India?

MR. DEPUTY CHAIRMAN: Will you please conclude now?

SHRI NIREN GHOSH: Yes, Sir, but I would just like to say another thing, with regard to the Rajdhani Exptess. In the Rajdhani Express
1 gramophone songs or iadAa songs are

there. It is trash music and the songs are of the type of "Laray Lappa", and such music starts from Calcutta. Not even Tagore's songs are given. This "Laray Lappa" type of songs is the music diet that is provided. And this is how they are raising the cultural level of the passengers. And with this cultural level they are perhaps making a cultural revolution like the Chinese-, I suppose.

Then, sir, this Government some time back has been a party to the understanding that contract labour should be abolished. Now, how many contract labour, casual labour, the Railways carry? How many lakhs are they? I dare say it will be between four and five lakhs. Without making them permanent the Railways carry so many lakhs. Why? For whose benefit? You were a party to the agreement that contract labour should be abolished. So come and tell us for whose benefit you are continuing to have contract labour of that magnitude. Will the Minister tell us whether there is a plan hatched to reduce the number of railway employees? Now it is fourteen lakhs and I hear that it will come down to 5 lakhs, that is, five lakhs will be retrenched. They say that are creating employment potential and they have provided Rs. 50 crores in the Budget for the purpose so that each village may get employment potential to some extent. I fear that 80 per cent of this sum will be grabbed by some Congress fellows and only 20 per cent may be spent in the villages to create employment opportunities. Instead of adding to the employment in Railways, where it should have gone up over a number of years, you are reducing it by five lakhs. That is how they are tackling the unemployment problem. Wonderful, the more you add to the unemployment, the more Indira Gandhi's socialist way you are tackling the unemployment problem. Well, if the poor people of India do not understand, pity on them.

Now, Sir, it is natural that a number of struggles broke out and recent-

ly in Garhara-Barauni also a bitter struggle was fought by the Railway employees of the Garhara-Barauni sector. The struggle was in Dhanbad also. In the North-Frontier, i.e., in the Siliguri Alipurduar sector and also everywhere, the employees have got together, elected some sort of councillors so that they could fight. But the Railway administration, instead of negotiating with those elected councillors or committees or whatever it is, they tried to bypass them. With whom do you want to deal? Why do you create two federations in the Railway? Is it not the pampered Congress-manufactured federation? There was a national federation in the P.&T. Now, with 5 per cent of the employees they have formed another federation and you have given them recognition. That is how the Government behaves and instead of dealing with those elected councillors, you try to crush them—no not only crush them, but summarily dismiss them from service and bring all repressive measures. That is how you are dealing. That is Indira Gandhi's socialism in practice and also as practised by your hon. Shri Hanuman-thaiya.

श्री शीलभद्र यादव (बिहार) : उप-सभापति जी, मैं एक ऐसा सदस्य हूँ जो 12 वर्ष से बोलता आ रहा हूँ, लेकिन यह रेलवे मंत्रालय, यह रेलवे बोर्ड, जैसे बहरा होता है, जिसके कान बन्द हो जाते हैं, उसी तरह से यह भी हो गया है। उसको इस बात का ज्ञान नहीं है कि देश की सिक्योरिटी क्या होती है, देश की सुरक्षा क्या होती है, किस तरह से उसको काम करना चाहिये, कहां रेलवे लाइन बिछानी चाहिये जो देश की सुरक्षा के लिए बहुत ही आवश्यक है, इन सब चीजों की ओर रेलवे मंत्रालय ध्यान नहीं देती है। जो पिछड़ा इलाका है, जहां अभी तक रेल नहीं गई है, उसके बारे में रेलवे मंत्रालय कुछ भी ध्यान नहीं देता है।

[श्री शीलभद्र याजी]

मैंने अभी तक बिहार के बारे में बंगलौर या केरल की लाइन के बारे में, यह एक्सप्रेस चले, वह एक्सप्रेस चले, जिस प्रकार से सदन के और सदस्य अपने प्रांतों के बारे में कहते हैं, अपने इलाके के बारे में कहते हैं, वैसी बात मैंने कभी नहीं कही। मैंने इन 12 वर्षों में कभी भी बिहार के बारे में कुछ नहीं कहा लेकिन वह इलाका जो ज्वालामुखी के मुंह पर बैठा है वह त्रिपुरा जहां पर लड़ाई हो रही है, धर्मनगर से लेकर अगर-तल्ला तक सर्वे हो चुका है लेकिन अभी तक वहां पर रेलवे की लाइन नहीं बन पाई है। यह वह इलाका है जहां पर होस्टाइल एलिमेंट बैठे हुए हैं, चीनी बैठे हुए हैं, पाकिस्तानी बैठे हुए हैं, होस्टाइल नागाज बैठे हुए हैं, होस्टाइल मिजो बैठे हुए हैं, वहां पर किसी प्रकार की रेलवे लाइन नहीं है। अगर एक दो दिन सड़क का रास्ता बन्द हो जाय तो एक जगह से दूसरी जगह सामान नहीं जा सकता है। 12 वर्ष से कह रहा हूं कि हिन्दुस्तान की सुरक्षा के नाम पर, सिक्योरिटी के नाम पर, जिस स्थान में लोगों ने अभी तक रेलवे लाइन नहीं देखी सिर्फ सिनेमा में देखी है, 12 वर्ष से चिल्लाते आ रहा हूँ मगर कोई सुनता नहीं है। वहां पर रेलवे मिनिस्टर साहब जाते हैं और जनता के सामने कहते हैं कि इस इलाके के लिए रेलवे लाइन बन रही है और जब दिल्ली आते हैं तो सब चीज भूल जाते हैं तथा सब काम खत्म हो जाता है। मैं मिनिस्टर का नाम नहीं लेना चाहता था लेकिन मजबूरी के साथ लेना पड़ रहा है। उनका नाम है श्री राम सुभ सिंह और श्री शाहनवाज खान। ये लोग अगरतल्ला और इफाल जाते हैं और वहां पर 10 हजार की मीटिंग में कहते हैं कि रेलवे लाइन जल्दी बनाई जायेगी लेकिन दिल्ली आते ही वे वहां की सब बातें और वायदे भूल जाते हैं।

इसी तरह से पार्टिशन से पहिले तक

जम्मू तक रेलवे लाइन थी। और इतने दिन हम को आजाद हुए हो गये लेकिन जम्मू तक लाइन नहीं गयी, श्रीनगर तक लाइन क्या जायेगी। इस लिए मैं कह रहा हूं कि नेफा में, उत्तरी बिहार में, जम्मू काश्मीर में जहां कि सुरक्षा के लिए आसानी से फंजें भेजी जा सकती हैं और माल भेजा जा सकता है वहां रेल लाइन बना कर हम अपनी सुरक्षा रख सकते हैं। उन इलाकों में जहां रेल लाइन है ही नहीं, उन इलाकों में हमें सुरक्षा की दृष्टि से रेल लाइन बनानी चाहिए। इसके लिए आप डिफेंस मिनिस्ट्री से बात कर सकते हैं। आप के पास पैसा नहीं है। आप दिवालिया हैं यह हम जानते हैं। रेलवे में इतनी चोरी होती है, डकैती होती है कि मंत्रालय बराबर दिवालिया रहता है। उस के पास पैसे की कमी है। आप वर्ल्ड बैंक से रुपया लीजिये या कहीं से पैसा लाइये। मैं जानता हूँ कि इस रेलवे में पैसा कभी नहीं रहेगा। इस लिए रेलवे को चाहिए कि देश की सुरक्षा के नाम पर इन सब इलाकों को दबाने के लिये, अपनी फंजों को वहां भेजने के लिये, अपना सामान वहां पहुंचाने के लिये आप कुछ करें। आज एयर प्लेन से वहां फोजें और सामान जाता है। तो इसके लिये वे दो या तीन सौ करोड़ रुपया मांग लें डिफेंस से और उन को कहा जाये कि इन इलाकों में रेलवे लाइन बननी चाहिये। सारी बात तो आयी कि मीटर गेज से ब्राड गेज करो या इधर से उधर लाइन ले जाओ, इस सब को आप छोड़िये अगर आप प्रेक्टिकल मिनिस्टर हैं तो। मुझ को तो इस में डाउट होता है क्योंकि उन्होंने कहा कि पार्लियामेंट के मेम्बर हमको लेटर ही न लिखें। पार्लियामेंट के मेम्बर तो आप को निकाल सकते हैं और आप को रख सकते हैं। बलने पर भी जिस सवाल को हम उठाते हैं उस का आप जवाब नहीं दें। काश्मीर में उधमपुर तक रेलवे लाइन ले जाने के लिये सवाल उठा था और फिर श्रीनगर तक की बात आयी थी, लेकिन कभी उस का

जवाब ही नहीं देते । तो हम पार्लियामेंट के मेंबर जानते हैं कि मिनिस्टर को किस तरह से दुस्त किया जाता है । जहां देश की सुरक्षा खतरे में पड़ रही है जहां एक तरफ चीन है और दूसरी तरफ पाकिस्तान है, अगर उन सब इलाकों में आप रेलवे लाइन नहीं बनायेंगे तो आप का मंत्रालय और क्या करेगा । हमारे पार्थसारथी जी और दूसरे लोग बोले हैं, उन की मांग रही है, हमारे रेड्डी जी भी बोल रहे थे तो मेरा कहना है कि रेलवे लाइन कहीं भी मत बनाओ सब जगह का काम बंद कर दो । केवल जहां रेलवे लाइनें नहीं हैं और सुरक्षा के लिए जहां जरूरी है केवल वहां ही रेलवे लाइनें आप ले जाइये । आप दिवालिये हैं इस लिए आप रक्षा मंत्रालय से बात कीजिए । कैबिनेट में बात कीजिये कि इन सब इलाकों को बचाना है, नहीं तो उस इलाके में आप की फौजें नहीं जा सकती हैं और कोई सामान नहीं जा सकता है । अगर वहां रेल लाइन न बिछायी गयी जो पीछे आप पछतायेंगे । 12 वर्ष से मैं इस बात को कह रहा हूँ लेकिन आप के कान पर जू नहीं रेंगती । आपके मिनिस्टर लोग वहां जाते हैं और भाषण दे आते हैं और यहां आते आते सब भूल जाते हैं । आप भी उसके लिए बात करेंगे और फिर भूल जायेंगे । इस लिए मैं चाहता हूँ कि आप ठंडे दिल से इस को सोच कर सुरक्षा मंत्रालय से बात करें । हम सुरक्षा मंत्रालय को बहुत रुपया देते हैं । उस में से 2, 3 सौ करोड़ रुपया ले कर इन इलाकों में रेलवे लाइन बना दी जाय, यही मेरा आप से निवेदन है ।

श्री उपसभापति : राजनारायण जी, आप कुछ कहना चाहते हैं ?

श्री राजनारायण : जरूर ।

श्री उपसभापति : लेकिन एस० एस० पी० पर मत बोलियेगा, सिर्फ रेलवे पर बोलिए।

श्री राजनारायण : श्रीमन् शीलभद्र याजी जी का जब संभाषण हो रहा था । तो हम को कुछ प्रसन्नता भी हुई कि कमी-कमी उनकी बुद्धि के कपाट खुलते हैं और कभी कभी वन्द हो जाते हैं ।

श्री नवल किशोर : इस समय क्या है ।

श्री राजनारायण : इस समय थोड़े खुले हैं । एक बात उन्होंने रेल मंत्रियों के बारे में कही और यह बात सभी मंत्रियों पर लागू होती है । जब यह आयेंगे जनता के बीच में और वहां जब देखेंगे जनसमूह तो जनता के हित की बात कह डालेंगे . . .

श्री उपसभापति : राजनारायण जी, आपका लिमिटेड टाइम है ।

श्री राजनारायण : और जब वे यहां आयेंगे उसको भूल जायेंगे । इस समय मेरे पास एक बुलेटिन है उसका नाम है 'रेल की हलचल' । और यह विशेष बुलेटिन है उसका भ्रष्टाचार विरोधी अंक है । यह सदस्यों के लिए है । और मैं सतर्कता हूँ कि यह सभी सदस्यों को मिला होगा, मगर उन लोगों ने इसको रद्दी की टोंकरी में फेंक दिया होगा । मैंने इसको इस्तेमाल करना चाहा है । यह देखा जाय, तारीखदार उन्होंने नाम दे दे कर लिखा है कि कहां भ्रष्टाचार के मामले में कौन कौन पकड़ा गया, कब पकड़ा गया कैसे पकड़ा गया और उसको उच्चाधिकारियों ने कैसे बचाया । मैं इस बात को मानूंगा कि श्री गुलजारीलाल नन्दा जी ने, जहां तक उनका बस चला, भ्रष्टाचार को समाप्त करने का प्रयत्न किया, मगर जब उनका बस ही ना चले तो क्या करें । यह घर विभाग से भ्रष्टाचार मिटाने चले, वहां से चले गये । रेल विभाग से भ्रष्टाचार मिटाने चले, वहां से चले गये

[श्री राजनारायण]

अष्टाचार को नन्दा जी नहीं मिटा पाये, अष्टाचारियों ने नन्दा जी को मिटा दिया। इस बात को मैं चाहता हूँ कि हनुमन्तैया जी हृदयंगम कर लें। मैं हैरत में हूँ। मैंने नहीं सुना था, मगर एक सम्मानित सदस्य बोल रहे थे, उन्होंने यह कहा कि हनुमन्तैया जी ने यह घोषणा कर दी सदन में कि हम को कोई चिट्ठी न लिखे अगर उन्होंने यह घोषणा की है तो उन से कोई पूछे कि फिर चिट्ठी किस को लिखे? अगर उनका कोई उच्चाधिकारी भ्रष्ट है या उनके किसी छोटे अधिकारी पर अत्याचार होता है और उसकी अधिकारी सुनते नहीं हैं तो किसको लिखा जाये। यह तो एक बड़ा अजीबो गरीब प्रश्न हमारे सामने आया कि हम को कोई लिखें ही नहीं। तो लिखें किसको? फिर मैं चाहूँगा श्री हनुमन्तैया जी से निवेदन करना कि आप जब सदन के सदस्यों को सुनने को तैयार नहीं हैं तो कृपा करके अपने घर में बैठो। आनन्द करो, मस्ती की जिन्दगी बिताओ। और फिर किसी को सुनने, समझने की जरूरत नहीं, लेकिन अगर मंत्री बनते हो तो आपके विभाग में जो अन्याय है, आप के विभाग में जो खराबियाँ हैं, जो धांधलियाँ हैं उसका वर्णन होगा और सदन के माननीय सदस्य उन खराबियों को मंत्री महोदय तक नहीं पहुँचाते हैं तो सदन के सम्मानित सदस्य अपने कर्तव्य से ज्युत होते हैं। तो अब झगड़ा होगा श्री हनुमन्तैया, रेल मंत्री और सदन के सम्मानित सदस्यों में। यह कहते हैं कि मूझे न लिखो और मैं कहता हूँ कि उनको खूब लिखो। जितनी खराबियाँ हों उन सब को श्री हनुमन्तैया जी के पास पहुँचाया जाय। देखो वह क्या कहते हैं। चूँकि जनाबे सदर ने हमको कह दिया कि इस समय समय थोड़ा है इसलिए मैं यह चाहूँगा कि यह पूरे का पूरा पर्चा मैं उनके पास भेज दूँ।

श्री उपसभापति : यह ठीक रहेगा।

श्री राजनारायण : यह ठीक रहेगा। बड़ा अच्छा है। यह उनके पास पहुँचा दीजिए।

(माननीय सदस्य ने यह पर्चा रेल मंत्री के पास भिजवा दिया।) यह पूरे अष्टाचार का चिट्ठा है। यह रेल विभाग का बुलेटिन है, इसको वह देखें। मैं उसके पूरे व्योरे में नहीं जाऊँगा। चेयरमैन साहब ने यह अच्छा काम किया। अगर उनका दिमाग इधर उधर हो जाता तो कहते कि आप इसे नहीं दे सकते, लेकिन यह अच्छा काम हुआ।

श्री उपसभापति : आप तारीफ करते हैं, मैं ने कोई गलती तो नहीं की?

श्री राजनारायण : बहुत बढ़िया काम हुआ। मैं यह समझता हूँ कि जो मैं ने सुबह कहा था उसी का फल है। सुबह मैं ने चेयरमैन, और डिप्टी चेयरमैन, दोनों की तुलना की थी। हमारे चेयरमैन ब्रह्मवादी हैं और यह हैं बुद्धवादी। यह बुद्ध धर्मावलम्बी हैं और वह सनातन धर्मावलम्बी हैं।

श्री उपसभापति : आप रेलवे बजट पर बोलिए।

श्री राजनारायण : दोनों वहाँ आ जाएंगे तो सनातन धर्मावलम्बी से मैं बुद्ध धर्मावलम्बी को श्रेयस्कर मानता हूँ। मैं अपनी बात छिपाता नहीं हूँ। इसलिए वह आज ब्रह्म में विचरण करें मगर यह तो कांफ़ीट हो, वह निर्गुण में बात करें मगर यह तो सगुण में बात करें।

अब मैं यह कहना चाहता हूँ—मगर मैं सोचता हूँ किसके सामने कहा जा रहा है। क्या श्री हनुमन्तैया में यह क्षमता है कि रेलवे विभाग में एक श्रेणी हो जाय। तृतीय श्रेणी, द्वितीय श्रेणी प्रथम श्रेणी और एयर कंडीशंड ये जो तमाम चार श्रेणियाँ हैं ये चार श्रेणियाँ क्यों? भारत भी एक विचित्र है। आप यह न समझें कि ये चार श्रेणियाँ यों ही हैं। यहाँ सब में चार हैं। यहाँ चार दिशाएँ हैं, यहाँ चार वर्ण हैं, यहाँ पर चार अवस्थाएँ हैं। ये सब हैं तो रेलवे विभाग में भी चार श्रेणियाँ कर दी, तृतीय श्रेणी, द्वितीय श्रेणी, फर्स्ट क्लास और एयर कंडीशंड। यह जो हिन्दू धर्म का

कोड़ है, जो सनातन धर्म का कोड़ है आज वह इस सरकार के मंत्रालय को दबोचे हुए है। इन्होंने सोचा कि हमारे यहां चार वर्ण हैं, हमारे यहां चार दिशाएँ हैं, हमारे यहां चार अवस्थायें हैं—श्री नवल किशोर जी आप समझते हैं कि चार अवस्थायें क्या हैं, ब्रह्मचर्य, गृहस्थ, वाणप्रस्थ और सन्यास — तो रेलवे में भी चार विभाग कर दिया।

श्री शीलभद्र याजी : एस० एस० पी० में भी कई ग्रुप हो गया। हिन्दुस्तान में क्लास चलता ही है। एस० एस० पी० में दो ग्रुप हो गया।

श्री राजनारायण : एस० एस० पी० में दो ग्रुप नहीं हैं, वह इन्दिरा के भोंपू रेडियो और इन्दिरा के दस्त्रालों में है। एस० एस० पी० तो केवल एक है जिसका सम्मेलन इलाहाबाद में हुआ और बेईमान अखबारों ने और बेईमान रेडियो ने एक आदमी जिसके पास कि कोई आदमी नहीं है उनका बयान निकाल दिया। अब हम कहें कि रेडियो वाले भाई हमारा यह समाचार निकाल दो तो रेडियो कहता है कि आप सबूत दें कि आपके पास कितने कमेटी के मेम्बर आये, आपके विधान में आपको यह हक है या नहीं। संसोपा का विधान माडल है, आदर्श है।

श्री उपसभापति : इसको जाने दीजिये। रेलवे पर बोलिये।

श्री राजनारायण : अब जरा सुन लीजिये, इन्होंने इसकी चर्चा कर दी है। एक मिनट जरा सुन लीजिये।

संसोपा का विधान आदर्श है। डा० लोहिया ने कहा कि जो राजनैतिक दल जैसा प्रशासन का ढांचा बनाना चाहता है वैसा ही ढांचा अपने में रखे। इसलिए हमारे यहां एग्जीक्यूटिव और जूडिसियरी का अलगाव है। हमारे यहां राष्ट्रीय समिति और राज्य समिति किसी पर अनुशासन की कार्यवाही 552—RS—8

नहीं कर सकती, उसके लिए कंट्रोल कमीशन है और कंट्रोल कमीशन चुना जाता है सम्मेलन से और यहां इन्दिरा ने कह दिया अरे चेयरमैन तुम इलाहाबाद सम्मेलन में मत जाओ और वह बोलता क्या है कि जैसे कोई डिक्टेटर है, सनकी राजा है।

Under the authority vested in me as the chairman of the party I dismiss Mr. so and so. I depute Mr. so and

so. . . और इसको रेडियो छः घंटे तक चिल्लाता है और अखबार वाले छापते हैं।

श्री उपसभापति : उन बातों को छोड़ दीजिये। आप रेलवे पर आइये।

श्री राजनारायण : श्रीमान्, आपको शीलभद्र याजी को रोकना चाहिये था।

श्री उपसभापति : याजी जी, आप इंटरप्ट न कीजिये, इनको रेलवे पर बोलने दीजिये।

श्री शीलभद्र याजी : मैंने तो यही कहा कि क्लास सब जगह है, आप में है, सोवियत रशा में है, चाइना में है।

श्री उपसभापति : राजनारायण जी, आप रेलवे पर पांच मिनट में बोल कर खत्म कीजिये।

श्री राजनारायण : अगर शीलभद्र याजी की बुद्धि में कोई भ्रम है तो उस बुद्धि-विभ्रम को, भ्रान्ति को, दूर करना चाहिये। तो हमारा यह कर्तव्य है कि उसको दूर करें और इस सदन के सदस्यों को बतायें नहीं तो कहीं उनमें भ्रान्ति न रह जाय।

श्री शीलभद्र याजी : निकाल दिया और अब बोलते हैं।

MR. DEPUTY CHAIRMAN: Mr. Yajee, do not interrupt him.

श्री राजनारायण : राजनारायण को निकालने वाली कोई हस्ती नहीं है। संसोपा एक है और इलाहाबाद में उसका सम्मेलन हुआ, श्री जनेश्वर मिश्र उसके सदर, श्री रामसरन दास उसके मंत्री और 19 आदमियों की कमेटी बनाई गई। यह दलाली से राजनीति नहीं चलाइये। यह तो दीक्षित की दलाली है, रेडियो का प्रचार है, अखबारों का वितंडावाद है।

MR. DEPUTY CHAIRMAN: Mr. Rajnarain, please stick to the subject of Railways.

श्री राजनारायण : श्रीमन्, इतना ही नहीं। कल रेलवे से मैं चला। मैंने सोचा कि रेल से आ जाऊ लखनऊ और लखनऊ से चलूँ दिल्ली तो जैसे ही लखनऊ के रेलवे प्लेटफार्म से जा रहा हूँ दारुणशफा तो वहाँ एक भोंपू बज रहा है। एक सम्मेलन हो रहा है और उद्घाटन कौन करता है—श्री दीक्षित जी। कमलापति जी कहते हैं कि यह बिल्कुल गलत है, इस सम्मेलन में मैं नहीं जाऊँगा, यह सम्मेलन दुराचारियों का है और यही श्रीमान दीक्षित जो बैठे हैं वह वहाँ जाते हैं और उन्होंने सम्मेलन का उद्घाटन किया।

श्री उपसभापति : राजनारायण जी, रेलवे पर बोलिये।

श्री राजनारायण : वह संसोपा के कुछ मनचूले लोगों को ले लेते हैं तो हमने कहा कि एसो को ले जाइयें तो अच्छा है। इन्दिरा की दलाली संसोपा में रह कर कोई कर नहीं पायेगा। देखिये, संसोपा के अनुशासन का हाथ लम्बा है, उसकी दृष्टि पैनी है इसलिए वह दलाल को पकड़ता है। नौ सी डेलीगेट इलाहाबाद में, सारो राज्य समिति के सदस्य इलाहाबाद में।

श्री शीलभद्र याजी : सी० बी० गुप्ता की दलाली आप करते हैं। आप में मदद

श्री राजनारायण : यह दिखाने के लिये कि एस० एस० पी० में फूट है तमाम अखबार चिल्ला रहे हैं।

श्री उपसभापति : ठीक है, अब आप रेलवे पर बोलिये। Pleased no not interrupt him. Let him continue. Let there not be any interruption.

श्री कल्याण चन्द : सालिगराम जी जैसे लोग

श्री राजनारायण : सालिगराम के जैसे कितने लल्लू चप्पू आ कर चले गये। जो सत्ता से चिपकना चाहेगा वह चला जायेगा, जो सत्ता से टकराना चाहेगा वह हमारे साथ आयेगा। हमारे यहाँ से चले गये श्री जय प्रकाश नारायण, हमारे यहाँ से चले गये श्री अणोक मेहता जी, हमारे यहाँ से चले गये श्री आचार्य नरेन्द्र देव, यह लल्लू चप्पू सालिगराम कौन है। सालिगराम जायेंगे और फिर आयेंगे। हम राजनीति में भ्रष्टाचार के लिये नहीं हैं। हम राजनीति में आस्था के लिये हैं। यह हमारा धर्म है। हम राजनीति को लफंगों का पेशा नहीं मानते। जो लफंगों का पेशा मानते हैं वह चले जायें इन्दिरा के साथ, दीक्षित जी के साथ।

श्री उपसभापति : अब आप रेलवे पर तो बोलिये।

श्री राजनारायण : पहले आप इनको मना तो करिये।

श्री शीलभद्र याजी : आप हमें मना करेंगे सब नानसैस बोल रहें हैं।

MR. DEPUTY CHAIRMAN: Mr. Yajee, it was due to your provocation that he is straying away from the subject. Do not interrupt him now.

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धीरज रखें, काहें को घबड़ाते हैं, यह नकली सिक्के की चमक...

श्री उपसभापति : देखिये आप रेलवे पर शुरु कीजिए अभी ।

श्री राजनारायण : तो श्रीमन् मैं यह कह रहा था कि रेलवे में यह जो नकली सिक्का चला रहा है वह नकली सिक्का न चल वहां असली सिक्का आये ।

श्री नवल किशोर : असली सिक्का कीत सा है ।

श्री राजनारायण : एक श्रेणी का जो सरकार आपने को समाजवादी कहती है, जो सरकार जनतंत्री बनने का ढोंग रचती है, जो सरकार समाजवाद का नाम लेती है उससे विभाग में चार श्रेणियां क्यों !

श्री शीलभद्र याजी : रूस में भी है, चीन में भी है ।

श्री राजनारायण : रूस क्या हमारा आदर्श है, चीन क्या हमारा आदर्श है । हमारा आदर्श न चीन है, हमारा आदर्श न रूस है । हमें अपना आदर्श नया बनाना है ।

श्री शीलभद्र याजी : आपका आदर्श श्री सी० बी० गुप्ता है ।

श्री राजनारायण : देखिये, अब सी० बी० गुप्ता की बात आ गई । सी० बी० गुप्ता का नाम बेकार में लेते हैं । सी० बी० गुप्ता के सामने शीलभद्र याजी उनके राई के बराबर भी नहीं है और वह उनका नाम ले रहे हैं । इन्दिरा जिसको बहुत मानती है वह श्री सी० बी० गुप्ता का चरण चुम्बन करती है । इन्दिरा आज भी श्री सी० बी० गुप्ता का चरण चुम्बन करती है । सी० बी० गुप्ता से टकराने वाला राजनारायण ।

श्री शीलभद्र याजी : आप इनको रोकिये नहीं तो मैं भी बोलूंगा ।

MR. DEPUTY CHAIRMAN: You are interrupting him and provoking him.

श्री राजनारायण : अगर सी० बी० गुप्ता से बोर्ड ताकत टकराती है तो वह राजनारायण की ही ताकत है । सी० बी० गुप्ता की टोपी आज भी हमारे बक्स में रखी हुई है ?

श्री शीलभद्र याजी : एलेक्सन में दस लाख रुपया दिया ।

श्री राजनारायण : तुम ले गये होंगे । अब यह तूफाने बदतमीजी की बात करेंगे तो मैं क्या जवाब दूँ । अभी भी बोल रहे 60 लाख रुपया पकड़ा गया फिर भी बोल रहे हैं । 60 लाख रुपया ही नहीं कितने लाख रुपया डालर बन कर चला गया यह क्या बोलते हैं । शर्म नहीं आती । जिस मुल्क की प्रधान मंत्री लाइसेंस कमेटी की चेयरमैन रह कर अपने लड़के को लाइसेंस दे, उस पाप में आप पड़े हुये हैं और इनको शर्म नहीं आती हमसे इस तरह की बात करने की जूरत करते हैं ।

श्री उपसभापति : ठीक है, राजनारायण जी, आप रेलवे पर बोलिये ।

श्री शीलभद्र याजी : इनको रोकिये इस तरह की बातें कर रहे हैं । मैं भी इनका भंडा फोड़ कर दूंगा । बार बार इन्दिरा गांधी का नाम लेते हैं ।

MR. DEPUTY CHAIRMAN: Mr. Yajee, please keep quiet.

श्री राजनारायण : श्रीमन्, मैं पहली मांग यह कर रहा हूँ कि रेलवे विभाग में एक श्रेणी हो । अगर एक श्रेणी होगी तो मंत्री लोग एयर कंडीशन में नहीं चलेंगे, फर्स्ट क्लास में नहीं चलेंगे और तब तृतीय श्रेणी और द्वितीय श्रेणी का भाग्य पलटा खायेगा, लोग देखेंगे कि तृतीय श्रेणी में किस तरह से

[श्री राजनारायण]
भेड़ बकरी की तरह लोगो को ठूस दिया जाता है। आज उन के दुख की, उनकी पीड़ा की कल्पना जो लोग एयर कंडीशन में चल रहे हैं उनको नहीं हो पाती है। तो मैं जो अपने को सोशलिस्ट कहते हैं, उन सो-काल्ड सोशलिस्ट से पूछना चाहता हूँ : तुम्हारे समाजवाद की रूपरेखा क्या है, एक फर्स्ट क्लास का कम्पार्टमेंट बनाने में कितना पैसा लगता है, एक फर्स्ट क्लास या एयर कंडीशन डिब्बे में कितना पैसा लगता है, उसमें कितने लोग बैठ सकते हैं और उसी के तदनु रूप अगर तृतीय श्रेणी का डिब्बा बनता है तो उसमें कितना पैसा खर्च होता है और उसमें कितने लोग बैठ सकते हैं। तृतीय श्रेणी के यात्रियों की कमाई से सारा गुलछरा एयर कंडीशन्ड डिब्बे के लोग, प्रथम श्रेणी के लोग उड़ाएँ मैं इसको अपने को समाजवादी कहने वाली सरकार की नीचता और परम नीचता का द्योतक समझता हूँ।

अब मैं चाहता हूँ, और दूसरी ट्रेनों के बारे में नहीं तो अपर इंडिया...

श्री उपसभापति : अब आपका समय करीब करीब पूरा हो गया है।

श्री राजनारायण : अपर इंडिया तीन तीन, चार चार, पांच पांच घंटे लेट होती है, करीब करीब रोज ही लेट आती है। अभी हमको खबर मिली है, अपर इंडिया 5 घंटे लेट है, अब पता नहीं 4 घंटे लेट रह गई है या 3 घंटे रह गई है। हमारे अध्यक्ष कपूरी ठाकुर आने वाले थे लेकिन उस वक्त गाड़ी 5 घंटे लेट थी, यह हालत है। अब हमारे यहां की सामान्य ट्रेनें लेट चलेंगी तो और जगह क्या हालत होगी। अगर ऐसा होता है तो रेलवे बोर्ड तोड़ दिया जाए तो इसमें क्या नुकसान है। क्यों इसमें फजूल खर्चा हो? जिस स्टेशन पर चल कर देखा जाए तो लाइट नदारद

है, पंखा नदारद है। जब परसों मैं बाराणसी से चलने लगा सियालदावाली गाड़ी से तो वेटिंग रूम गया। वहां वेटिंग रूम का जो संडास था वह तमाम ऊपर तक भरा हुआ था मालूम देता था कोई उसी के ऊपर पाखाना कर दिया है। हमने स्टेशन मास्टर को कहला भेजा कि आखिर वे सब लोग देखते क्या हैं। यह कब से हो रहा है? रेलवे का किराया बढ़ा है—क्यों? रेलवे में क्या सुविधा बढ़ी, सहूलियतें बढ़ी? सहूलियतें बढ़ी है तो किनके लिए बढ़ी हैं। इस सरकार को क्या अपने को समाजवादी कहने में शर्म नहीं आती है? (Interruption)
गरीबी हटाओ का नारा लगाने वाली सरकार को चुल्लू भर पानी में डूबना चाहिए। तुम तृतीय श्रेणी का किराया बढ़ा रहे हो फिर भी थकते नहीं हो समाजवाद का नाम लेने से?

(Interruptions)

SHRI N. SRI RAMA REDDY: Are you speaking on behalf of the Minister? You must hear him or you must.

SHRI SHEEL BHADRA YAJEB: Who are you to say that?

SHRI N. SRI RAMA REDDY: You are creating a commotion in the House? Why not hear him

MR. DEPUTY CHAIRMAN: Order, order.

SHRI N. SRI RAMA REDDY: Let the Minister speak.

श्री नागेश्वर प्रसाद शाही : याजी जी को पागलखाने भेज दिया जाये।

SHRI SHEEL BHADRA YAJEB: Birds of a feather flock together.

श्री राजनारायण : साहब, रेड्डी जी को आप फजूल कह रहे हैं। आपको कहना है तो श्री शील भद्र याजी जी को कहो।

श्री उपसभापति : आप जारी रखिये ।
(Interruptions)

श्री कल्याण चन्द : खुद तो फस्ट क्लास में चलते हो और समाजवाद का नाम लेते हो ।

श्री उपसभापति : आपको जो कहना है अपने भाषण में कहिये, उनको इन्टरप्ट मत कीजिये ।

श्री राजनारायण : श्रीमन्, यह सब हमारे समय में न कटे । तो मैं यह कह रहा हूँ कि यह रेल का किराया क्यों बढ़ाया जाये, रेल के किराये को बढ़ाने की क्या आवश्यकता है ? क्या हमारी औसत आमदनी बढ़ गयी, क्या गरीबी में कमी आ गई । रेल का किराया आज के युग में बढ़ाना जब कि औसत आमदनी में वृद्धि नहीं हुई, मंहगाई में कमी नहीं हुई, बेकारी में कमी नहीं हुई ? पाप है और महापाप है । इसलिये अगर मैं रेलवे मंत्रालय को पापी कहूँ तो अपने कर्तव्य का पालन करता हूँ । जब देखा कि हमने रेल का किराया बढ़ा दिया तो यह सोचा कि रेल से हमारा माल नहीं जायेगा, तो इसका नतीजा यह हुआ कि पेट्रोल पर दाम बढ़े । पेट्रोल पर दाम इस लिये बढ़ रहे हैं कि जब देखा रेलवे में घाटा पर घाटा बढ़ रहा है और दूसरी तरफ देहात देहात में ट्रकों से और दूसरे साधनों से माल जाता है और रेल यातायात में कमी आयी तो पेट्रोल पर कर बढ़ा दिया, करीब 23-25 पैसा लिटर बढ़ गया । तो यह हालत है, एक गलती से अनेक गलतियाँ पैदा होती हैं । रेल का किराया बढ़ाओ इस सरकार ने तो पेट्रोल के दाम बढ़ाये इसलिये कि कहीं रेलवे में घाटा न आये । इसलिये मैं कहना चाहता हूँ, आज भी अगर सरकार में तनिक भी समाजवाद का अंश है, देश की जनता का हित वह रखती है और समाजवाद का नाम लेना चाहती है तो सरकार को फौरन आज यहाँ पर घोषणा करनी चाहिये कि वह रेल का किराया नहीं बढ़ायेगी । जब तक रेल का बढ़ा हुआ किराया वापस नहीं होता तब तक इस

सरकार को अपने को पूँजीपतियों का एजेंट कहना चाहिये (समय की घंटी)

श्री उपसभापति : बस समाप्त कीजिये ।

श्री राजनारायण : श्रीमन्, मैं जल्दी से जल्दी कह रहा हूँ । घबड़ाये मत । मैं एक उदाहरण दे रहा हूँ, हमने 4 दिन दिये, एक चिट्ठी भी लिखी है श्री हनुमंतैया को । मगर उनका कोई तुगलकी फरमान निकल गया उनके पास कोई चिट्ठी नहीं आयेगी । शायद हमारी चिट्ठी पहुँच रही है । एक व्यक्ति है एल० बी० वाण्येय । उनका माल लद गया है बैगन में । वह चुनार जाने वाला है । लेकिन बैगन लद गया है, वह लदा लदाया माल एक महीने से स्टेशन पर पड़ा हुआ है । मालूम हुआ है, अगर वह माल आ गया होता तो उतर गया होता और वह बैगन दूसरी जगह काम आता मगर एक महीने के करीब हो गया तब से माल लदा पड़ा है । इस तरह का रेलवे मंत्रालय का काम है और यह है उनकी अच्छी सविस । मैं चाहूँगा, इसके बारे में जांच हो ।

अब मैं खलासियों के बारे में चर्चा करूँगा । नन्दा साहब से भी मैंने आसनसोल के खलासियों की चर्चा की थी । हम इससे पहले रेलवे बजट पर कभी बोलते नहीं थे । तो वहाँ पर उसके लिए पानी का इन्तजाम नहीं, कोई रहने का ठिकाना नहीं । जितने भी वहाँ रेलवे यूनियन वाले हैं वे उनसे अपना स्वागत करवाते हैं । लेकिन उन खलासियों के लिए न पानी है, न आवास है, यह स्थिति है ।

श्रीमन्, इसी के साथ साथ मैं कहना चाहता हूँ कि आपने समाचारपत्रों में पढ़ा होगा कि चंडीगढ़ से दो बागी बैलट पैपर्स सिरौहा गए । मैं पूछना चाहता हूँ : क्या हनुमंतैया साहब ने इसकी जांच की कि बागी में बैलट पेपर क्यों भरे गए ?

श्री उपसभापति : इसकी कोई रेलवेन्स नहीं है, राजनारायण जी ।

श्री राजनारायण : आया बैलट पेपर्स रेल को बोगी में भरे क्यों गए! 2 बैगन बैलट पेपर्स चंडीगढ़ से भरे गये और सिरौहा ले जाये गये । और फिर तुगलकी फरमान हुआ है इलेक्शन कमिशनर का—दोनों बोगियों को वहां से वापस कराया जाये फिर वहां से चण्डीगढ़ गयीं । मैं जानना चाहता हूँ—रेलवे मंत्री इसका जवाब दें—कि उन बैलट पेपर्स को किसने भरा, किस रूप में भरे गये ? उसका ताला कहां खोला गया, किसने खोला । कोई तमाशा है क्या, हमारा माल पड़ा रहे और इलेक्शन कमिशनर प्रधान मंत्री की साजिश से पेपर्स को बर्बाद करने के लिये भेजा जाये ? इसलिये इन तमाम तरह के पाप से रेल विभाग को क्लिप्त नहीं रहना चाहिये, रेलवे विभाग को शुद्धता के साथ चलना चाहिये ।

श्री शीलभद्र याजी : हार जाने के बाद भी आपको सुबुद्धि नहीं आयी ।

श्री राजनारायण : शीलभद्र याजी जी हम समझते हैं इन्दिरा गांधी ने कुछ सिखा कर भेजा है ।

श्रीमन्, सोनपुर का जो डिवाजनल आफिस था, सोनपुर से हटाया क्यों गया ? मैं चाहता हूँ कि श्री हनुमन्तैया उसका जवाब दें । बनारस में तो किसी तरह से हम लोगों ने लड़ झगड़ कर रख लिया । मगर यह जो रेलवे मंत्रालय इस तरह का तुगलकी फरमान निकाल रहा है दिल्ली से राजधानी दौलताबाद और दौलताबाद से दिल्ली—तो वह सोनपुर क्यों नहीं रह सकता था ? ऊपर उधर से ट्रेनें आती हैं सोनपुर में । किसी के बाप का पैसा लगता है ? हमारे बाप का पैसा नहीं लगता है, यह पब्लिक

का धन है, यह बर्बाद नहीं होना चाहिये । वहां बिल्डिंग पड़ी है लेकिन चूंकि एक मंत्री है श्री सत्यनारायण सिंह, जो मुजफ्फरपुर से उठा कर समस्तीपुर भेज दिया गया । उन्होंने कहा हर्गिज नहीं, अगर वह मंडलोय दफ्तर होगा तो समस्तीपुर होगा । मैं जानता हूँ कि हनुमन्तैया साहब बहुत बड़ा इडमिनिस्ट्रेशन में सुधार करना चाहते हैं ? क्यों सोनपुर से कार्यालय मुजफ्फरपुर भेजने का फैसला किया गया, क्यों मुजफ्फरपुर में बिल्डिंग धनी और फिर क्यों उसको बाद में समस्तीपुर ट्रांसफर कर दिया गया । क्या इसका कोई औचित्य है ? इस तरह से जनघन के साथ क्यों खिलवाड़ किया जाता है ।

श्रीमन्, मैं एक नहीं, अनेक उदाहरण दे सकता हूँ । मैं पटना मेल ट्रेन से जा रहा था तो उसको एक स्टेशन पहिले ही रोक दिया गया । जब मैंने पूछा कि क्यों इस गाड़ी को रोक दिया गया, तो इसके जवाब में कहा गया कि टाटा की माल गाड़ी आ रही है और इस तरह से मेल ट्रेन को रोक कर टाटा की मालगाड़ी को निकाला गया । यह तो इन्सान और इन्सानियत के साथ गदरबूत करने वाली बात हो रही है । यह सरकार गुलाम है, पूँजी-पतियों कोचरी है, अरबपतियों की दासी है । चाहे टाटा हो, बिरला हो, जयपुरिया हो, इन लोगों के लिए बड़ी बड़ी मेल ट्रेनें रोक दी जाती हैं । उनके माल ढोने के लिए यह सरकार रास्ता निकालती है, उनके स्टेशन मास्टर रास्ता निकालते हैं, और जितने भी रेल के कर्मचारी हैं इस काम में सहयोग देते हैं ।

अब मैं कंट्रोल रूम की बात कहना चाहता हूँ । ये कंट्रोल रूम हमेशा ही खराब रहते हैं । जब किसी गाड़ी के बारे में पूछा जाय कि वह कितनी लेट है, तो स्टेशन मास्टर की ओर से जवाब मिलता है कि हमें कंट्रोल

रूम से पता नहीं चल रहा है। इस तरह से बनारस, लखनऊ का कंट्रोल रूम हमेशा खराब रहता है। इसी तरह से पटना का भी हमेशा खराब रहता है और भी बड़े बड़े जगहों के कंट्रोल रूम खराब रहते हैं। इसलिए इसके बारे में कुछ होना चाहिये।

जब से संविधान के अन्तर्गत यह पार्लियामेंट चल रही है तब से शिवपुर और लहरताला फाटक बनेगा, यह कहा जाता रहा है। बनारस में शिवपुर वह रास्ता है जहाँ से लोग हवाई जहाज पकड़ने के लिए जाते हैं। जब हवाई जहाज का समय होता है तो उस समय ट्रेन रोक दी जाती है। अगर कहीं पहिले समय पर नहीं चले और बाद में चले तो इस तरह से रास्ते में ही रुक जाना पड़ता है। इस फाटक के बारे में करीब 20 वर्षों से यह कहा जा रहा है कि यह फाटक बन जायेगा। न लहरतारा का बना और न ही शिवपुर का फाटक अभी तक बना जिसकी वजह से जनता को बहुत कष्ट उठाना पड़ रहा है।

श्री उपसभापति : आप ये बातें लिखकर दे दीजिये।

श्री राजनारायण : वे कहते हैं कि हम चिट्ठी नहीं पढ़ेंगे। आपने यह कहावत नहीं सुनी। अन्धेरी-नगरी, चीपट राज। टका सेर भाजो, टका सेर खाजा।

श्रीमन्, श्री खडलानी, ये गोरखपुर रेलवे के कर्मचारी हैं। ये यूनियन में काम करते हैं और ईमानदारी से अपना काम करते हैं। इन्हें मनमाने तरीके से नौकरी से निकाल दिया गया। जब इनके खिलाफ कोई शिकायत नहीं थी तो ये हाईकोर्ट में गये और वहाँ जीत गये। इनकी डग्री हुई। हमने नन्दा जी के सामने पूरा चिट्ठा दिखताया और नन्दा जी ने कहा कि इनके साथ बड़ी ज्यादाती हुई। जो ज्यादाती करने वाले अफसरान हैं, जो ज्यादाती करने वाले रेलवे के कर्मचारी हैं उनके खिलाफ

आज तक कार्यवाही क्यों नहीं की गई कि इस तरह से उन्होंने एक निर्दोष व्यक्ति को नौकरी से निकाल दिया। तो मैं माननीय रेल मन्त्री जी से यह जानना चाहता हूँ कि उनका मामला किस स्तर पर पड़ा हुआ है। इस तरह के भ्रष्टाचारी अफसरों को जनतंत्र में शरण दी जायेगी तो रेलवे प्रशासन का काम किस तरह से चलाया जा सकेगा। इसलिए मैं यह कहना चाहता हूँ कि अगर इस तरह के भ्रष्टाचारी अत्याचारी अफसरों का जनतंत्र में वर्चस्व रहा तो रेलवे प्रशासन शुद्ध नहीं रहेगा, अशुद्ध रहेगा क्योंकि इनकी वजह से रेलवे प्रशासन में भ्रष्टाचार बढ़ता ही जा रहा है। हम सरकार से यह बात कह रहे हैं लेकिन उसकी समझ में यह बात नहीं आ रही है।

श्रीमन्, यह रेलवे बोर्ड क्यों? आज इस रेलवे बोर्ड को भंग होना ही चाहिये। जब तक यह रेलवे बोर्ड रहेगा तब तक अच्छे से अच्छा भी रेलवे कर्मचारी जो होगा उसको यह करप्ट कर देगा, रेलवे विभाग का काम नहीं चलने देगा क्योंकि इसमें पहिले से ही पुराने ग्रुप गडूप टाइप के आफिसर बने हुए हैं। ये लोग रेलवे विभाग में ईमानदारी से काम करने वाले लोगों को और अच्छी हिदायतों को भी कार्यान्वित नहीं होने देते हैं। इन लोगों का एक जाल बन गया है और इस जाल को काटो, रेलवे बोर्ड को हटाओ और शुद्ध ढंग से और अच्छे ढंग से रेलवे मन्त्रालय को चलाओ। मैं फिर कह देना चाहता हूँ कि श्रेणी एक ही हो और करप्ट आफिसर है उन्हें बिना किसी परवाह के फौरन सेवा से अलग किया जाय।

SHRI DWIJENDRALAL SEN GUPTA (West Bengal): Mr. Deputy Chairman, our friend, Mr. Yajee, has apparently made a good point, namely, priority should be given to those areas which have defence importance for the purpose of extension of railway lines. He has referred to Sri-nagar, Jammu, Agartala and Nag>>

[Shri Dwijendralal Sen Gupta]

land. I say apparently it is a good point because if things have to wait for these extensions, there will be nothing for the whole country to be done in a century's time. Now, civilisation has got to be carried to the villages, and it is through railways that it can be done. Wherever railways have gone, I submit, civilisation has advanced. We talk of removing illiteracy. We talk of rural economy. All this has a bearing on the extension of railways to the villages. While I agree with Mr. Yajee that there is great importance for the extension of railway lines to places like Agartala, Nagaland, Jammu, Sri-nagar and Manipur, I feel this extension should be part of our defence projects and money should be available for defence projects from out of defence budget which is more than a thousand crores of rupees. But I would not like to dilate on this point. While accepting the logic of Mr. Yajee, I hope the House will accept the logic for extension of railway lines in other areas also. I would place now a point for the consideration of the present Railway Minister who is known to be a man of imagination. It will not cost his Ministry anything but it will only require an attitude, an attitude of doing some social good. If it were to involve money I would not have raised the matter in this fashion. As you know, Calcutta has grown beyond all bounds. Its area has increased, its population has increased—it has got a population of about 7.5 millions. All these people have got to be carried from Calcutta to Howrah station through the bottleneck of Howrah bridge. So for travelling the distance of about 4 miles between my house and Howrah station I have to spend more than two hours and I have to come out of my house two hours earlier. What is my solution to that? My solution is this Mr. Hanumanthaiya will kindly appreciate my point. I am sorry to say that I tried to make out this point even in the past but, Mr. Hanumanthaiya, your predecessors have not

replied to it. And I am sorry to mention that the Railway Board has sabotaged the whole idea though the Ministers appreciated it. There are seven trains which take Calcutta passengers to Delhi. I am naming for p.m. them. The trains are: Raj-dhani Express, Vestibuled Train, Kalka Mail, Delhi Howrah Express, Toofan Express and Janta Express. These are the six trains which leave from Howrah. The seventh train leaves from Sealdah and that is the Upper India Express which takes more than 40 hours to go from Calcutta to Delhi. Rajdhani Express takes 17 hours; Vestibuled Train takes 24 hours; Kalka Mail takes 24 hours and the other three trains—Delhi Howrah Express, Toofan Express, and Janta Express—take between 32 and 34 hours. Naturally people would like to travel by fast trains for which they have got to go to Howrah. Now, what is my suggestion? How can you avoid the people rushing to Howrah which creates a bottleneck? Please divert any of the fast trains—if you can divert all, well and good—from Howrah to Sealdah. Let at least one fast train leave from Sealdah instead of from Howrah. It will not cost you much. I am giving you the geography and topography of the routes. The Rajdhani Express, the Vestibuled Train and the Kalka Mail are known to be fast trains. They go by chord line. From Delhi upto Bali the route is common. The Deputy Minister Shri Kisku is at your back. He will kindly correct me if I am wrong, through Belur, Lilloah and the Howrah. If they do not go to Howrah, and instead go to Sealdah, the stations are Bali, Dakshineswar, Dum Dum and then Sealdah. Upto Bali all the stations are covered. The change is only from Bali onwards. If you divert these trains to Sealdah, you can avoid all the present difficulties to a large extent and it will not cost you much. If you do it, you will succeed in a field where all your predecessors have failed and you will go down in history¹ as a man of imagination.

Mr. Deputy Chairman, I am telling you another thing. So far as railways are concerned, there are various places where people have established their right of creating stations. They have made appeals, appeals and appeals. All these appeals have fallen flat. What do they do now? They start pulling chain and by pulling chain they create stations for themselves. Why don't you concede at least their reasonable and rightful plea? I made several representations. There is a place called Jagatdal. That is a large industrial concentration. About five or six jute mills are there and the people of Jagatdal, all daily passengers either get down at Shamnagar or at Kakinara on the Sealdah line. Sir Mr. Kisku will fear me out also that thousands of men and women have to go by a rickshaw or on foot about 2 miles to Jagatdal from Shamnagar or Kakinara stations. Why not a station there itself? Mr. Deputy Chairman, Sir, I can tell you, a few years before there was a serious agitation against the removal of Chengail station which is a station on the South-Eastern line from Howrah. Now, for the benefit of one jute mill, an old station was shifted. I hope Mr. Kisku will bear me out in this. There was an agitation. If you can change the place of an old station, two furlongs beyond, for no reason excepting the fact that it is for the jute mills, why can't you give a station at Jagatdal? Now, Sir, I have driven home my point. (Time Bell) A few words more and I will finish, Sir. I would like to tell the House that so far as the railway finance is concerned, we are often told that they are short of funds. But I can tell you, with all emphasis, that if one loophole can be plugged, there will be no dearth of funds.

Now, Sir, I would like to know from the Minister how much they pay in a year as compensation for the properties lost in transit from the wagons. Wagon-breaking has become a big industry and anti-social elements are thriving and the public has been told, "No funds". If you spend

if you divert money in compensation there will be no funds, and whatever may be the income, there will be leakage. So, what amount you pay by way of compensation must be borne in mind. Why should it not be stopped? You have got to inquire into it. I am told, Mr. Deputy Chairman, by very responsible persons that many Home Ministers, Home Ministers of many States, IGs of Police, etc. are involved in this because they get money. So, it has become a regular practice. It is a regular business. Unless we stop it, there can be no funds at any time. It is not only a question of the railway finance, but it has become a question of law and order in society, and it has become a question of social morals also. If the Home Ministry and the Railway Ministry together act, I believe, something can be done. There are all-India Conferences, there are Conferences of the Chief Ministers. Why not this be taken up at the Chief Ministers' Conference? Why not this matter be taken up at the Home Ministers' Conference?

MR. DEPUTY CHAIRMAN: Please conclude now.

SHRI DWIJENDRALAL SEN GUPTA:
Sir, I am finishing now.

Now, Sir, in fact there has been no extension of the line in the last few years and no new stations also. I would like to know from this Minister—he is a new man and I have no grievance against him as such. In 1961 I came here as a Member and in 1964, in the first Session—myself I gave a Short Notice Question which was allowed and that was against the abolition of Purulia-Kutshila railway line. There was a notification that it was to be closed. I insisted that it should not be abolished and it was to become a broad gauge line. It has not been abolished, true, because of us. Every Minister promised me on the question of conversion to broad gauge also. They said it is being surveyed, it is being considered in all respects". This.

[Shri Dwijendralal Sen Gupta.]

is the line which leads to Bokaro. Bokaro steel plant is growing. And if you provide this broad gauge line, it will be a correct economic proposition too. In any case, I would like to know that is the position now. Do not keep the people in suspense.

Then, Sir, the Calcutta Tram Co., and Saxby Farmer were taken over by Government. They were losing concerns. But I fail to understand as to why the Howrah-Amta Light Railway and Howrah Shiakhala Light Railway were not taken over. Mr. Gulzarilal Nanda in a public statement told that the discharged employees of the Howrah-Amta Light Railway and Howrah-Shiakhala Light Railway would be absorbed in the Eastern Railway or in South Eastern Railway. That promise has not yet been fulfilled...

MR. DEPUTY CHAIRMAN: Please conclude now.

SHRI DWIJENDRALAL SEN GUPTA: I am finishing. I do not know whether Mr. Hanumanthaiya still stands by that promise of his predecessor in office. I also wrote a letter to him. But unfortunately he has not replied to my letter up till now. Members' letters should be replied to ...

MR. DEPUTY CHAIRMAN: Please conclude.

SHRI DWIJENDRALAL SEN GUPTA: Sir, the unfortunate position is this. In the Saharanpur Light Railway, where there was retrenchment, the employees have been absorbed. But why this distinction in respect of the discharged employee; of the Howrah-Amta and Howrah Shiakhala Light Railways?

MR. DEPUTY CHAIRMAN: Please sit down now.

SHRI DWIJENDRALAL SEN GUPTA: I am just finishing. Mr. Deputy Chairman, you are very kind to me. Let me speak for a couple of minutes more. I am talking sense.

MR. DEPUTY CHAIRMAN: You have already taken about 18 minutes.

SHRI DWIJENDRALAL SEN GUPTA: Sir, there is Calcutta's own transport problem, which is a very sensitive problem too. Mr. Deputy Chairman, Sir, when you go to Calcutta you can see how people in Calcutta travel in trams and buses. You can see how many accidents take place every day. This is a very acute problem of Calcutta. Every time we were told of technical aspects involved in underground Railways and circular Railway for Calcutta. I would like to know where we stand?

MR. DEPUTY CHAIRMAN: Please sit down.

SHRI DWIJENDRALAL SEN GUPTA: One minute.

MR. DEPUTY CHAIRMAN: No, please. You have been saying this for last ten minutes....

SHRI DWIJENDRALAL SEN GUPTA: Last point...

MR. DEPUTY CHAIRMAN: Please sit down...

SHRI DWIJENDRALAL SEN GUPTA: I have not spoken anything about the common man...

MR. DEPUTY CHAIRMAN: It is not a question of speaking about the common man. I have already given you six to seven minutes more.

SHRI DWIJENDRALAL SEN GUPTA. Just two minutes more. I beg of you two minutes. In the Rajdhani Express there is a serious discrimination. There are four types of people One is the train Superintendent. He gets a special allowance. Why? I do not know. Then the Steward gets a special allowance. I do not know why. But if they get, others also should get. But those who do not get it are the Catering Manager and the Class IV staff, that is, those who come in direct contact with the passengers and

on whose services the prestige of the Railways depends. I say, either give the special allowance to all, or do not give it to anybody.

MR. DEPUTY CHAIRMAN: Now please sit down. No more. Shri Sukhdev Prasad.

SHRI DWIJENDRALAL SEN GUPTA: One minute, Sir.

MR. DEPUTY CHAIRMAN: No more. Please sit down now. I have called Shri Sukhdev Prasad.

SHRI DWIJENDRALAL SEN GUPTA: Just one last minute.

MR. DEPUTY CHAIRMAN : No more. Please sit down I have given you extension several times. Now please sit down. You have said 'one minute', 'two minutes' so many times and I have allowed you every time. No more now. Please sit down.

SHRI DWIJENDRALAL SEN GUPTA: One last sentence, Sir. We have been hearing for long that the running time of the Rajdhani Express is going to be reduced by two hours. I want to know from when it is going to come into effect.

MR. DEPUTY CHAIRMAN : Shri Sukhdev Prasad. Five minutes only.

श्री सुखदेव प्रसाद (उत्तर प्रदेश): उपाध्यक्ष महोदय, मैं इस रेलवे एप्रोप्रिएशन बिल का समर्थन करता हूँ और मैं यह चाहता हूँ कि सदन इसे अपने पूर्ण बहुमत से पास करे। साथ साथ कुछ बातों के बारे में मैं अवश्य आपका ध्यान दिलाना चाहता हूँ और वह बात यह है कि जितना गला फाड़ कर हम यहाँ पर रेलवे प्रशासन को क्रिटिसाइज करते हैं अगर उसका अध्या भी हम जनता में जाकर के उसमें चरित्र का प्रचार करते तो शायद रेलवे को इतना घाटा नहीं होता जितना कि आज हो रहा है। हम देखते हैं कि हमारे जनसंघ के भाई यहाँ बैठे हैं लेकिन अगर कहीं गोबध के लिये आन्दोलन करना होगा तो सबसे पहले जनता को भड़कायेंगे कि रेलवे

को तोड़ो फोड़ो और फूँक डालो। अगर भापा का सवाल आया तो उसकी शिकार रेलवे होती है। अगर कहीं पर किसी प्राविस का प्रश्न हो, चाहे तेलंगाना हो या और कोई हो, तो उसका शिकार रेलवे होती है। अगर स्टुडेंट्स को भड़का कर कोई काम करना हो तो उसकी शिकार सबसे पहले रेलवे होती है। तो इसकी सारी जिम्मेदारी हमारे उन विरोधी भाइयों पर, उन साधियों पर और उन लोगों पर है। तो मैं यह कहता हूँ कि यह हमारा प्रशासन, यह हमारी रेलवे घाटे में ना चले और उसके अन्दर यह सारी बातें न आवें तो फिर किसमें आवें जबकि सारा क्रोध उसी पर उतारा जाता है।

उपाध्यक्ष महोदय, मैं एक बात और कह देना चाहता हूँ कि हमें इस बात पर ही सन्तोष नहीं कर लेना चाहिये कि हमारा काम सुचारु रूप से चले बल्कि हमें यह देखना चाहिये कि थोड़ी बातों में हमारे में भी कुछ खामियाँ हैं। उन खामियों को हम देखें। वह खामियाँ हमारी ऐसी हैं जिनको कि इग्नोर किया जा रहा है और उसकी वजह से हम इतने नुक़्ताचीनी के शिकार हो रहे हैं। हम मानते हैं कि हमारी यात्रा गाड़ियों में कोई घाटा नहीं हो रहा है लेकिन मालगाड़ियों में सरासर घाटा हो रहा है क्योंकि माल की जिम्मेदारी हम नहीं लेते। जिनका माल है वह ट्रकों में लाद कर ले जाना चाहते हैं लेकिन वह रेलवे में आसानी से नहीं ले जाना चाहते। क्यों? क्योंकि जो एलाटमेंट वैनस का करने वाला है वह भी कम से कम बिना कुछ पैसा लिये वैनस का एलाटमेंट नहीं करता। वह माल वात्र है, बिना कुछ लिए हुए उसका लदाई का हुक्म नहीं देता तो, इस तरीके से, मैं क्या तलाऊँ, पहले तो ट्रक वाले कुछ ज्यादा लेते हैं मगर वे ठीक ढंग से पहुँचा देते हैं। माल जब लद गया तो वे जिम्मेदार नहीं होते। वह जिम्मेदारी किसको देकर जाये। तो फिर उसमें भी कई चीजें चोरी में चली जाती हैं। ये सब बातें हैं जिससे हम नुक़्ताचीनी के पात्र होते हैं।

[श्री शुक्रदेव प्रसाद]

दो, एक बातें और हैं, मैं बहुत थोड़े में कह कर खत्म करूँगा। मैं शेड्यूल्ड कास्ट और शेड्यूल्ड ट्राइब्स कमेटी का मेम्बर हूँ। मैंने रेलवे में उनके प्रश्न को एग्जामिन किया है, कुछ सिफारिशें की हैं। बहुत सारी जगहों में हमने एक चीज पाई कि कहीं पर भी पूरे रेलवे में, चाहे वह कोई भी रेलवे हो, शेड्यूल्ड कास्ट्स का कोटा कहीं भी पूरा नहीं है। दूसरी चीज यह भी पायी जाती है कि यह कह कर कि साहब यह इम्प्लीमेंट है, यह अनडिजर्विन्ग है, कहीं उनका प्रमोशन रुक जाता है और दूसरी बातें होती हैं। जहां तक उनके रिजर्वेशन का सवाल है, कई साल का टाइम हम पास करके दूसरे लोगों को बिठा देते हैं। यह ऐसी बात है जिस पर रेलवे प्रशासन को ध्यान देना चाहिये।

उपसभापति महोदय, आप दुरा नहीं मानेंगे, मैं जानता हूँ आप पक्के समाजवादी हैं, पक्के समाजवादी गालूम देते हैं इसलिए हमको और भाई राजनारायण को चिढ़ है क्योंकि हम सब देश में समाजवाद चाहते हैं। लेकिन दो बातें कहने के लिए आप धैर्य भाग करेंगे, वह है एक भोजन, दूसरा भाषण। भाई राजनारायण होते तो मैं बतला देता कि हम दोनों समाजवादी आप से भी चिढ़ते हैं और इन्दिरा जी से चिढ़ते हैं कि भाषण और भोजन में हमारा समाजवाद लागू नहीं होता। बाकी सब बातों में लागू होता है।

अभी हमारे सामने एक बात आई थी कि चार दरजे हैं रेलवे के अन्दर उन चार दर्जों को खत्म करके एक दर्जा आना चाहिए। लेकिन मैं कथनी और करनी की बहुत सी बातें पार्लियामेंट में सुनता हूँ। लेकिन मालूम नहीं हो पाता कि कथनी वाले करनी कितनी करते हैं।

श्री जगदम्बी प्रसाद यादव : पाँचवाँ दर्जा आप भूल गए हैं। मैंलून क्लास।

श्री शुक्रदेव प्रसाद : नहीं वह शेंडल कास्ट वाली बात छोड़ दीजिये। हमारे जो जन संघ के भाई हैं उनको मैं अच्छा मानता हूँ, इस मानी में अच्छा मानता हूँ कि उनकी कथनी और करनी एक है। उनकी कहना है ब्राह्मण ब्राह्मण है, शूद्र शूद्र है...

श्री जगदम्बी प्रसाद यादव : मैंने मैंलून क्लास कहा था, न कि शेड्यूल्ड क्लास।

श्री शुक्रदेव प्रसाद : यहां जो कुछ साहित्यिक बैठे हैं, उनकी कथनी में और करनी में जमीन आसमान का अन्तर है। चाहे राजनारायण को ले लीजिये, चाहे नागेश्वर साही को ले लीजिए, यहां तीसरे दर्जे का सवाल नहीं है। यहां तो फर्स्ट क्लास ही आकर बैठा है। लेकिन दूसरों को कहेंगे कि रेलवे में चार दरजे समाप्त होने चाहिए। लेकिन मैं जन संघ वालों को बधाई देता हूँ कि कम से कम वे हरिजनों को हरिजन मानते हैं, वह यह नहीं मानते कि ब्राह्मण की श्रेणी के हो सकते हैं।

इसके साथ मैं कहना चाहता हूँ कि सब से बड़ी चीज यह है कि जैसा कि मणिपुर एरिया की बात हमारे माननीय मेम्बर साहब ने की तो इस बात को लेकर मैं उनका समर्थन करता हूँ और चाहता हूँ कि सीमा पर रेलवे का प्रबन्ध होना चाहिए। इसमें एक चीज मैं और जोड़ देना चाहता हूँ कि लखनऊ से गोरखपुर होकर सोनपुर की जो बड़ी इम्पाट्ट लाइन है उसके बारे में कई साल से ब्राइगेज का प्रश्न चल रहा है। यह मैं इसलिए उठाना चाहता हूँ कि जब भी उत्तर से हमला हो तो हमारी फौजों के लिए आर्म्स और एम्प्लू-निशन और दूसरा जरूरी सामान जल्दी जल्दी कैसे पहुंचाया जा सकता है क्योंकि वहां और कोई यातायात के साधन नहीं हैं।

अन्त में चलते चलते मैं एक बात और निवेदन करना चाहता हूँ और वह यह कि दिल्ली के स्टेशन पर जाकर देख लीजिए

कि जो थर्ड क्लास की स्लीपर के रिजर्वेशन वाले लोग वहां आते हैं तो उसकी लिस्ट अगर कोई पढ़ ले तो मुझे ताज्जुब होगा क्योंकि उसको पढ़ने के लिए कोई तामिल वाला जाएगा तो कहेगा हिन्दी लिखा है, कोई हिन्दी पढ़ा लिखा जाएगा तो कहेगा तामिल है। अंग्रेजी वाला कहेगा यह तो उड़िया में लिखा है। कोई उसे पढ़ नहीं पाएगा। रिजर्वेशन का इन्चार्ज दूर खड़ा रहेगा। अन्त में जब ट्रेन चलने को होगी तो आखिर में जाकर सामने आ जाएगा और दूसरे लोगों से पैसा लेकर काम चलाएगा। तो इस तरह से उनकी गड़बड़ी चलती है। दूसरी एक बात है.....

श्री उपसभापति : नहीं, अब बैठिए।

श्री शुक्रदेव प्रसाद : एक बात और चलती है। जितने वायरमैन हैं, लाइनमैन, इलेक्ट्रिशियन हैं, वह कहीं दूर जाकर बैठे रहेंगे और जैसे ही गाड़ी चलने को होगी, सिगनल हो जाएगा, उस वक्त सब कतार बांध कर एकत्र हो जाएंगे स्टेशन पर, यह दिखलाने के लिए कि दरअसल ड्यूटी पर खड़े हैं। लेकिन उसके पहले वह दिखायी नहीं देते।

इन शब्दों के साथ मैं इस बिल का समर्थन करता हूँ।

श्री जगदम्बी प्रसाद यादव (बिहार) : सिर्फ दो मिनट के लिए कुछ कहना चाहता हूँ।

श्री उपसभापति : बाद में पूछ लीजिएगा।

श्री जगदम्बी प्रसाद यादव : एक मिनट से बेशी समय नहीं लगेगा।

श्री उपसभापति : अच्छा तो एक मिनट में कह दीजिए।

श्री जगदम्बी प्रसाद यादव : माननीय उपसभापति महोदय, मैंने कई बार बिहार देश की रेलवे समस्या माननीय रेल मंत्री

महोदय के सामने रखी लेकिन उस पर अभी तक कोई समाधानकारक उत्तर नहीं मिला। धनबाद का एक औद्योगिक क्षेत्र है जिसका सीधा सम्बन्ध पटना से नहीं होने के कारण उसका लाखों का व्यापार पटना से नहीं हो सकता है, कलकत्ता से नहीं हो सकता है। हुमका एक जिला है बिहार का जो मुख्यालय है, उसका सम्बन्ध रेलवे से नहीं है। इसके अलावा साहबगंज-कयल के बारे में न मालूम कितनी बार मुझे रेलवे की उपेक्षा का शिकार होना पड़ा। ऐसा लगता है रेलवे मंत्रालय अपने कानों में तेल डालकर बैठता है। न उसमें डबल लाइन पड़े, न उसमें सवारी गाड़ी चले। और यह जो वचन दिया था कि वैद्यघाम से भागलपुर तक गाड़ी चलेगी उसकी भी पूर्ति नहीं हुई। जमालपुर कारखाने का काम डिले होता चला जा रहा है। तीन पंचवर्षीय योजना बीतकर चौथी पंचवर्षीय योजना चल रही है लेकिन वहां काम का सिलसिला बंद है। लोकोमोटिव, डीजल से चलने वाले इंजन बनाने का कारोबार वहां शुरू नहीं हुआ। मालगाड़ी का बैगन बन सकता है वह भी अभी तक प्रारम्भ नहीं किया गया है।

श्रीमन्, मंत्री महोदय ने एक बार एक डीलक्स गाड़ी पटना से होकर चलने की घोषणा लोक सभा में की है। मैंने मंत्री महोदय से आग्रह किया है कि अगर वह कयल में ठहरने की अनुमति प्रदान कर दें तो समूचे लूप लाइन के यात्रियों को उससे लाभ हो सकता है।

श्रीमन्, दिल्ली की आबादी लगातार बढ़ रही है। केवल मोटर और बसों के जरिए यहां की यातायात की समस्या का निदान नहीं हो सकता है। दिल्ली के लिए जो रिंग रेलवे की योजना बनी थी उसका निराकरण अभी तक नहीं हुआ है। दिल्ली की आबादी के बारे में जो आंकड़े लगाए जाते हैं, उससे कहीं अधिक आबादी हो गई है। तो

[श्री जगदम्बी प्रसाद यादव]

दिल्ली जैसे शहर का मोटर से समाधान नहीं निकलता । इसलिए मैं चाहूंगा, रेलवे मंत्री महोदय जब तक इस ओर ध्यान नहीं देंगे तब तक दिल्ली की समस्या कलकत्ता की तरह हलकर हो जाएगी और शायद उससे भी दुप्पट हो जाएगी । अगर आप चाहेंगे तो उसकी समस्या का समाधान हो सकता है

SHRI K. HANUMANTHAIYA: Sir, I have had the benefit of several Members placing their points of view in regard to the Railway Administration. I am happy to note, except probably one Member, the other Members approached the problem with great seriousness and earnestness. Many of the suggestions they have made are very useful and I have listened to them and I assure them that I am going to pursue everyone of the matters that they have raised.

Sir, I do not know; some Members have set afloat a rumour that I do not reply to the letters of Members of Parliament. I wish Members of Parliament—only two have spoken about this matter—when they make such a serious statement, first ascertain the facts and then make the statement.

SHRI JAGDISH PRASAD MATHUR: Your previous statement in the Rajya Sabha has confused this.

SHRI K. HANUMANTHAIYA: My hon. friend is in the habit of getting confused; I will clear his confusion. These three months or so that I have been in office I have received 974 letters from Members of Parliament; not only Members of Parliament, even Ministers and Members of the State legislatures write letters to me and their number is 94. I have so far been able to reply to 357 letters. You will see I receive on the average ten to fifteen letters a day. You can kindly see; the matters you raise are very important and serious matters, matters involving high expenditure and sometimes high policy, and I have to get them examined. Many a time if the demand relates to some amenities in one part of India or the other I have

to get information from the authorities concerned. Naturally it takes some time for me to reply and I want those friends to see whether the letters I have received. . .

SHRI K. HANUMANTHAIYA: If you go on interrupting that will not help you to get your reply earlier. Please don't be under that impression. If you try to browbeat that is not the parliamentary way at all. I will give you the reply.

As I was explaining, there are some points which have got to be examined and it necessarily takes some time. I cannot just say whatever comes uppermost in my mind. You write with earnestness and I have to examine and deal with it with earnestness. Some may take two or three days, some may take months because I have got to get reply from others. Therefore none of you need be under the impression that I do not reply to the letters. As I told the other House. I am not one of those people who have become a votary of the parliamentary system of Government because I have got a Minister's place; I am one of those who for the last thirty years has done whatever I could by way of sacrifice, by way of continuous work, for the establishment of parliamentary democracy in this country. I am not a careerist. If a man like me does not respect the wishes of the Members of Parliament I assure you nobody would. I therefore request the hon. Members, instead of giving currency to these false rumours, it is up to them, it is their responsibility to ascertain the facts and then speak on the subject openly in the House. I am very sorry that some Members make it a habit to catch any straw that flies in the wind in order to make some kind of what is called"

attack on the Government or the Ministers as the case may be. That is not the right approach at all. The only qualification is—again I would repeat—it is not that I am doing something new, for the last 20 years of our working this democracy there are certain conventions that have established in this House. Several Committees and Commissions have recommended the lines along which Members of Parliament have to pursue grievances' en policy matters and ! grievances on individual matters. There is a circular issued by the Ministry of Parliamentary Affairs—everyone of you must be in possession of that I suppose—and I am trying to follow that circular to the best of my ability. And you will kindly see the Minister and the Railway Board are expected to deal with high policies and programmes ■ and guidance and advice to the whole of the administrative structure. The personnel in the Railway Administration, as all of you know, number about 13-11.2 to 14 lakhs of people and if we sat for the purpose of examining every individual grievance, even ten Ministers will not be sufficient for that purpose. That is why the parliamentary circular says that individual grievances relating to personal matters, that is, transfer, promotion etc . . .

SHRI K. CHANDRASEKHARAN: As far as possible.

SHRI K. HANUMANTHAIYA: . . . should not be taken notice of by Members of Parliament.

SHRI K. CHANDRASEKHARAN: It says as far as possible .

SHRI K. HANUMANTHAIYA: That is a simple matter which I know.

SHRI K. CHANDRASEKHARAN: That is there in the circular.

SHRI K. HANUMANTHAIYA: I have myself gone through them; it is |

the twice-rejected, thrice-rejected applications that come again to me. Members of Parliament naturally do not know the other side of the case. They come and weep before you or they catch hold of other relatives and sometimes women and children come. Therefore, you are naturally moved by considerations of kindness, but there is the other side of the case also. If you want me to examine every application that comes to me, you cannot, even five hundred of you will not be able to look into the matter and decide the case. With all this it is not a question of 'as far as possible'. If I do it in one case and if I do not in another case...

SHRI K. CHANDRASEKHARAN: The circular says 'as far as possible'.

SHRI K. HANUMANTHAIYA: You will kindly see that suppose I attend to your letter and I do not attend to a letter from my hon. friend, Mr Varma, from the Jan Sangh, he will at once attribute me with partiality or discrimination. Therefore, I used these words 'as far as possible'. When I feel on the face of it that there is some injustice, I will pursue it. I went into one or two cases. I can tell you of one case. One Member of Parliament gave me a letter saying that a ticket collector has been unreasonably suspended. My first impulse was that such letters were usual. Then, the Member of Parliament told me that this ticket collector had been suspended because he was an honest man. During the course of checking he found some ticket travellers who happened to be the relatives of an officer of the Railway. Then, I at once pursued it. I have not only cancelled the suspension order, but I am going to give him some prize, some emoluments to him. I am going to punish the railway official. This is the sort of corruption that is going on. I have recently sent out a circular. I have said that the railway employees get three or four free passes. In spite of that they have made it a profession to practise ticketless travel for personal profit. This is true. That is why Nandaji made an effort through

[Shri K. Hanumanthaiya] a non-official, voluntary organisation. It has not been able to meet what is called the dimensions of the problem. I am myself taking the line to pursue this matter. It becomes such a tremendous problem. We have, all of -us, to give thought to it. I give here -and now an assurance to Members of Parliament. Whenever you travel if any of you find anything irregular, incorrect, ticketless travel or corruption, I proceed on the presumption that the Members of Parliament must be correct because they have no motive ^- against the concerned officials. As soon as I assumed office, whenever there was a complaint, even from Members of Parliament, I found the -usual reply: "We made investigations. It could not be traced and it could not be proved." Then, I put my foot down on that kind of procedure and said: When a Member of Parliament, a man from the public, writes -a letter, you must proceed to punish, instead of investigating it and ultimately ending up saying 'not traceable'. I have punished several such people. I will give you the statistics later on, "because there is no time. Therefore, the whole direction of this procedure - of evasion, of escaping responsibility of shielding colleagues, has been reversed. I go on the presumption, whenever there is a complaint, that they are guilty and unless they show that they are honest we are going to pursue the procedure of punishment, -maybe, to begin with a little punishment and later on severe punishment. Therefore, I do not want any Member of Parliament to be influenced by this false rumour that the Railway Minister is not replying to their letters. It is true, as my hon. friend says, that sometimes it takes one month. I cannot help it because I have to get information in some cases from the nook and corner of India, but I do not know—I will be able to tell you later—whether the previous Ministers were more considerate in the matter of writing letters to Members of "Parliament than I have proved to be.

SHRI DWIJENDRALAL SEN GUPTA: They used to acknowledge first

and then give the reply. You do not acknowledge even.

SHRI K. HANUMANTHAIYA: That will be done. There is no difficulty. Sometimes instead of writing two letters I have given instructions to my officers that if it is possible within a week to send a final reply, they should do so. You look at it from your point of view. I hope you will one day become the Railway Minister and there will be so much work in the Railway Ministry. You will realise if you come and sit with me for an hour how many files I have to dispose of, how many Members of Parliament I have to see every day, how many deputations I have to see. Still I have to write all these letters. You will realise my difficulties only if you sit with me at least for an hour. Please do not run away with the impression that I waste time and I am negligent in replying to letters. About these letters, if you write the letter and irrespective of the reply if you want an acknowledgment immediately, I will do so; let us come to that understanding.

SHRI DWIJENDRALAL SEN GUPTA: We are not asking for that.

SHRI K. HANUMANTHAIYA: You should not speak for everybody. Here each Member has got his own way. In spite of all complaints everyday I see four or five or ten Members of Parliament. They do not take anybody's permission. They come and see me. Let us not assume that we are speaking for everybody in the world. If you want it, you will have it. If other Members of Parliament want some other particular procedure, I will follow the procedure they indicate. It is impossible for me or they to lay down the standard of conduct for every Member of Parliament.

The hon. Member Shri Sri Rama Reddy who began the discussion was very kind and considerate to me personally and so also many other Members of the House. I am grateful to them. It is like a truism. Whenever this House which are the master not only of me personally as Minister but the entire administration of the Government give us an objective assess-

[Shri K. Hanumanthaiya.]

mem, they give us much encouragement. Whenever you see good work done and you say it is so, it gives us much encouragement. If there is any mistake or default on my part or on the part of the administration and if you point it out, I am the first man to proceed in all earnestness to rectify it. Therefore, regarding the suggestions that my Soft. Mr. And has made regarding Mysore he will find in the Budget speech itself that the Guntakal—Bangalore line will probably be taken up; so also the conversion of the metre gauge line from Cochin to Tiwandrum, and also the Viramgam line in Nor in India. These are the three lines that I have already in view for immediate implementation. About the other lines asked by various other hon. Members, and they have made so many suggestions, it is not that they are undesirable or unwanted or unnecessary. I concede that they are necessary. But as you see, the type of administration we have under the Constitution is one of parliamentary democracy; also it is a Plan programme that we pursue. Therefore, the Railways or any Ministry must have Plan provision to begin with. The Plan provision will be allotted in the annual Budget. Today in the Fourth Five Year Plan there is no money at all for new lines. The Rs. 66 crores that had been allotted have already been earmarked for the lines that are already under consideration or under progress as far as conversion is concerned. That is why I made that point in this House as well as the other House. Everyone of you knows that there is a cut in the Plan provision of Rs. 250 crores and I have requested for the restoration of that cut. I have written to the Prime Minister, I have written to the Planning Commission, and I have conveyed the views of the hon. Members regarding new lines and I will certainly pursue the matter, and I hope since the Fourth Plan is under review and it will come before you for discussion, with your help and co-operation, if that cut is restored, I will be able to take up many more lines.

SHRI N. SRI RAMA REDDY: One question.

SHRI K. HANUMANTHAIYA: In the end you can ask questions. So far as Calcutta is concerned, I see the point. If you look at the Census figures, the growth of cities in India has taken place up to 200 per cent, in some cities, in our cities, I think—Delhi, Calcutta, Bangalore and Ahmedabad—have grown four times or something like that. And nobody knew, and it is not that anybody intentionally neglected what is to be done. These cities grew so suddenly that it was impossible to cope with the problem because even if one thousand crores were to be spent, it would be impossible to provide facilities with the increase of population, whether it is water supply or drainage system or any other thing. But the Planning Commission has made what is called extra-Parliamentary provision for Calcutta, Bombay and Madras, so far as these circular railways are concerned, and the Russian Team and various other teams have examined it. Ultimately, they have come to the conclusion that instead of overground railway of any type, it is better that underground railway is constructed. And so far as Calcutta is concerned, the first priority has to be given to it. I agree because Calcutta is the one city which has most suffered not merely because of the increase in population, but because of various unexpected political problems that have been confronted there, including the refugee problem that is facing us today. I went to Calcutta, as you know, the other day, and I have met the various officers. By October the Project Report will be ready. And I do not want to waste any time, about expertise. I am told by the railway experts that there is not sufficient expertise in our country to make these underground railways. So we want some foreign experts. And we thought of the Russians themselves. We want about twenty crores of foreign exchange for this purpose also. That, again, we are asking the Russian Government. I have written we have sent express messages to our Ambassador for this purpose.

Lsn K.. HanumanthaiyaJ And I told the Calcutta people also, your Chief Minister—if there is any likelihood of any delay—Moscow is just a few hours of flight"—I will personally go and see that these things are finalised with the least possible de. lay the moment theJProject Report is finalised and a decision taken. I want the foreign exchange problem and the expertise problem also to be solved. It is the intention of "the Government of India that Calcutta should be provided with this underground railway as soon as possible and I hope after the fina-lisation of all these methods, the construction work itself should begin. And I will be very happy myself, apart from pleasing you, if the work can start somewhere by the end of the year or in the first one or two months of the next year.

Sir, many Members have spoken of labour problems, and also that the two Federations have been recognised and the other Federations have not been recognised. That is true. I am unable to deal with this problem all by myself. Hon. Members will see what a difficult question it is. It is a question not only of this Ministry but pertains to various other Ministries. We have to take joint decisions. That is why the Government is thinking of evolving a new labour policy. A Conference is to be shortly held. But I do not want to take shelter under these protective forces though they are good protective forces. Whether recognised or unrecognised, I do not mind. As the saying goes, "For forms of government let fools contest. Whatever is best administered is best." Therefore, I am to follow that policy. Whether it is recognised or un-recognised, let the officials take care of it. A Minister is not an official. I personally would like to meet every labour leader who has got a say in the railway administration. That is why I announced in the House the other day that I am going to set apart half a day in a week for the purpose of discussing labour problems, their grievances and their difficult'es and And solutions for them also. There, fore, whatever be the nomenclature of the labour unions, they may freely ask

for time and I will fix the time, and if they indicate their problems I will have them studied by the time they meet me. Then let us sit earnestly to solve this problem. And such of those problems which can ^{De} solved we shall solve. Such of those problems which cannot be solved let us say that they cannot be solved. At least this frank, forthright approach has to be adopted.

I may tell you fop your information, Mr. Menon, the other day some unrecognised U.P. union representatives came in a march, ten of them. They were auto-drivers. I told them that here I am a Minister. Therefore, the meeting will become official. Therefore, I asked them to come to my house, where they would have their breakfast and then we "would discuss o_n the breakfast table. They came, and they told me that this was for the firs*, time in their life that they had taken breakfast with a Minister. So whether a union is recognised or unrecognised does not matter with me. I will tell you that I am human with labour, and if any person carries on the propaganda that I am not helping the labour, that is untrue.

The other day when I was travelling in a train I thought of looking into the difficulties of the driver personally. So I got into the diesel engine myself and sat with the driver. And do you know I found out much more than any of you can. The engine maintenance was bad itself. The two speedometers were not working. Still the man was driving because he has got into the habit" of assessing the speed by merely seeing the track. He has been doing it. I saw to my surprise that the train which was carrying the Railway Minis, ter and the Chairman of the Railway Board did not have its metres working. We called the electrical men. They gave all sorts of replies. Now I have instructed the concerned Member to issue a circular that every train will be examined by appropriate authority. Whether it is the Maintenance Engineer, or the telecommunication people or the electrician, whoever is found wanting we are going to punish them,

[Shri K. Hanumanthaiya]

to begin with at least by withholding their increments because under the Constitution we cannot dismiss straightaway. They can go to a court of law and question the dismissal and the court of law, sitting at a distance, will say, "What is wrong with the man?" And that is the real "reason for inefficiency. I am going to take steps personally that every one of those people who are responsible for any failure will be proceeded against. And such of those people who do their work well and up to standard will be rewarded and they will be promoted. That is why I have 'sponsored a policy of performance report, as recommended by the Administrative Reforms Commission. This confidential report of "good", "bad" or outstanding sometimes emanates merely out of the pleasure of the superior officers; sometimes it may be good. Hereafter we are going to see that "a register is kept as to how the persons under one's charge—whether he is the General Manager or the Operating Superintendent or the Mechanical Engineer— have done their work. It is on that basis promotions and emoluments are going to be determined hereafter. Sir, one particular appeal I want to make to the labour unions, whether they are recognised Or unrecognised; I am not bothered with these cobwebs of official procedure. I want their cooperation. They know best where theft is taking place where ticketless travelling is taking place. Individually they may commit some mistakes or they may even be corrupt. But collectively as a trade union, I have every hope they will be able to act patriotically, to improve the name of the trade union and the worker and bring about the good of the country. You cannot see the absurdity of it as I see. One of my hon. friends asked how much compensation we are paying every year. Sir, we are paying Rs. 12 crores as compensation. And in order to prevent this theft and pilferage, we are maintaining a Railway Protection Force paying Rs. 14 crores a year. Therefore, even if there is no

I policeman, probably we will be better off. We are paying Rs. 14 crores to lose Rs. 12 crores. This is the state of affairs. I would throw a challenge to Mr. Menon and to my friends. I will give this Rs. 24 crores to the labour unions if you offer to stop all theft, damage and pilferage. You distribute it among them because it is their money; they have got that money. I will be very happy. If all the labour unions make a joint effort, I will earmark this Rs. 20 crores for them so that they may distribute it per capita according to performance. Therefore, I am not thinking in the routine way. In the routine way we will never be able to solve the maladies that are bothering the Railway Administration. We have to do something extraordinary something out of the way and this Rs. 20 crores is given as reward to all the labour unions collectively or to the labourers individually; it is their own affair. I am prepared to go to that extent. Even in the matter of construction, if the labour unions with true patriotic spirit undertake to construct railway bridges or new lines, let them take it up. I know contractors do not work for mere patriotism. At least there will be 10 to 20 per cent margin of profit for them. Let that margin go to the labour unions or co-operative societies. Only they must be able to do the work more efficiently and more honestly. Many hon. Members mentioned about the Vidhan Soudha. That is the way I did it. If I had given the construction of Vidhan Soudha to a contractor, it would not have been built even within 10 years with such fine work. "I constituted three divisions under three Executive Engineers so that simultaneously each division could build one wing. That is how I was able to get it built in less than two years. Apart from its beauty, that building holds the record in the whole of India not merely for the speed with which it has been built, but also for the lowest cost, if you compare its cost with the cost of any public building in India. That was done because the contractor was not there. It cost about 24 crores

[Shri K. Hanumanthaiya] and I saved Rs. 50 lakhs. If the contractor had been on the scene, he would have taken this Rs. 50 lakhs. No contractor is foolish enough to work for less than that. It is true socialism that I want. You all, concede that the middleman, whether he is in the name of an agent or a company or a managing agent, should not be allowed to make profit. I am of opinion in this area also let not the middleman or the contractor be allowed to make profit and in their place let societies and trade unions of workers themselves come into the field, I will give them all facilities and encouragement. And having taken this up they should not turn out to be like our departmental catering. When we thought that contractors were very bad people, we devised the system of departmental catering, and all of you personally know how well it is. And here you quote Japan, Japan, Japan. If you study the Japanese labour policy, their management policy, their anxiety is like that of a cricket team. They want to win and establish reputation. All the firms and labour unions in Japan have got the target of international ranking. They want to show that their firms or concerns are able to sell goods cheaper, and goods of better quality, than those of any other country. Therefore, they have got the target of safeguarding the reputation of their firms even as a cricket captain and the players are particular about safeguarding the reputation of their team. It is with that spirit that they work. Here whether that spirit permeates even in public undertakings is for you to see. I do not want to make comments upon that. You are as much aware of the psychology, of the attitude, of our people, whether it is a public undertaking or a private undertaking. So, leaving what is called the high level attitude of workers, whether it is high or low, if you merely speak of Japan, England and Germany, you will have exhibited your knowledge about the affairs of those countries and nothing else.

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समस्याएँ भी हल की जाएँ, जो आपके सामने रखी हैं।

श्री के० हनुमन्तैया : थोड़ा संशेरी में बात करो।

Sir, so far "as accidents are concerned, they are coming down. I do not want to burden you with all the details. But I am not satisfied and I have also made it a point that I will personally see into the reports of every inquiry that is made after the accident and I want to severely punish people who are responsible for these accidents, whether it is the driver, whether it is the signal man, whether it is the telecommunications man or the station master. Here you have heard of accidents and questions are also raised in Parliament. But none of you has cared to know what happened after an inquiry has been made, including myself. Hereafter we have to pursue the guilty with a relentless attitude to punish them so that they may be made an example for other people....

SHRI J. P. YADAV: We shall know how many guilty are punished. You must give the details.

SHRI HANUMANTHAIYA: Yes, I will certainly give the statistics.

SHRI DEPUTY CHAIRMAN: I think you have covered almost all the points.

SHRI K. HANUMANTHAIYA: If the honourable Members find that I have done some justice to the points that they have made, I will be very happy. I do not want to inflict on them more of these details. But there is one point I wanted to refer to. An honourable Member made the point that Scheduled Castes must be represented properly in the railway services. I am straightforward and I have no prestige except the prestige that comes out of the statement of truth. Though we have guaranteed to the Scheduled Castes and Scheduled Tribes certain safeguards and we have issued Government orders fixing certain percentages, unfortunately, not only in the

[Shri K. Hanumanthaiya.] Railway Administration, but in many other administrations, they have not been fulfilled. It is a mistake not only to be owned, but to be rectified too. I am not merely thinking of conferring favours on them. I am proposing to appoint persons belonging to the Scheduled Castes and Tribes themselves as Chairman of Public Service Commissions so that they will take care of this. In Bombay one such appointment has been made. I will get statistics to show whether that gentleman who belongs to the Scheduled Caste has been able to bring up the percentage to the required level. There is going to be another vacancy soon and I have already decided in my mind to appoint a Harijan again as Chairman so that we need not worry as to what percentage has been filled and I have had consultations with other higher authorities on this. I will give him full freedom to do justice to the Scheduled Castes and Tribes. It is in this spirit that I will proceed to fulfil the expectations raised through the circulars and Constitutional guarantees. And this I will do in a spirit of oath-taking. I have taken oath to the Constitution and all of us have done it. When we take oath, it is not like some witness taking oath in the witness box of any court. We, the hon. Members of the House, have taken it in a spirit of truthfulness and I hope we will be able to do much better justice to these people than we have done so far.

My hon. friend there—probably he belongs to Forward block—spoke very well. I was very much impressed by the earnestness of his appeal. He spoke about even trains, etc. He has made a suggestion. But I have not examined that matter. I will invite him so that we will sit together and discuss the matter. Several hon. Members come to me. I sit with officers and we take decisions then and there. So many hon. Members have this experience. It is only when they do not free me, sometimes they get angry. People who see the way

with some satisfaction, though not with full satisfaction. I do not say that.

Shri Antani is not here. He has proposed a line, namely, Gandhidham-Bhuj line. The survey is already in progress and it will be completed within four months. As soon as the survey report is received, it will be examined and a decision taken.

There are many other points. I have two alternative proposals for you to accept or modify. I do not want any suggestion made by any hon. Member on the floor of the House to go unanswered merely because I have no time or material readily available to make replies. I will get all these points examined and prepare serial replies. Whether replies should be individually sent or whether they should be kept in the Library is for you to decide. As you will see, I am your Minister and servant. How many letters I have to reply to? Therefore, you will appreciate that physically it may not be possible for me to reply to every suggestion.

Some letters will be signed by my colleague, the Deputy Minister, and some will be replied to, according to the allocation of the subject, by anyone of us. Therefore, please do not get angry with me saying, "He has not replied, but he has asked the Deputy Minister to reply". This is the only concession I ask.

SHRI NAND KISHORE BHATT: We are only concerned with the replies to the questions that we have raised, because we have to show them to our people. That is all.

SHRI K. HANUMANTHAIYA: Thank you very much. You have helped me. Therefore, Sir, I will prepare replies to every one of the suggestions made. Therefore, nobody, no Member, need be under any wrong impression. Mr. Varma, my friend. Varmaji, ... I think he is Varmaji . . .

MR. DEPUTY CHAIRMAN: He is Mr. Yadav.

SHRI K. HANUMANTHAIYA: Mr. Yadav, instead of all that getting up and saying so many things, please walk into my Office and let us discuss your points.

श्री जगदम्बी प्रसाद यादव (बिहार) : उन्होंने अभी कहा कि हरिजनों को प्रश्रय दिया जायेगा। तो मैं यह जानना चाहता हूँ कि मैंने उनको श्री एस० पी० वर्मा के सम्बन्ध में जो कचड़ापाड़ा में सेनेटरी इन्स्पेक्टर हैं और उन्होंने इस्कीवेन्जर की जगह पर एक ब्राह्मण और केवट को एगान्ट किया, तो इसके खिलाफ उसने पहिले तो 45 दिन तक भूख हड़ताल की और उसके बाद फिर उसने 48 दिन तक भूख हड़ताल की। उनकी इस कार्यवाही की वजह से उसको नौकरी से निकाल दिया गया। जब आप जवाब दे रहे थे और लोग तालियाँ बजा रहे थे, तो मैं आश्चर्यचकित था कि जब आप हरिजनों को प्रश्रय देने की बात कह रहे हैं और दूसरी ओर मैंने जो शिकायत भेजी थी उसका जवाब तक नहीं दिया जाता है। जिस आदमी ने प्रोटेस्ट किया और 45-48 दिन तक भूख हड़ताल की उसके बारे में आपने कोई जवाब नहीं दिया और उसकी कोई रक्षा नहीं की।

श्री उपसभापति : आप उनसे जाकर मिलिये।

SHRI K. HANUMANTHAIYA: I do not understand what you are saying. Why are you wasting the time?

श्री जगदम्बी प्रसाद यादव : मैं यहाँ पर इसीलिए बैठा हूँ ताकि माननीय मन्त्री जी मेरी बातों का उत्तर देंगे। हमने माननीय मन्त्री जी से कहा था कि धनबाद से पटना तक डाइरेक्ट लाइन हो। दुमका रेलवे हैडक्वार्टर होते हुए भी वहाँ पर रेलवे के लिए कोई कनेक्शन नहीं है। जमालपुर में वर्कशॉप था जहाँ पर 21 हजार आदमी काम करते थे

लेकिन अब घटकर 8 या 9 हजार हो गये हैं। पहिले वहाँ पर वास्प इंजनों के लिए काम होता है लेकिन अब से डीजल और बिजली के इंजन बनने लग गये हैं तब से वहाँ पर काम कम हो गया है।

SHRI K. HANUMANTHAIYA: We cannot discuss the details here. That is the mistake he is doing.

श्री जगदम्बी प्रसाद यादव : आपने हमारी बातों का जवाब नहीं दिया। हम तो यहाँ पर अपनी बातों का जवाब सुनने के लिए बैठे हुए हैं।

श्री के० हनुमन्तैया : जवाब देंगे।

श्री जगदम्बी प्रसाद यादव : कोई जवाब नहीं दिया जाता है, केवल यह कहा जाता है कि तुम्हारी बातों की जाँच कर रहे हैं।

श्री उपसभापति : उन्होंने कहा है कि अभी उनके पास जवाब नहीं है और हर एक की बात का जवाब भेज दिया जायेगा। अब आप बैठ जाइये।
want to add anything?

SHRI MOHD. SHAFI QURESH: Now, Sir.

श्री कल्याण चन्द : यह जो प्रश्न है बहुत ही महत्वपूर्ण प्रश्न है और इसका जवाब दिया जाना चाहिये।

श्री उपसभापति : आप बैठ जाइये।

श्री कल्याण चन्द : मैं यह कहना चाहता हूँ कि इलाहाबाद में जो चीफ रिजर्वेशन सुपरवाइजर है वह वहाँ पर 25 वर्षों से है और जो शिड्यूल्ड कास्ट का चीफ रिजर्वेशन क्लर्क था उसको पंजाब बदली करके भेज दिया गया है। लेकिन मन्त्री जी यहाँ पर इस तरह का आश्वासन दे रहे हैं और एक व्यक्ति के साथ रेलवे विभाग का यह व्यवहार होता है।

श्री जगदम्बी प्रसाद यादव : इस केस को आप क्यों नहीं सी० बी० आई० के सिपुर्द कर देते हैं।

MR. DEPUTY CHAIRMAN: No talk now, Please sit down, Mr. Yadav.

SHRI DWIJENDRALAL SEN GUPTA: Sir, I would like to ask one question. May I know from the hon. Minister whether he has got the Report of the Technical Committee on the issue that the railway track is risky for Express Trains like the Rajdhani Express?

SHRI K. HANUMANTHAIYA: I will not be able to reply straightway.

SHRI JAGDISH PRASAD MATHUR: Sir, on the double fare on the unremunerative lines, what decision have you taken?

SHRI K. HANUMANTHAIYA: The decision that I personally want to take is that I do not want the railways to suffer deficit budgets on account of unremunerative lines.

श्री नागेश्वर प्रसाद शाही : मैं माननीय मन्त्री जी से यह जानना चाहता हूँ कि लगभग 8 साल पूर्व सरकार ने यह निश्चय किया था कि बाराबंकी-गोरखपुर लाइन को ब्रॉडगेज में बदल दिया जायेगा। इस लाइन के बारे में सर्वे भी हो चुका है और उसकी रिपोर्ट भी आ गई है, लेकिन अभी तक रेलवे मन्त्रालय ने उस पर अमल नहीं किया है और न ही किसी प्रकार का निश्चय लिया है। जब इसके बारे में मैंने स्वयं सदन में प्रश्न किया था, तो यह उत्तर मिला कि वहाँ पर सर्वे किया जा रहा है। मगर सच बात यह है और मैं रेलवे बोर्ड की फाइलों और कागजों से यह साबित कर सकता हूँ कि यह सर्वे की रिपोर्ट आ गई है।

श्री उपसभापति : आप सवाल पूछिये।

श्री नागेश्वर प्रसाद शाही : मैं यह कहना चाहता हूँ कि यह एक महत्वपूर्ण इलाका है और टेल कमीशन ने भी यह रिकमेण्ड किया

था कि यहाँ पर ब्रॉडगेज लाइन बानी चाहिये। इसके आसपास चार जिलों में करीब सवा करोड़ लोग बसते हैं और ब्रॉडगेज न होने की वजह से उनकी तरक्की रुकी हुई है। जिस समय चीन ने नेफा पर हमला किया था उस समय यह लाइन पैसंजरो के बजाय फौज के लिए कर दी गई थी। तो मेरा निवेदन यह है कि सुरक्षा की दृष्टि से, प्रगति की दृष्टि से भी इस लाइन को ब्रॉडगेज में बदलना बहुत ही आवश्यक है। मैं माननीय मन्त्री जी से यह जानना चाहता हूँ कि इस बारे में सही पोजीशन क्या है। क्या सर्वे हो कर आ गया है और अगर आ गया है, तो उसकी प्रगति के बारे में बतलाया जाना चाहिये।

SHRI K. HANUMANTHAIYA: A reply can be sent. I cannot straightaway reply.

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill to authorise payment and appropriation of certain 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."

The motion was adopted.

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

Clauses 2 and 3 and the Schedule I were added to the Bill.

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

SHRI K. HANUMANTHAIYA: Sir, I beg to move:

"That the Bill be returned".

The question was proposed.

MR. DEPUTY CHAIRMAN: Mr. Chandrasekharan.

SHRI K. CHANDRASEKHARAN (Kerala): I am not going to make a

lung speech. I am just bringing one matter

The Annual General Body meeting of the All India Station Masters appear to have decided yesterday that an "Anti-victimisation Week" would be held by them from the 16th to the 23rd August, 1971. They have said, Sir, that an anti-labour attitude is being taken by higher authorities in the Railway Administration, particularly against those who indulged in trade union activities. It is said that they are involved in court cases; they are subjected to suspensions and break in service, indiscriminate and untimely punitive transfers, etc. The hon. Minister has been pleased to state that he would look into all grievances, whether in the case of recognized Unions or unrecognized Unions. I particularly appeal to the hon. Minister to look into the grievances of the All India Station Masters publicized by them at their meeting yesterday at Bangalore.

One other small thing they have stated, Sir, is about the supply of complete uniforms in time, in proper measurement and size. This is a matter, Sir, which certainly the Railway Administration should be able to look into and rectify immediately.

Thank you.

SHRI K. HANUMANTHAIYA: I will look into these demands and examine them, from all points of view and then I can have a discussion with Mr. Chandrasekharan.

श्री जगदम्बी प्रसाद यादव : एक सवाल मैं पूछना चाहता हूँ कि नन्दा जी ने 11 प्वाइंट प्रोग्राम दिया था और उसमें उन्होंने हम मेम्बर्स को एक ओपीनियन बुक भी दी थी कि माननीय सदस्यों को अपनी जर्नी में अगर कोई कम्प्लेंट करनी हो या कोई सजेशन देना हो तो उसमें वह दे सकते थे। दूसरे नन्दा जी ने यह गारण्टी दी थी कि अगर रेलवे में कहीं कोई गड़बड़ी हो या जहाँ पर भ्रष्टाचार होता हो, तो उसकी जानकारी दिलाने वाले को सुरक्षा दी जायगी और उन्होंने ऐसे लोगों को एवार्ड देने के लिए

एक फण्ड तैयार किया था कि जिससे ऐसे लोगों को जो रेलवे की गड़बड़ियों को रोकने में सहायक होंगे कुछ एवार्ड दिया जायगा। तो इस तरह का जो उनका 11 प्वाइंट प्रोग्राम था वह अभी स्टैंड करता है और उसको यह हमारा नया मन्त्रिमण्डल स्वीकार करता है या नहीं, इस बारे में हमारे मन्त्री जी को क्या कहना है ?

SHRI K. HANCTANTHAIYA: I am not able to reply to him straightway. I will send a "reply to Him" at that point.

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill be returned" The

motion was adopted.

MR. DEPUTY CHAIRMAN: There is a Message from the Lok Sabha.

MESSAGE FROM THE LOK SABHA

THE SALARIES AND ALLOWANCES OF OFFICERS OF PARLIAMENT (AMENDMENT) BILL 1971

SECRETARY: Sir, I have to report to the House the following Message received from the Lok Sabha signed by the Secretary of the Lok Sabha:

"In accordance with the provisions of Rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose herewith the Salaries and Allowances of Officers of Parliament (Amendment) Bill, 1971, as passed by Lok Sabha at its sitting held on the 16th June, 1971.

The Speaker has certified that this Bill is a Money Bill within the meaning of Article 110 of the Constitution of India."

Sir, I lay the Bill on the Table.

MR. DEPUTY CHAIRMAN: The House stands adjourned till 11 A.M. tomorrow.

The House adjourned at twenty-two minutes past six of the clock till eleven of the clock on Friday, the 18th June, 1971.