

The House re-assembled after lunch at thirty minutes past two of the clock, MR. DEPUTY CHAIRMAN in the Chair.

I THE APPROPRIATION (RAILWAYS) NO. 4 BILL, 1970

II THE APPROPRIATION (RAILWAYS) NO. 5 BILL-conh.

श्री सूरज प्रसाद (बिहार) : उपसभापति महोदय, मैं रेलवे का जो प्रप्रोग्राम बिल है उस पर बोलते हुए सरकार का ध्यान कुछ रेलवे की समस्याओं की ओर खींचना चाहता हूँ।

पहला सवाल जिसकी ओर मैं मंत्री महोदय का ध्यान आकर्षित करना चाहता हूँ वह माटिन लाइट रेलवे की हालत के बारे में है। मैं उनको यह बताना चाहता हूँ कि शाहदा-महारनपुर लाइट रेलवे जो प्रायः ५० पी० में है उसको पहली सितम्बर, 1970 से बंद कर दिया गया है। हावड़ा-शामता-हावड़ा गिण्खला लाइट रेलवे जो वेस्ट बंगाल में पड़ती है उसको भी माटिन एण्ड कम्पनी ने पहली जनवरी से बंद करने का नोटिस दे दिया है। इसी प्रकार फतवा इस्लामपुर द्वारा समराम लाइट रेलवे को भी बंद करने का आदेश कम्पनी ने पहली मार्च 1971 से लागू करने का कर दिया है। अगर ये तमाम रेलवे की लाइनें बंद हो जाती हैं तो करीब 5000 रेलवे के कर्मचारी बेकार हो जाते हैं और 4000 ब्रेन्डसे पोटंस जो उसमें लगे हैं वह बेकार और अन्-एम्प्लाइड हो जाते हैं। इसके अलावा यह रेलवे लाइन हर रोज 48000 पैसेजर्स को चला करती है। इसलिए मैं सरकार से कहना चाहता हूँ कि इस रेलवे लाइन के बंद हो जाने से हजारों लोगों के सामने रोटी-रोजी का सवाल उपस्थित हो जाता है और साथ ही साथ उस इलाके के अन्दर रहने वाले जो लोग हैं उनके अपने आवागमन का सवाल बहुत ही गम्भीर बन जाता है। मैं दो रेलवेज के बारे में विशेष रूप से कहना चाहता हूँ—आगरा समराम और फतवाह इस्लामपुर लाइट रेलवे लाइनों के बारे में। इस रेलवे लाइन के बंद हो जाने से यहाँ के आमपात्र के रहने वाले जो लोग हैं उनके लिए आवागमन का सवाल बहुत ही भयंकर बन जाएगा। यह जो आगरा समराम रेलवे है यह शाहाबाद से गुजरती है। शाहाबाद बिहार का बहुत विकसित जिला है, यहाँ हजारों टन अनाज रेलवे द्वारा चलाया जाता है और सैकड़ों हजारों विद्यार्थी आगरा आगे-आगे कानौनी में पहुँचते हैं, उसी रेलवे से होकर गुजरते हैं, क्योंकि आगरा शहर में उनके लिए व्यवस्था नहीं है। ऐसी हालत में यह रेलवे लाइन बंद हो जाती है तो लोगों का तकलीफ और

असुविधाओं का अनुमान सहज ही में लगाया जा सकता है। यह प्रश्न बिहार असेम्बली में भी उठाया गया था और वहाँ के पी० डब्ल्यू० डी० मंत्री ने यह कहा था कि बंगल की जो सड़क है उस सड़क पर हम सरकारी बस भी नहीं चला सकते हैं, इसलिए कि जो सड़क है उसमें दो पुल हैं जो इतने खराब हैं कि वह किसी भी हालत में सरकारी बसों के भार को बर्दाश्त नहीं कर सकते। ऐसी हालत में इस रेलवे लाइन के अलावा दूसरी कोई भी सुविधा नहीं है जिससे पैसेजर्स को चलाया जा सकता है। अभी आगरा समराम लाइन बंद कर दी जाती है तो आवागमन का कोई दूसरा जरिया नहीं रहेगा। अगर टैक्सो के जरिए चला जाए तो दम, बायट खपता पड़ता है जब कि रेलवे से तीन, चार रुपये ही खर्च होते हैं।

इसलिए पैसेजर्स की असुविधा का कोई ठिकाना नहीं रहेगा। गत साल भी मैंने इस प्रश्न को उठाया था और माननीय मंत्री जी से यह कह, था कि इस रेलवे का राष्ट्रीयकरण सरकार को कर लेना चाहिए। उस समय माननीय मंत्री जी ने यह कह, था कि इस रेलवे का राष्ट्रीयकरण करना, इसलिए सम्भव नहीं है क्योंकि इसके लिए सरकार को मुआवजा देना पड़ेगा, लेकिन अगर उसका मेनेजमेंट खराब हो जाएगा तो सरकार उसको अपने हाथ में लेने के बारे में सोचेंगी और विचार करेगी। मेरा निवेदन यह है कि अब परिस्थिति ऐसी आ गई है कि सरकार इस बारे में सोचे और विचार करे कि वह इस रेलवे को ले सकती है या नहीं। उस समय माननीय मंत्री जी ने कहा था कि अगर मेनेजमेंट खराब हो जाएगा तो तब सरकार इस रेलवे को अपने हाथ में ले लेगी। अब जिस तरह की परिस्थिति हो गई है उसमें अधिक खराब परिस्थिति क्या हो सकती है जबकि एक के बाद दूसरी और तीसरी रेलवे लाइन को यह कम्पनी बन्द करने जा रही है? इसलिए मैं मंत्री जी से आग्रह करूँगा कि वे पैसेजर्स की असुविधा को ध्यान में रखते हुए, विद्यार्थियों की असुविधा को ध्यान में रखते हुए, माल ढोने की समस्या को ध्यान में रखते हुए, हजारों हजारों कर्मचारियों की बेकार होने की समस्या को ध्यान में रखते हुए उन्हें इस रेलवे को अपने हाथ में ले लेना चाहिए और इस बात को टालने से काम चलने वाला नहीं है।

एक तरफ तो सरकार यह कहती है कि हमें ज्यादा से ज्यादा लोगों को काम देना है और दूसरी तरफ जो इस समय काम पर लगे हुए हैं उनकी बेकार होने की नौबत आ गई है। इसलिए मैं सरकार से आग्रह करूँगा,

[श्री सूरज प्रसाद]

कि जल्द से जल्द इन तमाम रेलवे लाइनों को जिन्हें मार्टिन कम्पनी ने बन्द कर दिया है या बन्द करने का नोटिस दे दिया है अपने हाथ में ले लेना चाहिये।

श्री चित्त बसु (पश्चिमी बंगाल) : मजदूरों का क्या होगा।

श्री सूरज प्रसाद : अगर सरकार इन रेलवे लाइनों को अपने हाथ में ले लेगी तो हमारा यह अन्दाजा है कि जो बंकार होने वाले हैं उन्हें काम मिल जायेगा। हमारा कहना यह है कि सरकार को इन रेलवे लाइनों को अपने हाथ में ले लेना चाहिए।

दूसरी बात मुझे यह बताने करनी है कि रेलवे में जो चार हजार कैजुअल लेबरर्स काम करते हैं उनकी नौकरी की सुरक्षा का कोई प्रबन्ध नहीं है और न ही उनके ऊपर वर्कमैन कम्पनसेशन ऐक्ट ही लागू होता है और न ही प्राविडेंट फण्ड ही लागू होता है। ये जो कैजुअल लेबरर्स हैं उन्हें मार्केट रेट पर पेमेंट किया जाता है जो उनके साथ एक बहुत बड़ा अन्याय है। मेरा कहना यह है कि उनमें जो लोग काम करते हैं वे भी मजदूर हैं और एक ही काम के लिए एक ही मजदूरी उनको भी मिलनी चाहिए। आज देखने में यह आ रहा है कि उनको कम मजदूरी मिलती है जो कि मैं उचित नहीं समझता हूँ। इसलिए मेरा निवेदन यह है कि जिस तरह से और मजदूरों को उसी तरह से काम के लिए 6 रुपये रोज मजदूरी मिलती है उसी तरह से उन्हें भी मजदूरी दी जानी चाहिये।

एक दूसरा सवाल है जिसकी ओर मैं सरकार का ध्यान दिलाना चाहता हूँ और वह यह है कि 1949 में रेलवे में काम करने वाले कुछ कर्मचारियों को काम से हटा दिया गया था। रेलवे के कर्मचारियों ने रेलवे इस्टैब्लिशमेंट कोड की धारा 148-49 के खिलाफ सुप्रीम कोर्ट में अपील की और सुप्रीम कोर्ट ने इसके खिलाफ में यह जजमेंट दिया कि उनको हटाने का रेलवे विभाग को कोई अधिकार नहीं है। इसके बाद एडमिनिस्ट्रेशन ने तमाम लोगों को काम में ले लिया जो पिछले 6 वर्षों से काम पर लगे हुए थे। इस प्रतिबन्ध के खिलाफ भी रेलवे के कर्मचारियों ने अपील की और सुप्रीम कोर्ट ने 6 वर्ष की अवधि वाली धारा को भी हटा दिया। लेकिन मैं यह निवेदन करना चाहता हूँ कि अभी तक इन कर्मचारियों को काम पर वापस नहीं लिया गया है जबकि सुप्रीम कोर्ट ने यह आदेश दे दिया है कि सब कर्मचारियों को काम पर ले लिया जाय। (Time bell

rings) उन लोगोंको तो काम से हटा दिया गया और 1968 में यह जजमेंट हुआ और अभी तक इन लोगों को काम पर नहीं लिया गया है। इसलिए मैं यह निवेदन करना चाहता हूँ कि इन कर्मचारियों को जो ट्रेड यूनियन के लीडर्स हैं, जिन्हें काम पर से हटा दिया गया, उन्हें तुरन्त काम पर लिया जाय क्यों कि उनके साथ जबर्दस्ती अन्याय हुआ है। एक डी० वी० के० रेलवे लाइन है जो आन्ध्र, उड़ीसा और मध्य प्रदेश से होकर गुजरती है। यह रेलवे लाइन आयरन और को डोती है, लेकिन न गुडम डोती है, न पैसेजर्स को डोती है। यह रेलवे लाइन बहुत ही अविकसित क्षेत्रों से गुजरती है। उस तमाम इलाके में रहने वाले लोग घादिवासी हैं। ऐसी हालत में उस इलाके को विकसित करने के लिए इस बात की जरूरत है कि यह रेलवे लाइन पैसेजर्स भी होए और गुड्स भी होए ताकि उस इलाके के लोगों को सुविधा मिल सके और उस इलाके का विकास करने का मौका मिल सके।

चौथी बात मैं यह कहना चाहता हूँ कि कोचीन-कोट्टायम-त्रिवेन्द्रम जो मीटरगेज की लाइन है उसको ब्राडगेज बना देना चाहिए। कोचीन, एलप्पी और त्रिवेन्द्रम को जोड़ने वाली एक नई लाइन बनाने की जरूरत है क्योंकि औद्योगिक और व्यापारिक दृष्टि से एक बहुत ही विकसित क्षेत्र है और अगर यह रेलवे लाइन बन जाती है तो इस इलाके में बहुत विकास होगा और लोगों को बहुत सुविधा होगी।

SHRIMATI PURABI MUKHOPADH-
YAY (West Bengal) : Mr. Deputy Chairman, I rise to support the Appropriation Bill that has been introduced by the Railway Minister here. I have the fullest confidence in the ability and the sincerity of Shri Nanda, the Railway Minister. In his own way he is trying his best to improve the condition of the Indian Railways. He is even trying to enlist the non-official help and cooperation in toning up the administration and the functioning of the Indian Railways. We pledge our full support and cooperation to the Railway Minister's efforts in toning up the railway administration. My time is short and I will confine myself only to the problems of the light railways run by the Martin Burns. In the month of September I submitted a scheme to the honourable Railway Minister for taking over the management of the light railways under Articles 31 and 31 A. Under Articles 31 and 31A while taking over the management we do not have to pay a single nava paise as compensation. So instead

of nationalisation I wanted immediate taking over of the light railways. There were five lines that were running under Martin Burn. One has already been closed down, that is the Shahdara-Saharanpur Light Railways. When this closure decision was coming, the Railway Minister himself visited the Shahdara-Saharanpur line and he promised them that when this was closed down, he would give them alternative employment in the railways. And when the closure notice came, the employees of the light railways on that particular day danced, sang and had large feasts in their houses because they thought that it was coming is a boon, because instead of being employed under the light railways, they would henceforward be the employees of the Indian Railways. I am surprised to find that nothing of that sort has happened now. What are the conditions now prevailing with the employees of the light railways? They have been thrown out. If you go to the India Gate in Delhi you will find their women and their children are selling groundnuts; their women are begging in the streets of Delhi. They were not given any employment. There was not even an assurance that they would be given in future. What about their compensation amount for closure? They did not get it. What about their provident fund? They did not get it. What about the other amenities that they were getting? What about the dues that they had to get? They did not get anything. This is the condition of the employees of the Shahdara-Saharanpur Light Railways now. I would urge upon the Railway Minister to see that these houses are immediately taken over by the Government of India and kept as a separate category for the present. This problem has to be tackled not only in one State. All the five lines of the Martin Burn Light Railways will have to be taken over by the Government of India immediately. In my State the employees of the light railways have received closure notices. They will be thrown out of employment from the 1st of January, 1971. They have already received the notices. The same fate will be meted out to those employees of my State also—what the employees got in Shahdara-Saharanpur. The Railway Minister assured me that he has asked the West Bengal Government to take over the light railways on behalf of the Government of India. I congratulate the Minister for that decision. Sir, in this connection I would only like to suggest, in all humility, that taking over of those light railways in my State by the State Government will not solve the problem of these five light railways. In Bihar, officers of the Futwah-

Islampur Light Railway Company have already received retrenchment notice. The other employees are also going to get it very shortly. The employees need only one month's notice; the officers need three months' notice. So, instead of asking the respective State Governments to take over, the Railway Ministry should itself immediately take over the administration of these light railways. If they do not want to amalgamate the light railways with the Indian Railways at the moment, then, at least for some time, say, for one year, as an experimental basis they should run these light railways directly under the Indian Railways, keeping them as a separate category.

Sir, even in my State if the Railway Minister asks the Government of West Bengal take them over and even if the West Bengal Government accepts it, the Light Railway headquarters staff whose payment comes from these five railways will be thrown out of employment because Light Railways in West Bengal will not be in a position to pay to the present quarter staff. These people who have put in an average service of 15 years will not get employment in any other place. Of course, you may ask any State Government which is under the President's rule to take them over; you may ask the West Bengal Government to take them over. But what happens when an elected Government comes again to be thrown out? They would not like to run the railways. The State Governments do not have the machinery to run the railways. The State Government will have to appoint new persons to run them and the Government of India will have to promise subsidy to the State Government. I can speak on behalf of the State Government because I have had discussions with the Governor, the Chief Adviser and the Transport Commissioner, and all of them told me to convey their view that they do not feel competent enough to run the railways even if they are paid subsidy because that is not the function of the State Government. So, it would be better for the Railway Minister to take these five lines immediately under the Railway Ministry directly instead of going to the State Governments. Then the question of their absorption and treatment as Government employees will arise. They will naturally demand it. The Minister feels that they would demand fixation of their scales of pay in the Indian Railways. Sir, I have gone through all this. I have got all the documents of these five light railways, I have at least five files ready with me. I can sit in a round table conference and discuss this point with the Railway Minister. I have studied the problem. The scales of

[Shrimali Purabi Mukhopadhyay] pay that the light railway employees are getting now, in their present scales of pay the D.A. is not merged. In the Indian Railways the D.A. is merged with the pay. So, in their present scales of pay if the D.A. is also merged, what the light railway employees would get after such merger would not be different from the scale now prevalent in the Indian Railways. I hope I could make myself clear.

MR. DEPUTY CHAIRMAN : Please conclude now.

SHRIMATI PURABI MUKHOPADHYAY : I will come to the next point.

MR. DEPUTY CHAIRMAN : Please conclude now.

SHRIMATI PURABI MUKHOPADHYAY : Please give me three minutes more. Sir, another question will naturally crop up. The Minister will say that these light railways are losing concerns. Of course, they will be shown at present as losing concerns. There is no doubt about it. But there is scope for further study of the economics of the whole thing. I have gone through the economics of the whole thing. All the figures are with me. I have with me the details of the amount that they have paid to their own officers. When they used to run seven lines they had only seven officers. Now they run five lines and they have 25 officers. They have spent most of the amount on fixtures, fittings, bungalows and buildings, instead of renovating the lines to make them economic. When we studied the question we found the expenditure on coal was 21 per cent of the working expenses. It could immediately be converted into diesel line and thus make it an economic line. I am not only speaking on behalf of the people of West Bengal, I stand solidly behind all the employees of these five light railways. I would urge upon the Railway Minister to take them over without any delay and keep them as a separate category under the Railway Ministry, pending the ultimate absorption in the Indian Railways. This matter has to be attended to immediately because these people will be thrown out of employment from 1st January. In fact, the Minister is trying his best to see that the respective State Governments take them over. But I still maintain that will not be solving the problem for ever. I would urge upon the Railway Minister, whose good intentions I do not doubt, to see that these five light railways are taken over immediately under Article 31A

DR. B. N. ANTANI (Gujarat) : Mr. Deputy Chairman, let me at the outset observe that I shall confine my remarks only to general problems of the railways and not exclusively either perochial or regional matters. Ever since the present Railway Minister has taken over, I have been noticing very minutely as one actively connected with the category of railway employees as to how the administration is going to work now. I have read, studied and observed his eleven point programme and without the slightest exaggeration I am prepared to say that I have fallen in love with these eleven points. I have seen his enthusiasm, his energy and his sincerity to pursue and attain his objective. But I have also noticed efforts being made to degenerate these eleven points into the proverbial curate's egg which is good only in part. Let us hope that it will not be so. I have been noticing that he has to face a bad legacy—a legacy of deficit. Immediately after he took over, when there was public criticism against the rise of railway fares and freights, as a true democrat he abandoned the proposal for any rise and decided to face the deficit. Now what is the phenomenon? On the one hand, we in this House or in the other House demand this railway or that railway, this amenity or that amenity. Where are the resources for it? Nevertheless, I have noticed that he has been trying his best to provide them. But one thing I must say that I am not one who will use cheap jibes even against the Railway Board. The Railway Board is manned with very good and excellent persons, with great experience and expert knowledge. But their rigidity and lack of human outlook are the two barriers that come in my way.

Mr. Deputy Chairman, Sir, I would cite one instance. There is a technical point here. Whenever an institution of the railway employees is not recognised, we are considered as the untouchable Harijans. Even the negotiating rights and the right to consultations and to see even the handsome face of Shri Sardhana are denied to us. But we must face the Railway Board.

SHRI MAHAVIR TYAGI (Uttar Pradesh) : Is he really handsome ?

DR. B. N. ANTANI : He is handsome. But I am unrepresentable and that is why I am unmarried yet. Now that is the whole position. I once took a railway employee on, as I said, a malicious transfer and I was dismissed as if I was an untouchable, to be accompanied by a Guard, because

the Guards' Council is not recognised. We have got a membership of 17,000, we are a registered body and we have satisfied all the conditions for recognition. But, in the name of "fragmentation and multiplication, that recognition is denied to us. I thought I have now got a saviour in the new Railway Minister and I addressed a letter to him, but unfortunately, Sir, he also, in the midst of his preoccupations, simply became a post office and sent me a not cleverly prepared by the Railway Board. Now at least I hope a psychological change will be there in the future.

Now, Sir, so far as the amenities of the railway employee are concerned, I have seen them. You look at the condition of the rooms of the Guards. It is absolutely inhuman. At least there is one General Manager in Madras—If I am not altogether incorrect when I mention his name in this House as Mr. A. A. Chavva—who was bold enough to admit it. When I approached him and told him about the condition of the running Guards' room and said, "This is inhuman. Didn't you see it is like a cattle shed?", he was bold enough to admit it. And, do you know what happened? For the information of the hon. Minister I would say that one week he improved, he put all the furniture there, but the next week when he went on tour, that furniture was removed, and the same condition of the room appeared.

Now, there is a retiring room constructed in Palanpur by my efforts. After three years it was sanctioned. For two years, for financial purposes, it was not constructed. In the third year it was constructed and now for nine months, because sufficient furniture is not here, it has not yet been opened to the public. Why these things should happen?

Now, here in Delhi, I gave notice of a Short Notice Question only last week. The hon. Minister did not think it possible for him to answer it in such a short time. The question was I on the running allowance that has been sanctioned for the running staff.

श्री जगदम्बर प्रसाद यादव (बिहार) : शार्ट नोटिस को श्वन तो कभी एक्स्पैक्ट ही नहीं किए जाते । है

DR. B. N. ANTANI : The Divisional Superintendent of Delhi Division does not allow them to draw it according to the new rules and he has been forcing them to accept it at old rates. The staff members have refused to submit bills. I am one who will never allow my constituents, as long as

I happen to be the Vice-Chairman of the All-India Guards' Council, to indulge in activities which are not constitutional and which are agitational. But what else would they do? What else would they do when in despair?

There are Divisions like Ajmer, there are Divisions like Rutlam, where things are happening which require constant vigilance and scrutiny. Sir, the Wanchoo Committee has given some preferences and fixed some priorities about allotment of quarters and that is not being followed. Now, why should these guards, who work day and night in the midst of these inclemencies everywhere be treated like this? There was a time, Sir, during the British period when there were only seven or eight bogies. Now there are 17 or 18 bogies and there is only one guard.

3 P.M.

I will cite an instance, and I think the Railway Minister will be amused. Once an accident happened on the Kulch side where a young son of a shepherd alighted and fell down. The poor guard stopped the train and gave him first-aid treatment. As the train was delayed, the next day His Excellency the Divisional Superintendent levelled a charge-sheet against him as to why he delayed the train. Then it so happened that after a week on the same route at the same place another similar accident took place. The guard did not detain the train and did not give first-aid treatment to the victim. He was charge-sheeted. Now, these things happen...

THE MINISTER OF RAILWAYS (SHRI GULZARILAL NANDA) : When was that?

DR. B. N. ANTANI : About 8 months before. I will give you the name. I am directing the attention of the hon. Minister to the fact that with all the goodwill he has, there are elements and there is the psychological behaviour on the part of these 'Nawabs' in your Divisions, which come in the way. It has to be rectified.

Sir, having said that, I will now say something about the system of dividends. I am very happy that the attention of the hon. Railway Minister has been directed towards the heavy rate of dividend that has to be drained out of his resources. I have been telling for the last three years that this is bad economics. We shall try to convince the Finance Ministry that it cannot charge anything from them. There are floods and other natural calamities—look at Surat, Nagda

and at other places—creating all sorts of deficits. Repairs have to be carried out. If crores of rupees have to be spent on such works, where would the Railway Minister find the money from? I think some means should be created to evolve some formula, whereby a reserved fund can be created to meet such exigencies in future, and the Central Government should be requested to subsidise this thing.

Another thing I wanted to say is this. When there is a scarcity and famine—as something happened in Kutch, Banaskantha and elsewhere—could he not—this is only my imagination; I am subject to correction—could we not undertake some such works on behalf of the Railways which would ultimately become a permanent utility and expansion, for which we have clamouring?

Sir, having said this, I request the hon. Minister to pay some attention now to my district called Kutch. I am very happy that hon. Minister has written to me to say that ultimately a survey is being made to convert the metre gauge into broad gauge from Gandhidham to Bhuj. I hope it will materialise soon. He has an ambitious programme of getting a survey done about Koleshwar and Lakhpat also. I wish him success. May I not hope that some means will be found in order to satisfy immediately the public psychological demand to extend the same thing as from Gandhidham in a parallel manner, so that the metre gauge will also continue and ultimately the broad gauge will also come? I also support the demand made by my friend and colleague in the Lok Sabha, Mr. Sethi who has said that one train from Kandla to Delhi should be provided for, to avoid this trouble of 11 hours' halt. I can reach New York earlier than I can reach Bhuj from Palanpur. If my old mother is ill and if I am to reach Palanpur, I cannot attend even her funeral because I have to halt for eleven hours there. With this resourceful and experienced expert Railway Board, if they have a will and if they have a desire to do, they can evolve a formula whereby these could be done. The Railways are our national property. India is proud with this nationalised monopoly in our hands. We should see that it can compete with the best railway in the world. On the contrary I see the recognised institutions like the All-India Railwaymen's Federation, etc. are indulging in lockouts and when they do that, they aim at the national property. The students come out and ruin the national property. Are we not patriotic enough to realise all these things and shall we not say :

"Oh woodman, touch not a single bough
'In youth it sheltered me and I will protect it now."

Let us therefore resolve to protect these Railways and when we have such a sympathetic Railway Minister, let us cooperate with him and let him see that he is not too rigid. Do not be a mere Post Office for the notes given to you by your experts. Thank you.

(Time bell rings) I am not subject to bell. With these words, I thank you very much and I wish you success.

श्री बालकृष्ण गुप्त (बिहार) : उपसभापति महोदय मुझे बड़ा ही आश्चर्य हो रहा है कि लोग रेलवे मंत्रालय की तारीफ कर रहे हैं। इसमें 35 करोड़ रुपये की हिन्दुस्तान की पूंजी लगी हुई है और इसका एक हजार करोड़ रुपये का सालाना बजट है यह न तो ब्याज दे सकती है और न ही धिसाई दे सकती है। मैं रेलवे कंवेन्शन कमेटी में हूँ। और अभी चार-पांच महीने हुए शिलांग और कलकत्ते में जनरल मैनेजरो से भी मिल चुका हूँ। आज रेलवे में हर जगह चोरी दिखलाई देती है। कोयले की चोरी, माल की चोरी और जो भी सामान रेलवे द्वारा उधर से उधर ले जाया जाता है वह सब चोरी किया जाता है। कीदरपुर डाक्स में और मुगलसराय में तो लाखों रुपयों की चोरी रोजाना होती रहती है। आज रेलवे में सब जगह पर चोरी ही चोरी दिखलाई देती है। कोयले की चोरी, अनाज की चोरी, चीनी की चोरी और सब तरह की चोरी होती रहती है। कलकत्ते के व्यापारी जो रेल द्वारा चीनी मंगाया करते थे वे अब टुकों द्वारा चीनी मंगाने लगे हैं। आज एक एक घादमी के पांच पांच और सात सात लाख रुपये के क्लेम खड़े हो गये हैं और इस तरह से रेलवे को लाखों रुपये का रोजाना नुकसान हो रहा है।

रेलवे नेशन की सब से बड़ी पब्लिक सेक्टर संस्था है। जिसमें 35 करोड़ रुपया लगा हुआ है। जिसे अंग्रेजों ने नेशनलाइज्ड कर दिया था आज उसकी दुर्गति मैं देख रहा हूँ। रेलवे हर साल भाड़ा बढ़ाती है हर साल माल का किराया बढ़ाती है और फिर भी वह डैफिसिट बनी रहती है। इसमें करीब 10 लाख घादमी काम करते हैं और उनकी व्यवस्था कुछ अच्छी नहीं है। रेलवे में जो काम करते हैं उन सब को क्वार्टर मिले हुए नहीं हैं। एक तरफ तो जनरल मैनेजर करोड़पति जैसे बंगलों में रहते हैं और दूसरी तरफ रेलवे के कर्मचारियों को एक एक कमरे की कोठरी तक नहीं मिली हुई है। यह समाजवाद

का नमूना है और इस तरह से यह समाजवादी संस्था बनी हुई है। जिस तरह की विषमता रेलवे में है उस तरह की विषमता दुनिया में कहीं भी देखने को नहीं मिलती है। एक तरफ तो जनरल मैनेजर और रेलवे बोर्ड के मेम्बरान सैलून गाड़ियों में जाते हैं और दूसरी तरफ तीसरे दर्जे में लोगों को न बैठने की जगह मिलती है और न ही खड़े होने के लिए जगह मिलती है। दुनिया के किसी भी देश में चले जाइये तो आपको यह मिलेगा कि लोग स्टेशनों पर जाकर टिकट लेते हैं और आराम के साथ रेलों में सफर करते हैं। लेकिन यहां पर हालत यह है कि 10-15 दिन पहले से टिकट लेना पड़ता है। सीट बुक करानी पड़ती है और उस पर भी जगह नहीं मिलती है। इस तरह की बात अंग्रेजों के जमाने में नहीं थी। आज रेलवे की जो दुर्गति हो रही है वैसी कभी नहीं हुई। आज स्वराज्य काल में मैनेजरों की बहुत खराब हालत हो रही है। आज स्टेशनों में पीने के लिए पानी तक नहीं मिलता है और सब अगह पर बुरा हाल बना हुआ है। आज रेलवे में भ्रष्टाचार, चोरी-चकारी, चंडर तक होते हैं। आज रेलवे में मैनेजरों की कोई सुरक्षा नहीं है। श्री दीन दयाल जी की मर्दर की बात आप मुझे ही चुके हैं। यू० पी० में रोडना मैनेजर मृते जाते हैं। अभी श्री अन्तानी जी ने रेलवे की तारीफ के बारे में कहा लेकिन मुझे कोई भी तारीफ की बात नज़र नहीं आती है। यह रेलवे एक मोनोपोली है और इस मोनोपोली के बारे में एक कमीशन बिठाना चाहिए जो इसकी पूरी इन्क्वायरी करे। ऊपर से नीचे तक भ्रष्टाचार फैला हुआ है। रेलवे का हर टेकदार रेलवे का हर एग्जीक्यूटिव इंजीनियर रेलवे का हर मैनेजर और जनरल मैनेजर सारे दिन घूम खाता है। ब्लक में लेकर ऊपर तक यह जाल फैल गया है।

SHRI AKBAR ALI KHAN (Andhra Pradesh) : It is very unfair; not all.

श्री बालकृष्ण गुप्ता : नहीं तो क्या कारण है कि आज रेलवे में घाटा हो रहा है और रेलवे की बुरी हालत है। टिकटलेस ट्रेवलिंग रेलवे के गाई लोग और बुकिंग ब्लक लोग मिल कर करवाते हैं और लोगों से आधा पैसा लेकर उनसे यात्राएं करवाते हैं।

नन्दा साहब ने भारत सेवक समाज और भारत साधु समाज ये दो चार संस्थाएं रेलवे में धुसेड़ने की श्रम की है जो हिन्दुस्तान के गरीबों का पहने ही बहुत चाट चुकी हैं और रेलवे को और चाटेगी। इन 22RSS, 70—6

संस्थाओं से कोई मुधार होने वाला नहीं है। हिन्दुस्तान की भारत सेवक समाज ने कोई सेवा नहीं की, कोई गरीबों का कल्याण नहीं किया और न ये रेलवे का कल्याण करने वाले हैं।

यहां पर लोग बैठ कर कहते हैं कि यह रेलवे है पब्लिक सेक्टर है। इस तरह से कहना कुछ लोगों का धर्म हो गया है जैसे पब्लिक सेक्टर कोई सेक्रेड काउंट है या कोई टेम्पल है जिसकी हर वक्त तारीफ करनी चाहिए, उसके ऊपर श्रद्धा के फूल चढ़ाने चाहिए और उसकी खामियाँ, उसकी कमियाँ उसके दुर्गुणों को बिल्कुल ढांक देना चाहिए। मैं भी लेफ्टिस्ट हूँ लेकिन मैं इस तरह का लेफ्टिस्ट नहीं कि पब्लिक सेक्टर की झूठी तारीफ करता फिरूं और पब्लिक सेक्टर के झूठे गुण गाता फिरूं। जब तक आप लोग पब्लिक सेक्टर को नहीं सुधारेंगे और बड़ी झाड़ू लेकर उसके वड़े हुए भ्रष्टाचार को साफ नहीं करेंगे तब तक आप समाजवाद को कलंकित करते रहेंगे। यह रेलवे समाजवाद पर कलंक का सबसे बड़ा नमूना है। हम तो रोडना रेलवे पर यात्रा करते हैं, जगह-जगह देखते हैं कि किस तरह का खाना मिलता है, क्या दाम लिए जाते हैं, किस तरह लोगों को तंग किया जाता है, किस तरह से लोगों को धक्का दिया जाता है, किस तरह से लोग गाड़ियों में घुस नहीं सकते, किस तरह से हिन्दुस्तान की श्रद्धेय काम की जनता 30 वर्ष से राहत के लिए कराह रही है। स्वराज्य भी आ गया, समाजवाद भी आ रहा है लेकिन उसके वाण का कोई उपाय नहीं है और न नन्दा साहब कुछ करने वाले हैं। जब नन्दा पहले मिनिस्टर थे तो लोगों ने नन्दा को गन्दा कहा था और अगर वे इस रेलवे विभाग में और रहने वाले हैं तो उन्हें गन्दा से भी भड़ा नाम मिलने वाला है। आप रेलवे ट्रेवल कीजिए, रेलवे में जाइए, बैठिए, देखिए क्या-क्या दुर्गति हो रही है, कहीं पंखा नहीं है, कहीं बिजली नहीं है, कहीं रेल रास्ते में खड़ी है, कहीं बिजली के तार चुरा लिए गए हैं। रेलवे के स्टाफ से मिल कर तार चुराए जाते हैं। कलकत्ता के सबवेन स्टेशन में जहाँ इलेक्ट्रिफिकेशन हो गया है वहाँ तो चोरों के गिरोहों से मिल कर तार कटवाए जाते हैं, जिसकी वजह से तांबे का दाम 14 रुपये फिलॉग्राम हो गया है। रोडना तार काटे जाते हैं। चाहे नन्दा साहब हों या चाहे पहले कोई और साहब रहे हों यही हाल चला आता है। बम्बई में मैं एक बंगला में गया मलाबार हिल पर उसमें जनरल मैनेजर रहता है। वह बंगला बिड़ला भवन से भी ज्यादा जगह घेरे हुए है। वहाँ मैंने वह कोठ-

श्रीर वाड भी देखे हैं जहाँ लोगों को रहने की जगह नहीं है। रेलवे के जो कारखाने हैं उनमें कोई कास्ट एकाउंटिंग नहीं है, न काष्ठरापाड़ा में है न जमालपुर में है, न किसी और जगह है। सब जगह बुरा हाल है। रेलवे को आप इसी तरह चलाते रहे तो यह रेलवे हिन्दुस्तान में समाजवाद के लिए कलंक का कारण हो जाएगी और इसमें भ्रष्टाचार और बढ़ता जाएगा और हिन्दुस्तान में जगह-जगह जैसे रेलवे लाइनें बन्द होती जा रही हैं यह भी बन्द हो जाएगी।

अभी-अभी मैंने सुना है कि नन्दा साहब ने नई रेलवे लाइनें बनाने का काम बन्द कर दिया है क्योंकि सरकार के पास रुपया नहीं है। एक तरफ सरकार कहती है कि 5 लाख आदमियों को नया काम देंगे। दो महीने प्रस्ताव पास किए हुए हो गए लेकिन अभी तक तो रेलवे में कहीं कोई योजना नहीं है जिसमें किसी को नया काम मिल सके। यह सब देख कर के मुझे ऐसा कहना पड़ता है कि रेलवे जो हिन्दुस्तान की एक बड़ी अच्छी चीज होती उसमें विषमता का ऐसा राज्य है जो साम्राज्यशाही में भी नहीं था और उसमें भ्रष्टाचार ऐसा है जो पहले किसी जमाने में भी नहीं था।

SHRI KRISHAN KANT (Haryana) : Mr. Deputy Chairman, Sir, I would not agree with my hon. friend, Mr. Balkrishna Gupta; I must pay my tribute to Shri Gulzarilal Nanda, the Railway Minister. I think it was a very wise decision of the Prime Minister to appoint him there and I know when he took up his job, as is usual with him, he took it up with a missionary spirit. He took it up as a challenge and did try to go forward with the same spirit. His eleven-point programme reminds me of my ten-point programme.

SHRI S. D. MISRA (Uttar Pradesh) : What happened to the Sadachar Samiti when he was in the Home Ministry? You seem to forget...

SHRI KRISHAN KANT : Sir, whenever I talk of the 10-point programme my friends there get nervous because they have forgotten the ten points.

AN HON. MEMBER : They have got only one point now.

SHRI KRISHAN KANT : Mr. Nanda has got 10 *plus* one points but I would also ask him to go forward with the same spirit as the Prime Minister has done and shake off the vested interests, as they have shaken off the 10 points and gone there.

श्री नेकी राम (हरियाणा) : लेकिन एक प्वाइंट सारे कोयले को खा जाता है।

SHRI KRISHAN KANT : Mr. Deputy Chairman, I welcome this 11-point programme and for the implementation of that programme. . .

श्री नेकी राम : लेकिन एक प्वाइंट सारे कोयले को खा जाता है।

श्री उपसभापति : नेकीराम जी इस शांत रहिए।

श्री एस० डी० मिश्र : वे बिचारे हरियाणा में आते हैं भैंस चराते हैं और नन्दा जी की कांस्टिट्यूसी की बात कह रहे हैं। भैंस का दूध पीने से अकल मोटी हो जाती है। इस लिए पीछे से बोलते हैं। गाय का दूध पिया करो।

श्री नेकी राम : आप गाय का दूध पीते हैं।

SHRI KRISHAN KANT : Mr. Deputy Chairman, in order to implement that programme he wanted to have voluntary co-operation of persons in different spheres of life and for that purpose he organised something and wanted to go ahead with that and he has, according to information, succeeded to some extent but my information is that the Railway Board is not fully co-operating with the voluntary effort that is being done and the voluntary organisation that Shri Nanda wants to build and the Railway Board are at loggerheads and because of that certain things are not being implemented. I would like to remind this House and Mr. Nanda through you, Mr. Deputy Chairman, of what Lai Bahadur Shastri did in 1952. This Railway Board, these officials of the Board who always have a bureaucratic approach to things, were not co-operating with Lai Bahadur Shastri. What did Lai Bahadur Shastri do? He completely shook up the Railway Board, transferred those people here and there and had a new Board which could really translate and transform into action all that Lai Bahadur Shastri wanted. I would therefore tell Shri Nandaji; let him take up this challenge of the Railway Board and change all the Members who fight among themselves, who fight against the voluntary organisation, who fight anything that is good and then bring in such people who are imbued with the spirit with which Nandaji himself is imbued so that whatever changes he wants could be brought about in the Railway Board and in the functioning of the Railways.

The Railways are the biggest public undertaking in the country, having an investment of Rs. 32,000 crores and 15 lakhs employees. Whatever the Railways do, it has an impact on the economy and the society in general. So, I would like Nandaji to take up the challenge, as he has taken up others, and complete the overhaul of the Railway Board. Unless that is done, these officials will manipulate, manoeuvre and do such things that everything that the non-officials do come to a nought. That is No. 1.

श्री जगदम्बी प्रसाद यादव : वैसा करने के पहले ही
नन्दा जी साफ़ हों जायेंगे।

श्री कृष्ण कान्त : अभी तो साफ़ होने वाले हैं।

MR. DEPUTY CHAIRMAN : Order, order please.

SHRI KRISHN KANT : You can speak whenever you like. There is this experiment of using the Sadhus for checking coal pilferage, but I think the biggest number of ticketless travellers are the Sadhus in the country. So, if these Sadhus could be utilised for checking such ticketless travel, that would have been much better. That would be more economic than employing them on checking pilferage of coal. I hope Nandaji will look into this.

Another point that I would like to bring to your notice is the participation of Railwaymen in the working of the Railways. Nandaji himself has been a great protagonist of workers' participation in management. Although a period of ten months has passed, I am sorry to note that Nandaji has only reached the stage of negotiations. I feel that something should be done at an early date, so that workers' participation in the working of the Railways takes place sooner than at a distant date.

There is discontent about the inadequate relief that has been given. This must be gone into. A few days back I had myself urged that productivity and wage increase must be correlated. Such correlation should come at an early date. There is a great disparity in the lowest and the highest income on the Railways. This must be gone into. Unless that is done, correlation between productivity and wages will not be possible. I hope Nandaji will look into certain things like the bonus scheme or incentive scheme. On the Railways they should give some incentive to work better and make the Railways a better organisation.

A other thing is this. I find that the general loss of the Railways used to be Rs. 36 crores per year, but this year it has gone up to Rs. 70 crores. Previously 8,000 wagons used to be moved every day, but now it is only 4,000 or 5,000 wagons per day. This is a very deplorable state of affairs and because of that it has affected the economy, e.g., steel, coal and other things. Just as at the time of recession we thought of diversification of production, some attention should be given to traffic. A traffic promotion research bureau may be appointed, so that they can see how traffic both in goods and passengers could be diversified and taken care of, so that the losses, because of certain things in the economy, do not occur. I would like him to kindly look into the whole thing.

Another thing is about coal. Coal pilferage is very chronic in the Indian Railways and because of that the whole face of the Railways has become coal-like, as my hon. friend has said. Now, though 70 per cent of the goods traffic is being hauled by diesel traction, the coal consumption by the Railways continues to be the same. I am not able to understand this. When there is diesel traction, why should the cost of coal remain the same or the use of coal should remain the same? It means that there is pilferage going on. Something is basically wrong and it needs to be looked into.

I have two points more. One is about the train examiners. This has been referred to Nandaji by the Railwaymen's Federation also. They have a long-standing grievance. I think it is a valid and genuine grievance. Those who have reached the grade of Rs. 180-240 have a very genuine grievance. The Railway Board has not taken care of these people. They adopted the work-to-rule method and then they stopped their agitation on the assurance that something would be done, but since August nothing has been done. They happen to be only 5,000 out of a total number of 15 lakh workers. That is why they are not being looked after. I have the whole details with me. The first Pay Commission and the Second Pay Commission had not done proper justice to them. I would ask the Minister to look into this grievance. Their designation may be changed and their pay scales may be changed. They are examining the trains and they say when they are to be hauled. Their work is as important as any other thing else. Last but one point. Nandaji,

[Shri Krishan Kant]

I know, is very much himself against corruption. Wherever he can do something he does it. A few days back, may be ten or fifteen days back, I wrote to him a letter—I did not want to take to him cases personally—but up till now I have not got even an acknowledgment.

SHRI CHANDRASEKHARAN K.

(Kerala) : That is unusual with him.

श्री जगदीश प्रसाद माथुर (राजस्थान) : नन्दा जी जवाब तो तुरंत देते हैं एक्नालेजमेंट तो भेजते हैं।

SHRI KRISHAN KANT : One Mr. Nares Chandra Sagar who was working in Ferozepur...

MR. DEPUTY CHAIRMAN : You can discuss that case with the hon. Minister.

SHRI KRISHAN KANT : Here is a case which I referred and marked on that 'immediate', and I saw that it was delivered in his house. It was not even acknowledged. It seems there are some people somewhere in his staff because this man seems to be very capable in manoeuvring things. He was a top man in the Punjab Government. He lost his job. He was again employed in the Railways. He was transferred to Lucknow. Then he was again at Ferozepur. From there he was transferred to Delhi. Again he was transferred to Ferozepur. As my information goes, Nandaji himself transferred him. Again he has manoeuvred to go back.

SHRI S. D. MISRA : Has the Minister given that transfer?

SHRI KRISHAN KANT : Without that it is not possible for him to go back. This transfer has demoralised the people at Ferozepur because he is a very undesirable type. I do not know whether that thing has been put before him or not.

SHRI GULZARILAL NANDA : I know very well.

SHRI KRISHAN KANT : Why a man like him should continue? Charge-sheets are there, other things are there, his whole career is there.

MR. DEPUTY CHAIRMAN : The hon. Minister has understood your point.

SHRI KRISHAN KANT : With these words I conclude my speech.

SHRI SASANKASEKHAR SANYAL

(West Bengal) : Mr. Deputy Chairman, from different sections of the House the hon. Minister, Mr. Nanda, has been described as bold. I join in the chorus and appeal to him not to be erratic or derail himself because there is one matter to which I am referring which ought to have been settled by this Minister particularly, namely, the removal of the artificial classification between Class I and Class II in the administration. We all know that during the British days the wayward children of England were brought and posted at the top, but when the administration could not be carried on by them, direct recruitment was made here of either local Europeans or Anglo-Indians. But even then the administration did not function smoothly and therefore some people from the lower cadre having experience and ability were inducted into the top ranks of the administration by sufferance. In this way Class I and Class II categories of administration came to stay.

Even before independence, in 1946-47 when I was a Member of the Central Assembly, this question came up and the Britisher, declared at that time that there should be a merger by abolition of the classification. Things went on as before and in 1947 the First Pay Commission also recommended abolition of this distinction by merger. In 1962 (here was a question in the Rajya Sabha which was answered by saying that this classification was not desirable and that there should be a merger. May I ask the hon. Minister why with the dynamic hands at his disposal he has not yet been able to set right the process of this merger? It is not merely an academic proposition. It is a question which affects efficiency and freedom from corruption. This classification is maintained there in order to make an avenue of sinecure appointments. The result is that experienced people in Class II even with 25 years' experience, their graded salary is lower than the graded salary of younger men who are first given temporary appointments, then there is some sort of examination and they are made permanent. So an officer of five years' experience rules the roost and officers of 25 years of ability and experience remain as underdogs. This itself is demoralising. It kills the heart of the aspirant who wants to go on the steady path of honesty and efficiency. I will not take names because that will not be very fair or decent, but I can tell the hon. Minister—I want the hon. Minister to hear me—how these hall-marks of sinecure posts are being availed of by giving backdoor appointments to persons connected with high-ranking people

in position. Also I will give the name. One Mr. Chin, is the son-in-law of one of the senior-most Ministers and he has got into a lucrative post by the back-door method. Then one Mr. Misra—he is the son of one of the Chief Commissioner of Railways—got appointed through the backdoor over the head of competent persons. One Mr. Can; uli, son of a Chairman of the Railway Board, he also got the same benefit. Therefore, I would appeal. The appointments ; re there. I do not want . . .

AN. HON. MEMBER : Become a Minister.

SHRI SASANKASEKHAR SANYAL : I do not want the Minister to snatch away the appointments. But can't he really appoint an extra-departmental committee to find out how incompetent persons have been given elevated and very lucrative positions over the heads and shoulders of more competent and more experienced persons? That is my question. The incompetency will also be illustrated by the fact that some of these so-called competent people at the top rank appeared at the Baroda School of Examinations, failed once and twice, passed the third time in the consolation examination. But at the same time they were ascending the ladder of promotions. And these second-class employees they appeared, some of them, 80 per cent of them, never failed at all. But they are stuck down to their posts as before. How can there be efficiency? How can you expect the children of the nation to put in their best unless they are assured that they would get a fair deal in return for their efficient—and honest service. If we find that we are at the mercy of the whims and caprices of the overlords, not being the sons or sons-in-law or brothers-in-law or others-in-law to pass over the heads of these competent persons, why should we work? Why should we be efficient? Why should we be honest? Therefore I am particularly pleading with this bold Minister to be straight on the track and to appoint a Committee to make an inquiry into these things and put an end to this classification once and for all.

Thank you.

SHRI U. K. LAKSHMANA GOWDA (Mysore) : Mr. Deputy Chairman, Sir, the Appropriation Bills before the House, they relate to excess expenditure for 1969 and also to supplementary expenditure for 1970-71. The first is for Rs. 11 lakhs and the other is for Rs. 36 crores. Sir, while considering this, I am very sorry that even though at the last budget there was

some hope that the Railways would be self-sufficient in finances, we have gone to a stage where it is possible that we may suffer a loss of Rs. 70 crores. Yesterday, Mr. Anandan referred to this and made certain suggestions regarding accounting. He also referred to certain freight subsidies and lower freight rates which were made available for foodgrains, ores, etc. which resulted in a loss in railways while actually there was no loss. By changing the method of accounting we might cut down the losses. But that is not enough. We should see that the Railways really become self-sufficient, being one of the largest public sector undertakings in the country. Sir, the Railway Minister had assured that economy would be brought about in the Railways but we find that not much headway has been made. I certainly join with the others in congratulating Mr. Nanda for the measures which he has taken even though I do not believe that the induction of the services of the Sadhus and others will in any way be of help to the Railways or will bring about any economy or improvement therein. But, Sir, I should congratulate him on his efforts in this direction of trying to save on coal consumption which is about Rs. 100 crores—and he expects to effect a saving of 10 per cent, which is considerable—and also on diesel and electrical energy which is about Rs. 160 crores.

Another point which has been mentioned several times in the past is about the central administration, that is, the Railway Board and the necessity for decentralisation. I think in his reply in the Lok Sabha, the hon. Minister has said that he is applying his mind to it and I hope he will be able to achieve success in this measure.

A big source of wastage in the Railways is the enormous theft and pilferage which has gone to the extent of nearly Rs. 11 crores, and also ticketless travelling. Though there have been some efforts regarding checking of ticketless travelling and there has been some improvement, there does not seem to be much improvement in the matter of stopping pilferage and theft. I am sure Mr. Nanda will bestow his attention to this matter as well.

Regarding the staff, I would like to mention here the case of junior supervisory staff, i.e. the maistries, who could not be brought under the previous Pay Commissions. Their grievances also should be looked into. Another category is that of commercial clerks who, I am told, number about 30,000 and they are an unrepresented section. Their grievances also should be

[Shri U. K. Lakshmana Gowda] *looked* into along with those of the guards to whom my friend, Dr. Antani, referred, and he has been referring to them for the last two sessions. I hope the Railway Minister will pay his particular attention to this matter.

Then, one of the inherent defects of the Indian Railways is the break in the gauges—broad-gauge, metre-gauge and narrow-gauge—which requires shifting and transshipment, resulting in heavy expenditure. A continuous effort on a policy basis should be made to standardise the railways into broad-gauge.

Coming to my own State, I would like to refer to the replacement of metre-gauge from Poona to Miraj by broad-gauge. I would like to suggest that it should be extended further right up to Bangalore. This is the only way by which that line can be made fruitful. The same thing applies to the line between Bangalore and Guntak-kal. That also has to be looked into because this will then facilitate broad-gauge travel right from South India to North India *via* Bombay. Another point that I would like to make is about the Hassan-Mangalore line which is nearing completion. I had earlier mentioned in this House about the loop-line connecting the Hassan-Mangalore line which is being built. That is, this line should start from Kadui and pass through the plantation district of Chikamagalur and then it should be connected on the Hassan-Mangalore line at Subaliashpur. If this is done, it will certainly help the Hassan-Mangalore line to become more remunerative; otherwise, it will not be sufficiently remunerative because for making a very long distance a heavy investment is being done. So I would urge upon the Railway Minister to look into this matter because it is sometimes said that a loopline may not be economical. But if a loopline is provided for connecting this Hassan-Mangalore line, I am sure, it would help the Hassan-Mangalore line to become more remunerative. If you take the entire line, it will not be uneconomical.

Then, the wastage of wagons and coal should also be considered. We are thinking of dieselisation. But we have to take into consideration the enormous coal reserve in this country and we will have to take into account the difficulty in importing crude. In view of these facts, it will not always be desirable to ignore the coal-based railway lines and switch over to the diesel ones. It should be rationalised and looked into from that point of view. And we should encourage the consumption of coal by the railways.

With these remarks I conclude.

SHRI MAHITOSH PURKAYASTHA (Assam) : Mr. Deputy Chairman, I support the two Bills. I take this opportunity to bring to the notice of the honourable Minister some of the grievances of the people of my State. For the last five years over a major part of Assam no train runs at night and as a result great inconvenience is being experienced by the passengers travelling to Assam. I come from a district on the southern part of Assam and our link with the rest of the country is through a hill section. For getting a connecting train from Gauhati while coming from Silchar, we have to wait there for 17 hours and while going we have to wait for 19 hours. While we have introduced the Rajdhani Express for travelling between Delhi and Calcutta within 17 hours, the people of our areas, that is, of Cachar, Manipur, Mizo, Nagaland, have to wait for 17 and 19 hours at Gauhati to cover a distance of 396 kms...

SHRI AKBAR ALI KHAN : I think Assam deserves special consideration.

SHRI MAHITOSH PURKAYASTHA : This matter has been raised in the past, in the last meeting of the Regional Railway Consultative Committee held on the 22nd August, I also raised this matter with the Minister and then the Minister assured that steps would be taken in consultation with the Defence Ministry to resume the night services. But up till now nothing has been done. Similarly, we were demanding for the introduction of an additional train in the hill section which connects Manipur, Tripura and Cachar, with the rest of India. Only two trains run in that line, and that demand has not been fulfilled so far. Last time when we sat in the Regional Railway Consultative Committee it was said that the traffic position did not justify the introduction of an additional train. But those who actually train by these trains say that they find that the trains remain always overcrowded. Why is this difference between the traffic assessment made by the railway authorities and that experienced by us, the travelling passengers? It is because in this hill section and in all branch lines of Assam ticketless travelling is widespread. Because of this ticketless travelling the railways are losing a heavy amount. If the employees were not conniving with this ticketless travelling, this would not take place. The people of Assam have been demanding for a long time for the extension of broad gauge line to Assam. In the absence

of broad gauge line no industrial development is taking place is Assam. Whenever we want to set up an industry, it is said that the required machinery cannot be carried there on metre gauge lines. May I know from the hon. Minister when he is going to extend the broad gauge line to Assam? Similarly, the people of Mizo district, Manipal and Tripura were demanding extension of railway line to those areas. Recently, the Lt. Governor of Manipur came here and represented to the Railway Board for construction of a railway line from Silchar to Jorhat. I hope the matter will receive due consideration from the Railway Minister.

In 1968 there was a flood in North Bengal. Since then the Jalpaiguri-Hakimbari line has been closed. Two years have elapsed after the flood, but no step has been taken to re-open the line.

We have been receiving many representations from the public leaders of Bihar about corruption in giving catering contracts. It has been alleged by the Secretary, Nagrik Samity, Katihar and some M.L.As. of Bihar that the same contractor was catering under different names such as S.R. Marwari and Co.; Nath & Co.; M. Lai and Co.; Hindustan Catering Co-op. Society, Katihar Vending Co-op. Society; and Katihar Labour Co-op. Society is given licence. The Convener of the local unit of the Bharat Sewak Samaj, Katihar, is taking catering and vending licence from the Railway, but actually these are given to the contractors and the Bharat Sewak Samaj is getting royalty in lieu. The remedy for these will be departmentalisation of the catering system. I understand that in 1966 for departmentalisation of catering unit and dining cars over N.F. Railway, utensils worth Rs. 3 lakhs were purchased; but those utensils are lying idle. Therefore, I would urge the hon. Railway Minister who is very keen to remove corruption from the railways to see that this departmentalisation of the catering system is done as quickly as possible.

Our hon. Railway Minister is a trade unionist. I would like to bring to his notice that on the 19th September 1968 there was a general strike by all Central government employees. After the strike was withdrawn, it was assured on the floor of the House that there will be no victimisation. But still there are many court cases pending against railway employees. Many temporary employees were dismissed. When they were reinstated they did not get any benefit for

the period for which they remained unemployed.

In 1963 there was a lock-out at Lilooah Workshop in Eastern Railway. The Calcutta High Court declared it illegal. Now I understand that the railway authorities are thinking of preferring an appeal to the Supreme Court against the decision of the High Court. I would appeal to the hon. Minister as a trade unionist not to take recourse to legal proceedings and go to the Supreme Court and harass the workers.

For improving the railway system, what is needed is not only the cooperation of the public. What is more needed is the cooperation of the employees. And for securing the cooperation of the employees, I would urge the Railway Minister to see that only one railway union or one railway federation is recognised in the whole of the Indian railways. The recognition of two federations simultaneously, like the all India Railwaymen's Federation and the National Federation of Indian Railwaymen—negates the very principle of collective bargaining. If the industrial relations are to improve and if the railways are to remain the biggest public undertaking, I would urge on the Railway Minister to see that only one Railway Federation is recognised on the basis if necessary, of a ballot.

DR. B. N. ANTANI : Which gives rise to strikes and lock-outs.

SHRI MAHITOSH PURKAYASTHA : Employees do not resort to lock-outs, but it is the employers who do it.

DR. B. N. ANTANI : Yes, I know that. But...

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SHRI MAHITOSH PURKAYASTHA : In this connection, Sir, I would also like to draw the attention of the hon. Railway Minister to the lot of the porters and the casual workers in the Indian railways. It is estimated that there are about eight lakh casual workers in the Indian railways and those who have put in eight to ten years of service, their services are not regularised. I would urge on the Minister to see that in the case of the casual labourers and porters who are not regarded as railway employees, some steps are taken to improve their lot.

Before concluding, I would like to draw the attention of the Railway Minister to a simple demand of the people of Majgaon, a place in Cachar district, where they

[Shri Mahitosh Purkayaslha

were demanding a new halting station between Mohishasan and Longai. In 1965, a reply to the citizens there went saying that this matter should be considered after the lifting of the emergency. The emergency has been lifted, but no step has been taken for opening that halting station.

Sir, I would also like to draw the attention of the Railway Minister to one fact that in the N.E.F. Railway Zonal Railway Users' Consultative Committee, the regions of Nagaland, Manipur, Cachar and Tripura have remained unrepresented. In spite of several representations, nobody has been taken from these areas in that Committee and amongst the MPs there are some who have not even the remotest connection with the N.E. Railways, but who have been taken as Members of this Committee. I would request the Minister to see that a representative from our area is included in the North-East Frontier Railway Users' Zonal Consultative Committee.

Thank you.

MR. DEPUTY CHAIRMAN : I think we have taken about 2½ hours.

SHRI K. CHANDRASEKHARAN : Sir, I have requested for some time.

MR. DEPUTY CHAIRMAN : I think we have allotted three hours and I have to call him for reply at quarter past four. I will give five minutes each. All right, Mr. Chandrasekharan.

SHRI K. CHANDRASEKHARAN : Mr. Deputy Chairman, Sir, the implementation of the II-point programme in the Jabalpur Division and the execution of the "Operation Moghalsarai" are very good so far as they go. We have absolutely no doubt, Sir, about the sincerity and the efficiency with which the hon. Railway Minister has been trying to function. Although an hon. Member has stated that he had received no replies, my experience has been that the hon. Railway Minister is one who has been sending very prompt replies, not only interim replies, but also final replies. It is really a shock that most of the Ministers and public men in office are not able even to correspond properly and promptly, but that accusation I cannot certainly make against the Railway Minister.

Sir, he has been trying to improve the efficiency. But I do not think, Sir, that the efficiency of the Indian railways and the

financial strength of the railways could be improved unless certain fundamental changes are made. It is a fact, Sir, that on our roads, the Road Transport Corporation buses have got only one class, Sir. Now, the air service has got only one class, although the Air India has been trying to do away with it—which is rather strange and rather unfortunate, if I may say so. So far as our Railways are concerned, if the finances of the Railways have to be improved and the Railways have to be made efficient, I think, Sir, that this class system in the Railways should go, and like our aircrafts and our buses, the Railways should have only one class.

Sir, this particular Bill, the demands in which I certainly oppose, discloses that a very large number of items of expenditures are connected with day-to-day expenses. The overhead charges are increasing day by day. Particularly, Sir, a very large amount of 36 crores of rupees is sought in the nature of administrative expenses, repairs and maintenance, operating staff, operation, fuel, etc. and staff welfare also. And a very small amount, a token amount, of Rs. 3,000 is asked for open Line Works. I submit, Sir, that the nature of these demands would show that the working expenses of the Indian Railways are increasing out of all proportion to the forethought with which even the budget was prepared even a few months back. Sir, with regard to expenditure, I don't think that these are on the decrease.

It was most unfortunate that there was very serious accident of the Cochin Mail at the Madras Central Station.

It is a fact, Sir, that people who are involved in these railway accidents are not being properly and promptly compensated. So far as our air risk insurance is concerned, the dependents of the passenger who dies in an air accident, get an amount of Rs. 40,000. But a very paltry sum of Rs. 2,000 or Rs. 3,000 is paid by the Railways, so far as death cases are concerned. So far as other cases are concerned, a lengthy correspondence is necessary and in many cases nothing is paid at all.

Sir, I have very little time left, and the only point that I would like to stress is that this neglect of the South by the Railway must cease one day. It will be very surprising for you to know, Sir, that for south of Madras,—be it Bangalore, be it Mangalore, be it Trivandrum or Cochin—not a single vestibuled express train runs. It is really strange, Sir, that most of these

so-called express trains in that area are very slow-moving trains, and therefore, what we want is immediate and speedy action not only within that area, but in other places also in the north, and particularly in Bombay. The demand for a daily express from Bombay to Cochin, to and fro, had been there since two years. I would request the hon. Railway Minister to look into this demand very seriously and promptly : and see to the necessity of the Bombay-Cochin daily express being fulfilled early.

There is also the necessity of a double track between Cochin and Shornoor. The Cochin-Shornoor line is yet not a double track all these years. I would, therefore, very seriously request the hon. Minister to see that the line is not neglected in so far as Railways are concerned.

4 P.M.

SHRI BIPIN 'AL DAS (Assam) : Mr. Deputy Chairman, Sir, there is no doubt that the whole position of our Railways is not in good shape. Whether we talk of wastage or corruption or we talk of inefficiency or indiscipline, the entire administration of the Railways seems to be not satisfactory at all. I do not know if the Government have made any special inquiry or investigation into the causes as to why the Railways are getting into losses. There is a time when the Railways used to contribute handsomely towards the public exchequer. Not so today. Will the Government make some special investigation as to what are the causes ?

But in this connection I think the entire administrative set up of the Railways has something to do with the fall in standard of railway administration today. My humble suggestion is that instead of there being only one Railway Board at the Centre, we should have Railway Boards at the zonal level also. Let it be decentralised. There has been overcentralisation so far as the Railways are concerned. I strongly feel that there should be Zonal Railway Boards with executive powers. The Central Board may be only a coordinating body. Then I feel that this being the largest industry in the country and very old and the oldest public sector industry in this country. It is high time that we try to implement the principle that the workers should be given the right of participation in the administration. I think it is in the Railways that we can experiment and the workers are quite mature. I know the Railway unions. They are quite experienced. They should

be given the right of participation in the administration of the Railways. Because the time is short and I will not deal with the other matters concerning the railways. Let me go to my State. If you travel in train in my State, you will know what it is. Unfortunately our Ministers and Members who sometimes visit my State travel mostly by plane and not by the railways. If they travel by train they will know what it is like. I will not try to describe it. It is the most shameful part that we have in our public life—the Railways running through Assam. There has been a demand for B.G. line. They have extended the B.G. line up to Bongaigaon, because they have their workshop there. We have been demanding that this should be extended up to Dibrugarh. In the first phase this M.G. line should go up to Gauhati and because of the absence of the B.G. line, the industrial development has been retarded. Therefore I insist on it and I want to know from the Minister what he has done for the fulfilment of the promise he made in the last meeting of the Zonal Consultative Committee. If B.G. is not possible up to Jogigopa because of technical grounds which I do not accept—I do not think there are really technical difficulties because the Chairman of the Board himself admitted that full drilling was not yet done but accepting the argument that because of financial and technical difficulties it would not be possible that way—what about the assurance given to us that B.G. should reach Gauhati by the North Bank ? There is no difficulty. The bridge is there. They have almost completed it. Why have they not taken steps to extend this B.G. from Bongaigaon to Gauhati by the North Bank if the South Bank is not ready ?

About the Divisional Headquarters, the people of Assam have been fighting and offering Satyagraha and the Ministers come to Assam and give assurances that something will be done but till now no concrete step has been taken for the construction and establishment of the Divisional Headquarters at Bangiya. It is very important for defence purposes. Therefore the installation of the Divisional Headquarters at Bangiya is in urgent need and I want to know what has been done. Finally, I would draw attention of the Minister to one very important fact which has been agitating the people of Assam. And that is the employment in the railways. I know, Sir, unemployment is a countrywide phenomenon. It is a national phenomenon. It has become acute everywhere. It is not peculiar to Assam, but may I know why the local people of Assam do not get employment

[Shri Bipinpal Das]

even in the Central installations, the Central establishments and the Central industries ? What is the percentage of the local employment in the railways that operate within the boundaries of Assam ? I want to know. My information is that it is not even 20%. Is it not a shame and a disgrace that the railways, which operate within Assam, that even in them not more than 20% of the local people can find employment ? Is it surprising therefore that the people become restive and the people become angry and sometimes the frustrated young men try to misbehave ? I want to draw the attention of the Railway Minister to this very vital fact. Why they should not do it ? Not only is it the case in the railways. I also know that in the LIC, in the banks, in the refineries, in fact in any Central sector industry that we have there, the employment provided to the local people is very poor, is very insignificant. But why at least in the railways, why should there not be sufficient employment provided for the local people at least in this particular industry ? All these vital points, the broad-gauge line up to Gauhati, adequate employment to the local people and a Divisional Headquarters at Rangia, these vital things agitate the minds of the people of Assam. Some other facts are there to which my friend, Mr. Purakayastha, has referred and I need not refer to them but. Sir, I would certainly re-emphasise the point that, in certain sectors of the North-East Frontier Railway operating within Assam, there are no trains running during night time, as a result of which hundreds of passengers have to suffer. I do not know why the Railway Ministry, whether in consultation with the Defence Ministry, or not, have not done anything to redress this particular grievance of Assam.

SHRI CHITTA BASU : Sir, what I wanted to emphasise is this that the proposal or the proposition of taking over the management of the Light Railway of Martin Burn and Company has really a very strong case. I have got massive statistics with me to build up a case. I do not like to take the time of the House, nor do I want to give trouble to the hon. Minister by giving a number of statistics in this regard But what is intriguing me is this that the Government is not really firm in the matter of policy, and in connection with this matter I only want to refer to the several statements made on several occasions by the Ministers in charge of the Railways. Sir, you will be glad to know that really the hon. Minister for Railways, in the year 1968, reflected the general desire of the people. He is on record as saying this during his Budget

Speech in 1968, and I quote : Government has got the policy "of taking over all the privately-owned Railways progressively as and when the contracts with the Railways fall due for renewal." If I take this statement as the basic policy statement of the Railway Ministry with regard to the progress-sive nationalisation or taking over of the management of the privately-owned Railways, I think the subsequent policy statements made by the other hon. Ministers for Railways are to be in the same vein. But what is intriguing, Sir, is the statement here made by the State Minister for Railways, Mr. Parimal Ghosh. And he says a completely different thing. He says in Raiya Sabha on 9-12-1968 that "the Government of India will not take over the management of the Light Railways under the Martin Burn group on the ground of the Railways being uneconomic."

Sir, who is true, who is correct, who represents the Government's point of view? Is the cent per cent Minister correct or the 75 per cent Minister ? Then I come to the 50 per cent Minister, Mr. Chaturvedi. The demand for taking over the SS Light Railway under Martin Burn was turned down in Parliament on 17-3-1970 by the Deputy Minister for Railways, Mr. Chaturvedi, on the ground of financial stringency. The Railway Minister has announced his decision with regard to the policy of taking over the management or nationalising the Railways which are privately owned but Mr. Parimal Ghosh says one thing while Mr. Chaturvedi goes still further and says they cannot take them over. Therefore I want the cent per cent Minister Mr. Gulzarilal Nanda to make a firm announcement of policy with regard to the proposition of taking over the management of the privately owned Railways.

SHRI S. D. MISRA : Sir, is it proper that the Minister of State and the Deputy Minister should be called 75 per cent and 50 per cent Minister ? You at least should protect them.

SHRI BHUPESH GUPTA (West Bengal): My friend is minus Minister.

(Interruptions)'

MR. DEPUTY CHAIRMAN : Mr. Chitta Basil only one minute more.

SHRI CHITTA BASU : I am finishing. As I said earlier there is a very strong case for nationalisation or taking over these Light Railways under Martin Burn. I want to know, what the actual policy of the Government is and why there has been a shift in the policy with regard to this. I

will be satisfied if Mr. Gulzarilal Nanda would take this opportunity to clarify the positions of Government in this regard.

شری سید حسین (جنمیں اور)
کشمیر: ڈپٹی چیئرمین صاحب -
میں ریلوے مسٹر صاحب کو اس
بات کے لئے مبارکباد دیتا ہوں کہ ریلوے
انڈسٹری ۱۹۴۷ کے بعد جس اہمیت سے
جس رفتار سے بڑھتی رہی اس سے زیادہ
تیز رفتار سے بڑھتی ہے جب سے نندہ جی
نے ریلوے کا پورٹ فولیو لیا ہے - میں
چانتا ہوں کہ نندا جی اس بات سے
واقف ہیں کہ ملحدوسن ہوا ملک ہے
ڈیپسٹی پوپولیٹڈ ہے - دور دور سیٹیز
ہیں - ریلوے لائن کم ہیں - انگریز نے
کیا چھوڑا - انگریز نے ہم کو قہراً کر
چھوڑا تب سے آج تک وہ نہیں ہوا
ایسا ہم نہیں کہہ سکتے - آج ریلوے
سہاری ریلوے انڈسٹری سے ریلوے ہو گئے
خریدتا ہے - دنیا میں جہاں بھی
ریلوے ہیں ان سے بہت سے ملحدوسن
کی ریلوے نہیں ہے - مبارکباد دینے
کے بعد میں سمجھتا ہوں -

جنمیں اور کشمیر میں ۱۹۴۷ سے
پہلے انگریز کے وقت میں ریلوے لائن
تھی - ہماری ڈورسٹ انڈسٹری اور
فروٹ انڈسٹری خراب نہیں تھی لیکن
۱۹۴۷ کے بعد سے آج تک جو سو
پروسیس رہی ہے ریلوے لائن کی وہ
قابل افسوس ہے -

کچھ ممبروں نے کہا کہ
ایڈمنسٹریشن میں خاموشیاں ہیں -
میں سمجھتا ہوں کہ جب ایک

آفیسر سیکرٹری نہ ہو وہ ریکارڈ تو
پروسیس - ڈسٹن - ٹرانسفر - وہ کام
نہیں کرے گا - رولز بنے ہوئے ہیں ان
رولز پر اسٹریکٹ عمل کیا جائے سکتی
سے عمل کیا جائے تو ریلوے کے ملازمین
کو انوشیتو رہے گا اور ان کے پروسیس -
ڈسٹن یا ٹرانسفر میں بورشانی نہیں
ہوگی -

جہاں تک شری گلزاری لال نندا کا
تعلق ہے انہوں نے ایک پیمینٹ بنایا
اور وہ ہر ایک ممبر کو دیا چاہے وہ
رولنگ پارٹی کا ہو یا اپوزیشن کا -
ڈسٹن دیکھنے کے لئے اور خاموشیاں
ہوائنٹ آؤٹ کرنے کے لئے - مجھے
افسوس ہے کہ نندا جی نے کہ بہت سارے
ایسے ممبر ہوں گے جو انکسٹ نہیں
لیتے - کوئی ایک بلدا آسان ہے نام چلانا
مشکل ہے -

میں بنی ممبروں میں
ریلوے میں ستر کرتا ہوں اسٹ
سٹیشن میں نے کشمیر سے اسٹیشن
ماسٹر پتھان کوٹ کو تار دیا کہ
میں اور میری مسیز سفر کر رہے ہیں
چار دن پہلے تار دیا تھا لیکن جب
وہاں پہنچا تو اسٹیشن ماسٹر اور
اسٹنٹ اسٹیشن ماسٹر دونوں نہیں
تھے - میں نے کہا کہ میرا ریزرویشن
تو ہو گیا ہوگا - میں نے تار بھیجا تھا -
انہوں نے کہا کہ ہمیں تار نہیں آیا -
بعد میں میں نے جب نندا جی کو
چٹھی لکھی تو نندا جی نے انکوائری
کرائی مجھے وہاں سے جواب ملتا ہے کہ
میں تار آیا تھا لیکن ممبر نے اس

[شری سید حسون]

میں آڈیٹنگی کارڈ کا نمبر نہیں بتایا تھا اور ایم - پی - نہیں لکھا تھا - اس قسم کے ملازم دھوکے دے سکتے ہیں - میں ڈیفینٹ ہوں کہ میں نے آڈیٹنگی کارڈ کا نمبر لکھا تھا اور میں نے ایم - پی - لکھا تھا لیکن مجھے جھوٹا بلانے کے لئے پتھانکوٹ کے اسٹیشن ماسٹر نے یہ لکھ دیا کہ آڈیٹنگی کارڈ کا نمبر اور ایم - پی - ہیں لکھا تھا - ایسی سیلکٹروں مثالیں ہیں کورپشن کے بارے میں - مگر میں اس بات کے لئے مبارکباد دیتا ہوں نندا جی کو کہ ٹکٹ لیس ٹریولرز میں کمی ہوئی ہے - پھر بھی دہلیز از اے واسٹ ڈیپ بیٹویں باسز ایفڈ ڈوزہ چھوٹے ملازم جو ریلوے میں کام کرتے ہیں - اس واسٹ ڈیپ کو کیسے دور کیا جائے اس کو ہمیں دیکھنا ہے - جو سیکورٹی آف ٹیلور ہے اس کے لئے میں نے عرض کیا سرجسٹ کیا لیکن یہاں ایک فاضل ممبر مسٹر کورشن کانت نے کہا کہ ان کو بدلنا چاہئے ان کو اور حال کرنا چاہئے - میں سمجھتا ہوں کہ انگریزوں نے اگر کوئی اچھا کام ہمارے ملک میں چھوڑا ہے تو پہلا ریلوے لائن ہے اور دوسرا وہ بہترین ایڈمنسٹریشن ہے جو انہوں نے ہم کو دیا ہے - (Interruption) - لیکن میں عرض کروں کہ جہاں تک رولز بٹے ہوئے ہیں - دسہکوریٹی آف ٹیلور از اے مسٹرون ریکارڈ تو ڈیموشن - ٹرانسفر ایفڈ پرموشن - جہاں پولیٹیکل کفسیڈریشن اور باسزم کی بات ہوتی ہے وہاں ہر

ایک ملازم ہمیشہ اس فکر میں رہتا ہے کہ ہم کو پیسے کہاں سے ملیں - ہمیں ترقی کہاں سے ملے - اس کے لئے وہ اپنے بڑے باسز کے گوروں میں آتے جاتے ہیں - میری یہ ریکوریسٹ ہے نندا جی یہ دیکھیں کہ جو رولز بٹے ہوئے ہیں - جب تک ان رولز میں امینڈمنٹ نہیں ہوتے ہیں - تب تک ان پر سختی سے عمل ہو - میں نے خود دیکھا ہے کہ غریب ملازموں کو . .

MR. DEPUTY CHAIRMAN : Please finish now.

شری سید حسون : ... بہت دور پہنچا جاتا ہے - اگر ان سے معمولی غلطی ہو جائے یا ان کا کوئی افسر ان سے ناراض ہو جائے - لیکن بڑے بڑے افسر جو بڑے بڑے ہنگلے خریدتے ہیں بڑی بڑی زمیلیں حاصل کرتے ہیں اپنی پوزیشن کو ایکسپلائٹ کرتے ہیں وہ وہیں نوڈیک میں ہی رہتے ہیں اور اپنی پراپرٹی کو بڑھاتے دھتے ہیں - نندا جی اس میں کیا کر سکتے ہیں جب تک ہم رولز چیلنج نہ کریں جب تک ہم رولز تبدیل نہ کریں - آج ہلدوستان میں ایسا کونسا ڈیپارٹمنٹ ہے جس میں کورپشن نہیں ہے (Interruption) میں یہ عرض کرنا کہ جہاں کشمیر کے ڈیفنس کے لئے اپنے کروڑوں روپے خرچ کئے ہیں وہاں کشمیر کی ترقی کے لئے بہت کم روپے خرچ کئے ہیں - ۱۹۴۷ سے لے کر آج تک -

MR. DEPUTY CHAIRMAN : Please do not misuse the opportunity given to you.

जहां तक श्री गुलजारी लाल नन्दा का मामला है, उन्होंने एक पम्फलेट बनाया और वह हर एक मेम्बर को दिया चाहे वह कनिष्ठ पार्टी का हो या अर्थापेक्षित का । कोषापेक्षित दिखाने के लिये और खासिया प्वाइंट घाउट करने के लिये, मुझे अफसोस में कहना पड़ता है कि बहुत भारी गंभीर मेम्बर होंगे जो इन्टेन्ट नहीं लेते, प्रिटिक बनना सामान है, काम चलाना मुश्किल है । मैं भी सहस्रम करना हूँ, मैं रेलवे में सफर करना हूँ, लास्ट मेमन में काश्मीर में स्टेशन मास्टर पठान कोट को तार दिया कि मैं और मेरी मिमम सफर कर रहे हैं चार दिन पहले तार दिया था, लेकिन जब वहां पड़चा तो स्टेशन मास्टर और एग्जिस्टेंट स्टेशन मास्टर दोनों नहीं थे । तो मैंने कहा कि मेरा रिजर्वेशन तो हो गया होगा, मैंने तार भेजा था, उन्होंने कहा कि हमें तार नहीं आया । बाद में मैंने जब नन्दा जी को बिट्टी लिखा तो नन्दा जी ने इन्क्वायरी कराई । मुझे वहां से जवाब मिलना है कि हमें तार आया था, लेकिन मेम्बर ने इसमें घाउडेंटिटी कांड का नम्बर नहीं बताया था और एम० पी० नहीं लिखा था । इस किस्म के मुलाजिम धोके दे सकते हैं । मैं डिफिन्ट हूँ कि मैंने घाउडेंटिटी कांड का नम्बर लिखा था और मैंने एम० पी० लिखा था, लेकिन मुझे झूठ बनाने के लिये पठान कोट के स्टेशन मास्टर ने यह लिख दिया कि घाउडेंटिटी कांड का नम्बर और एम० पी० नहीं लिखा था । मेरी सैकड़ा मिसालें हैं करगणन के बारे में । अगर मैं इस बात के लिये सबारकवाद देता हूँ नन्दा जी को कि टिकटलेस ट्रेवलमें में कमी हुई है । फिर भी "दियर इज ए वास्ट गैप बिटवीन बार्निंग एंड डॉज" छोटे मुलाजिम जो रेलवे में काम

[श्री संयुक्त हुसैन]

करते हैं। इस वास्ट गैप को कैसे दूर किया जाये इसको हमें देखना है। जो सिक्स्यूरिटी आफ टेन्पोर है उसके लिये मैंने प्रजे किया, सजेस्ट किया, लेकिन यहाँ एक फाजल मेम्बर मिस्टर कृष्ण कान्त ने कहा कि उनको बदलना चाहिए, उनको धोवर हाल करना चाहिए। मैं समझता हूँ कि अंग्रेजों ने अगर कोई अच्छा काम हमारे मुल्क में छोड़ा है तो पहला रेलवे लाइन है और दूसरा वह बेहतरीन एडमिनिस्ट्रेशन है जो उन्होंने हम को दिया है। (Interruptions) लेकिन मैं प्रजे करूँ कि जहाँ तक क्लस बने हुए है "सिक्स्यूरिटी आफ टेन्पोर इज ए मास्ट विद रिकार्ड टू डिमोशन, ट्रान्स्फर एण्ड परमोशन" जहाँ पोलिटिकल कन्सीडरेशन और बामिज्म की बात होती है वहाँ हर एक मुलाजिम हमेशा इसी फिकर में रहता है कि हमको ऐसे कहां से मिलें। हमें तरक्की कहां से मिले, इसके लिये वह अपने बड़े बामिस के घरों में आते जाते हैं, मेरी यह रिकवेस्ट है नन्दा जी यह देखें कि जो क्लस बने हुए हैं जबकि उन क्लस में एमेंडमेंट नहीं होते हैं तब तक उन पर सक्ती से धमक हो, मैंने खुद देखा है कि गरीब मुलाजिमाँ को....

MR. DEPUTY CHAIRMAN : Please finish now.

श्री संयुक्त हुसैन : ... बहुत दूर फेंका जाता है अगर उनसे मामूली सलती हो जाये या उन का कोई अफसर उनसे नाराज हो जाये, लेकिन बड़े अफसर जो बड़े-बड़े बंगले खरीदते हैं, बड़ी-बड़ी जमीनें हासिल करते हैं अपनी पोजिशन को एक्सप्लाइड करते हैं वह वही नजदीक में ही रहते हैं और अपनी प्रापर्टी को बढ़ाते रहते हैं नन्दा जी इसमें क्या कर सकते हैं जब तक हम क्लस चेंज न करें, जब तक हम क्लस तबदील न करें, आज हिन्दुस्तान में ऐसा बौन सा डिपार्टमेंट है जिस में कर्प्शन नहीं है (Interruption) मैं यह प्रजे करूँगा कि जहाँ काश्मीर के डिफेंस के लिये आप ने करोड़ों रुपये खर्च किये हैं वहाँ काश्मीर की तरक्की के लिये बहुत कम रुपया खर्च किये है, 1947 में ने कर आज तक।

MR. DEPUTY CHAIRMAN : Please do not misuse opportunity given to you.

श्री संयुक्त हुसैन : मैं काश्मीर के लोगों का नुमाइन्दा बन कर यहाँ बैठा हूँ इसलिये मेरा फ्रज

है कि मैं उन की मुश्कलात आप के सामने पेश करूँ। अंग्रेजों के समय जो हमारा फस्ट थान था, जो हमारे यहाँ टूरेस्ट आते थे और जो हमारी रेलवे लाइन जम्मू तक थी आज 21 या 22 माल हुए मगर हमारी सरकार ने इस तरफ कोई खाम तबज्जो नहीं दी है। मैं जाली तौर पर इस प्रीवेंस का इजहार नन्दा जी से करता हूँ, मैं समझता हूँ कि नन्दा जी काश्मीर के काफी नजदीक हैं और आज जब वह अपना जवाब देंगे तो इसमें मुझे उम्मीद है कि जम्मू के बारे में, काश्मीर के बारे में वह अपने ख्यालात का जरूर इजहार करेंगे। उनको मैं फिर मुबारकबाद देता हूँ।]

SHRI S. D. MISRA : Mr. Deputy Chairman, Sir, I am not going to make a general speech on this, as I will get another opportunity at six p.m. I want to bring to the notice of the hon. Minister only two or three specific points. One is about the land being allotted to landless people, agriculturists, living in villages, the lands which are by the side of the railway lines. I know that orders have been passed and these have been sent to the Railway Administrations, but let me point out to the hon. Minister that there is great abuse going on in this allotment and the desired effect of this order is being negated in the sense that it is generally the 'haves who are getting the lands. Even in the name of landless peasants and Benami these lands are being held by them. I can speak, Nandaji, of my own district Varanasi, where, of course, the lands are being allotted by the District Magistrate and under his authority. I do not know whether it is with or without consultation with the Railways, but there is a lot of corruption. I know the names of the persons and I know the general cases and the specific cases. If you desire, I can point out the names also, but this abuse is going on in this matter.

The other point is this. The Diesel Locomotive Works at Varanasi, I must tell you, is a notable achievement for the Railway Board, for the Railway Ministry. Somehow we find that in terms of investment the output is much less. What could be much more in terms of production, in terms of the number of diesel locomotives produced, it is, much less. Why is it so?

AN HON. MEMBER : It is running at a loss.

SHRI S. D. MISRA : It is running at a loss. That is another point. I want to link this with the general loss in Railways. With Rs. 3,000 crores investment they have not been able to give a 4 per cent return on the capital. This they should give to the general revenues. We hear from the Press that Rs. 60 crores or Rs. 70 crores is the general loss.

The last point I would like to slate is that since the last many years—of course Mr. Chaturvedi is a big link between the past Railway Minister and the present Railway Minister and some other Minister. Probably he is a link between three Railway Ministers, if I remember correctly. He is Deputy Minister. He knows the point. Therefore, I am mentioning him. There has been a consistent demand since Shastriji was there as the Railway Minister that the metre gauge between Allahabad and Gorakhpur and Bhatani passing via Varanasi should be changed into broad gauge. Answers were given here and also in private communication from Ministers that everything was being looked into. This is being looked into since the last four or five years. In Allahabad itself, Shastriji's constituency—which is not my constituency, which was never—he pronounced in meetings in Allahabad that the Northern Railway Station and the North Eastern Railway Station will be joined, it will be made into one. The passengers in Allahabad are suffering a great deal because in the same city at a distance of three miles the North Eastern Railway is there; and there is the Northern Railway at a different point. Sir, the difficulty is being pointed out by the Railway Administration that there are certain houses which cannot be demolished. There may be only three or four houses, I do not know. I would like to know from the hon. Minister whether they are still thinking of anything or the issue is dead. That is all I have to say.

MR. DEPUTY CHAIRMAN : Mr. Bhandari.

SHRI G. A. APPAN (Tamil Nadu) : You do not have any consideration for a Member of Parliament. What did I want? I only wanted some time to speak earlier. Could you not at least accede to my simple request, so that I can catch my train?

MR. DEPUTY CHAIRMAN : I have called you on a number of occasions in the past. So far as this debate is concerned, your partyman has spoken. You should not try to butt in like this. Please sit down. I have called Mr. Bhandari.

SHRI G. A. APPAN : You are sonar-narrow-minded... It is very unkind of you.

MR. DEPUTY CHAIRMAN : The hon. Member should behave in a responsible manner. Mr. Bhandari.

श्री सुन्दर सिंह भंडारी (राजस्थान) : श्रीमान्, रेल मंत्री जी का ग्यारह सूत्री कार्यक्रम अभी परीक्षण काल में है। साधारण जनता रेलवे के कार्य में अगर एंफीशियन्सी बढ़ेगी तो ही उस की उपादेयता का आंकलन कर सकेगी। इस समय 70 करोड़ के घाटे की हवा ने लोगों के मन में एक चिन्ता पैदा की है। इस बात को भी कैसे बनाया जा रहा है कि किराये बढ़ाये जायेंगे। मैं यह चाहता हूँ कि नन्दा जी अपने उस वचन का पालन करें कि तृतीय श्रेणी के व्यक्ति को जब तक एक शरीफ नागरिक के तौर पर रेल के डिब्बे में बैठने को जगह नहीं मिलती तब तक उस का किराया बढ़ाने का कोई कस नहीं बनाया जा सकता।

आवश्यकता इस बात की है कि इस घाटे की कमी का भी प्रबन्ध किया जाय। रेल के इस सारे प्रशासन में बहुत सी खाली जगह रहती हैं, वैकेंसीज रहती हैं और वह वैकेंसीज दो, दो, तीन, तीन साल से चल रही हैं। मैं यह जानना चाहूँगा कि इन वैकेंसीज के कारण घाटे में कोई बचत हो रही है? जो मेरे पास रिपोर्ट्स हैं वह यह है कि वैकेंसीज के साथ-साथ ओवरटाइम की पेमेंट बढ़ती जा रही है। इस कारण से जहाँ तक कि पब्लिक एम्प्लोयेयर का सवाल है उसमें कोई बचत नहीं होती परन्तु कर्मचारियों में इसके कारण एक सिरदर्द है। वैकेंसीज के खाली रहने से जो कर्मचारी प्रमोशन के मुस्तहक हैं वह उससे वंचित रह जाते हैं और इस कारण से सिस्टर फैंटेगरीज में जब प्रमोशन हो जाता है तो वह एडवर्सली अफेक्ट होते हैं। मैं श्री नन्दा जी से निवेदन करूँगा कि वह इस सवाल को इस आधार पर देखें। मैं स्पेसिफिक केस के तौर पर उनके सामने केवल एक उदाहरण देना चाहता हूँ—ट्रैफिक सिग्नलस का जोधपुर डिवीजन में। तो ओवरटाइम और वैकेंसीज के खाली रहने के कारण जिनके ऊपर एडवर्स अफेक्ट्स हुये हैं उनका विचार करें।

[श्री सुन्दर सिंह मंडारो]

इन वैकेंसीज के कारण एक दूसरा प्रश्न यह भी है कि जो घालरेडी इन सर्विस है उनको कई बार रेस्ट-पीरियड भी नहीं मिलता और उनकी ओवरमाइन बकिंग एफिशियेंसी पर उनका असर पड़ता है। उदाहरण के तौर पर जुड़-कांडला सेक्शन में स्टेशन मास्टर्स और एग्जिस्टेंट स्टेशन मास्टर्स के छेड़ में भी जो वैकेंसीज है वह नहीं भरी गई है।

एक तीसरी चीज जो मैं माननीय रेल मंत्री के ध्यान में लाना चाहता हूँ वह है टिकटलेस ट्रेवलिंग के बारे में। मेरे पास इस प्रकार के उदाहरण आये हैं कि जब थ्रू कोचेज पैसेंजर और एक्सप्रेस ट्रेन में लगती हैं, पहले पैसेंजर ट्रेन में प्रारम्भ होती है और आगे एक्सप्रेस ट्रेन में घटैच होती है लेकिन कई बार सिम्प्लू टिकेट्स ईश्यू करने की व्यवस्था नहीं होती। जो पैसेंजर उस बोगी में एकोमोडेट कर दिये गये हैं उसमें भी दस रुपये की पेनाल्टी आगे जा कर चार्ज होती है। वो ऐसे जेनरल केसेज को रेलवे मंत्री देखें कि क्या उसके लिये कुछ व्यवस्था की जा सकती है।

टिकट चेकिंग स्टाफ की एफिशियेंसी के कारण कुछ लाइंस पर टिकटलेस ट्रेवलिंग घटी है। मैं समझता हूँ कि रेल मंत्री जी भी इस स्टाफ को कुछ बढ़ाई देना चाहेंगे जिन की वजह से टिकटलेस ट्रेवलिंग घटी। लेकिन मवाल फिर खड़ा होता है कि इस स्टाफ को रखा जाये या नहीं रखा जाये क्योंकि ग्रामदानी तो होती नहीं और इस कारण से इन टिकट चेकिंग स्टाफ में एक स्केयर पैदा हो रहा है कि अगर उनके सेक्शन में टिकटलेस ट्रेवलिंग घटी तो कहीं रिट्रैक्टमेंट का मवाल न खड़ा हो जाय। मैं आप को निवेदन करता हूँ कि इन दोनों पोझीशन को आप रिकॉगनाइज करिये और इस बान की कोण्डिशन कीजिये कि एफिशियेंसी आपनी इयुटीज डिमिशन करने वाले लोगों के उपर इस प्रकार की कोई बान नहीं हो।

अन्त में मैं केवल एक मुझाव देना चाहता हूँ जो भीड़ कम करने के बारे में है। बम्बई सबवे रेलवे के लिये अनेकों प्रकार के मुझाव आये हैं। मैं जानता हूँ कि यहा की ७ टी० और चर्चेंट पर लोकल ट्रेन की ग्राइण कम है लेकिन दादर जंक्शन ऐसा है—दादर टर्मिनल पर आपने नया स्टेशन और नया प्लैटफार्म बनाया है—तो क्या दादर स्टेशन से चलने वाली और दादर में समाप्त होने वाली सबवेन ट्रेन की संख्या बढ़ाई जा सकती है या नहीं इस पर आप विचार करें। धन्यवाद।

MR. DEPUTY CHAIRMAN : Mr. Minister.

SHRI G. A. APPAN : As a protest, I am walking out. In spite of my request I you have not called me. It is very unkind I of you.

i'l/ic hon. Member llien walked out of the House)

SHRI GULZARILAL NANDA : Sir, the Eleven Point Programme has evoked a good deal of attention, mostly in terms of approval. I am therefore very thankful to those hon. Members who have recognised the earnestness of the effort and some small measure of good that it might have done so far. But I express my gratitude even more to those who have given me the benefit of their trenchant criticism. There is the hon. Member, Mr. Yadav, there is the hon. Member, Mr. Gupta, I hope they are present here to receive this tribute, irrespective of the fact whether the deficiencies and the faults which they have highlighted exist or do not exist, because this criticism sharpens my own awareness, my keenness, to have a closer and a more thorough look into the conditions, and my determination to devise ways to improve things and to give fuller ! and more satisfaction than I have succeeded in giving so far.

The question of the finances of the Railways has occupied a good deal of time and attention of the House. Naturally when we talk of heavy losses, we create some kind of anxiety which disturbs the minds of the Members and of the people. Now, when the Budget was taken up here, I had brought to the notice of the House the fact that the Railways had been making losses over a period of six years in succession, in the last four years, an average of Rs. 36 crores and in the last six years, an average of Rs. 29 crores. And I had hoped that we would be doing somewhat better now. I shall take up this question in a little detail when I deal with the observations of the hon. Member, Mr. Anandan. But I may point out this fact generally that in the first place, the Railways are not a monopoly at all. We heard the use of the word "monopoly" now and then. The Railways are facing an intense and growing competition with the road transport. It is good to a point, as long as it is of benefit to both the road transport and the Railways, and to the nation. But there may be destructive competition also. That is wasteful use of the assets of the nation. The main point in connection with the financial situation is that whereas the freights and fares have during the period since 1951

increased only 11 the extent of 67 to 68 per cent, the expenses of the Railways have increased out of all proportion to this. Now anybody can say that if we run not a charity house but a business enterprise, then both ends must be made to meet. Now, the staff costs, which means about 60 per cent of the expenditure of the Railways, have increased by 171 per cent, against an increase of 67.1 per cent in the income from freights and fares. The cost of coal has gone up by 153 per cent, the cost of diesel oil, by 94 per cent, the cost of electricity, by 110 per cent, the cost of iron and steel manufactures, by 199 per cent and the cost of cement, by 136 per cent. Here is a full scale explanation of what is happening to the railways. I have been asked to declare here that there will be no increase in fares. Well, I will not make any declaration. But I realise the force of the plea that the passengers here and in the suburbs should have a better deal in terms of facilities, etc. there should be less overcrowding, there should be more comfortable travel. The facilities to which they are entitled, they should have. A id that also involves two things. One is that everybody in the railways must do his part properly; that means, without increase in expenditure we can do better. Also some other facilities are required. It will cost and if there is nothing in the railways to spend on those things, what is likely to happen? As I said, I am thankful to Shri Anandan for highlighting the peculiar features of the state of railway finances. He made an attempt to place facts in respect of the financial situation of the railways in their correct perspective. The appeals and the reality diverge a good deal. Some of the honourable Members pointed it out. To get at the true picture, adjustments have to be made on both sides. The actual deficit would be somewhat more than what is shown in the Budgetary grants if the amount shown against Development Fund is taken as expenditure which is the true character of this entry. In the Budget it is placed as an item coming after the figure of surplus or deficit. In the Budget as passed this year there has to be a surplus of Rs. 9.38 crores. If the amount of Rs. 22 crores under the head Maintenance Expenditure is deducted from it, this surplus would be converted into a deficit of about Rs. 13 crores. That is the situation for the current year. Now, let us look at the other side. As pointed out by Shri Anandan, the railways play their role as a public utility running freight or concessional service to the various Ministries and the country, the economy as a whole. It is obvious that before the performance of the railways

22 RS/70—7.

is judged in terms of profit or loss, due credit should be given to the railways in respect of the social obligations fulfilled by the railways for which costs are incurred without any compensation. To that extent, the accounting system does injustice to the railways and presents it to Parliament and the people in an unfavourable light, which is unmerited. We can claim that for the year 1970-71 an allowance of about Rs. 100 crores should be made in favour of the railways on this account. If the railways were to conduct their affairs on entirely commercial lines and principles, the surplus would have gone up to the extent of Rs. 100 crores. Therefore, the result for the year 1970-71 would in this sense be a net surplus of Rs. 87 crores. In other words, on this basis the railways should be taken to have earned in all a return of about 7.5 per cent after paying ten dividends at existing rates on the Capital at charge. It would be fair to deduct from this 4.5 per cent, the average borrowing rate of the Government as well as the amount in lieu of passenger tax and safety fund. The net profit by the working of the railways in these circumstances should be put down at approximately Rs. 84 crores. This would be no bad performance considering that hardly is a railway in the whole world able to make both ends meet. And many have to be kept running with the help of subsidies from the Government. In the course of the year some adverse factors have arisen after the Budget was passed in both the Houses which must reduce the surplus that could have been anticipated otherwise.

On the expenditure side we have to meet additional liabilities on account of interim relief and other awards which amount to nearly Rs. 40 crores, or Rs. 39 crores to be precise. There will be increase to the extent of Rs. 10 crores because of rise in prices, flood damage and some other causes. The earnings will be below the expected levels by about Rs. 7 crores, chiefly because of the loss of production in the steel industry. The railways have also suffered in revenue on account of immobilisation and slow movement of wagons caused by abnormal conditions prevailing in certain areas like the cutting off of overhead telephone and electric wires and a number of other anti-social acts which have grown on such a scale that it is a wonder how the trains are moving at all and we talk of late running. An hon. Member sitting close to me said something about trains running through Patna, etc. Sir, about 3/4ths of time the controls are not working because they have been cut off and in such con-

[Shri Gulzarilal Nanda] *ditions how is the staff which has to give direction to the movement of goods trains and passenger trains to function at all? This is not being realised—these conditions which are totally hostile to any kind of regular movement. Some of these unfruitful developments will be absorbed to a good extent by savings and economics and the net deficit for the year is likely to be of the order of Rs. 56 crores.*

The gross surplus, that is, surplus before payment of dividends, would thus be reduced to Rs. 176 crores, having deducted the development fund figure of Rs. 22 crores which does not come on the expenditure side. After paying the amount of Rs. 167 crores as dividend the net surplus would amount to Rs. 9 crores even in the adverse conditions.

By setting out the position in these terms it is not my intention to create the impression that it is a satisfactory position for the railways. The expenses may go up still further as a result of the recommendations of the Pay Commission and other reasons like increase in costs, etc. At the same time there is need to create more facilities for improving line capacity, speeding up of trains, reducing over-crowding, providing more resources for employees, constructing new lines, converting metre gauge to broad gauge and various other development programmes. Therefore, the railways themselves have to generate at least a part of the resources required for these purposes. This will call for a great deal of thought and effort on the part of those who have a role in the running of the railways.

Sir, I shall now turn to the criticism levelled by some hon. Members—Mr. Yadav, Mr. Gupta and those who had an unfavourable comment to make. Their number is small but their ground is strong. Still, I cannot claim that by giving all these facilities and programmes I have succeeded in improving conditions to the extent that persons moving in the trains will find everything all right. No, Sir. May be I would appeal to them not to ignore the good that is being done. There are surprise checks. There is a systematic surprise check by officers and higher officers, and this brings to me the picture in precise terms—what improvement has occurred. Even if it is 25 per cent improvement it is there and to ignore that and to set one's face against that is no service to the nation because, then we lose faith in ourselves. Having succeeded to an extent and having some prospect of more success in the working

of those lines, if they tell me—I do not mind being told—that nothing is possible, then nothing is possible. How are we going, to please ourselves with that? Therefore let us say that some good is there. It is not enough. It can be very much more and it should be very much more. The question of corruption is there. It is a fact. It is a large-sized fact. It is not exclusive to the railways. It is in many other places. How do we deal with it? I have tried it—not directly corruption because that may take me nowhere. I have tried it by taking a problem and to the extent corruption enters into it, I have tried to tackle it. For example, take thefts. Both at Moghulsari, and in the case of coal, and at Jabalpur we had a pilot project. The element of corruption is there. We have tried to remove it in the case of Moghul-sarai. On all accounts it has succeeded more than expected. It means, very very large amounts are involved in that. Some part of it has gone into some pockets as bribes. That has also been removed by administrative measures, other precautions and by various other efforts that have been made. I should think that I can feel pleased with myself if at the end of the year, I am in a position to say that 20 per cent of the corruption has been removed in the railways because I know the difficulties involved. They are enormous. It is a huge thing in dimensions. But once the thing starts moving in that direction, it will have its impact by speedy and rapid reforms for improvement. But I can never think of eradicating it completely. Human beings as we are, I cannot say that there will be a complete, 100 per cent eradication of corruption.

SHRI BHUPESH GUPTA : Let us run a Sadachar Special all over the country.

SHRI GULZARILAL NANDA : But you do not believe in this.

SHRI BHUPESH GUPTA : What about the Northern Railway Manager's corruption? What about the arrogance and high-handedness of your Managers?

SHRI GULZARILAL NANDA : The difficulties are in procedure and due to delays. There is a staff for vigilance; there is a staff for investigation and there is a directorate and vigilance organisation on the railways. When I look at the figures and find out how many cases are there,—it is a large number. The upshot of all this is that there are very few cases which reach the final point. Having reached the

final point, in U rms of penalties and action, it is a small res due. I have already given directions to clu rige the whole thing. There should be a w iole, radical reform in the systems and pi ocedures and the way we are dealing wit I these things. The major obstacle is tha every corrupt person has a number of su iporters who will come and plead for them.

श्री निरजन बर्मो (मध्य प्रदेश) : याजनाय ना आप वक्त धल्लो बनाने के लेकिन उन पर कार्यान्वयन होना दे या नहीं यह देखने का बात है ?

श्री गुलजारी लाल नन्दा : पहला स्टेप तो यही है कि योजना बन । योजना ही नहीं बनेगी तो आगे कदम बढ़ेगा नहीं । योजना बनाने के बाद मारी दुनिया का धारना जरा मुश्किल है तो इस लिए मैंने कहा कि हर एक एजेंसी का एक-एक हिस्सा तो और एक-एक जगह पर सुधार लाने की बेय्ठा की । अबलपुर में कोल उकानामी की बात की और वट वे बहुत ज्यादा कामयाब हुए । मैं ने 10 परसेंट उकानामी के लिए उन को कहा था ।

श्री एस० डी० मिश्र : यह किम का परसेनमेंट है ?

श्री गुलजारी लाल नन्दा : मेरा नहीं है । मैं आप को इन्च इट करना हूँ, जा कर देख आये ।

श्री एस० डी० मिश्र : मैं तो जा कर देख आया हूँ । आगे बढ़ेगा ।

श्री गुलजारी लाल नन्दा : जल्द जाइये और मैं कहता हूँ कि जा कर उन को मिल आइये कि जिन्होंने दस परसेंट की जगह 18 परसेंट किया है । तो मैं बच रहा हूँ कि क्या अगनियत है ।

श्री गनेशो लाल चौधरी (उत्तर प्रदेश) : हमारे वहां देहात में एक कहावत है कि 'मोड़ों लुट्टी जाये और कोलि पर छाप' आप के वहां भी यही हो रहा है ।

श्री गुलजारी लाल नन्दा : 100 करोड़ रुपये का कोयला खंचा जाता है । यह कोयला ही मोहरे है । मनजत नहीं है आप इस बात को । त्रिम वक्त रिपोर्ट आये कि 18 परसेंट उकानामी हुई है इन्क्लेड आफ़ वैन परसेंट तो Nobody

was prepared to believe it. हमारे बोर्ड के लोगों ने भी कहा कि यह हो नहीं सकता । तो उस के बाद जब मैं दस हजार रुपया कोआपरेटिव को देने जा रहा था तो मुझ को देने नहीं दिया गया और एक सब कमेटी बोर्ड ने वहां भेजी एक्सपर्ट्स की और उन्होंने उस सब को इक्वायिन किया और कहा कि 18 नहीं 18.8 परसेंट उकानामी हुई है । This is a fact और यह ग्रान फीगर्स नहीं हैं नेट फीगर्स है related to the periorment of the work.

SHRI BHUPESH GUPTA : Mr. Akbar Ali Khan applauded all the time.

MR. DEPUTY CHAIRMAN : Please sit down, Mr. Bhupesh Gupta. We are short of time.

SHRI GULZARILAL NANDA : I am sorry, the hon. Members raise points and I will have to deal with them. Otherwise, somebody will say, probably that hon. Member will say, that I do not reply. I will deal with him afterwards.

Sir, now about the conditions in the running trains, I have mentioned one aspect of it already. I have myself moved in trains and seen the conditions there, pushed myself with difficulty in the over-crowded trains and seen the conditions, fans not working, no fans, and a number of other things. And I have also learnt that the people are sitting, the passengers are sitting and in their presence the fans are removed. Now, how every train and every compartment are going to be guarded ? But still we are trying to deal with that situation also. Therefore, let us understand the nature of the difficulties and the conditions in which we are functioning. I do not put it up as an excuse, but at least as an explanation, and therefore, the intensity and the magnitude of the efforts will have to be much more. I hope, Sir, with the help of the Members of Parliament and the help of the people who wish well of the railways in the country, something will be achieved. The hon. Member, Shri Yadav, mentioned those things. I see that in many places this will be the condition because the improvements, as I said, have been only a part of it and not the whole of it. Now, he said about some other cases also.

श्री जगदम्बी प्रसाद यादव : आफिस में जो फाइलें नहीं चलती हैं उन के बारे में भी तो आप कुछ कहिए । जो शिकायतें की जाती हैं उन के

[श्री जयदम्बी प्रसाद यादव]

लिए कुछ नहीं हो पाता है आप की बार-बार रेकमैण्डेशन होने के बाद और आप के कहने के बाद भी, उस के लिए आप को क्या कहना है ?

श्री मुख्तार लाल भन्दा : मैं इस का भी जवाब देना चाहता हूँ । हार्पार्कि बार-बार यह कहा गया और मेम्बरों ने भी कहा कि चिट्ठियों का जवाब नहीं मिलता है, वे एक्नालेज नहीं होती हैं लेकिन मेरी कोशिश होती है कि चिट्ठियों को फौरन एक्नालेज किया जाय । 70, 80 लेटर्स तो मैं रोज एक्नालेज करता हूँ मेम्बरों आफ पार्लियामेंट के और इस के बाद मैं यह भी सोच रहा हूँ कि केवल लेटर्स को एक्नालेज न किया जाय बल्कि 5, 7 दिन के बाद जो जवाब देना है वह दिया जाय । लेकिन जो नोट मैं भेजता हूँ वह बिलकुल पोस्ट आफिस की तरह से भेजता हूँ ।

DR. B. N. ANTANI : Post Office ? That is right.

श्री मुख्तार लाल भन्दा : मुनिये आये भी मुन सीजिये । मैं घर 60-70 जिनने मेटर्स है उन सब को पर्सनली इन्वायर कर के देखूँ तो मैं जो इम्प्रूवमेंट करता हूँ जो फील्ड में जाता हूँ वह पीछे रह जायगा । मैं कलकत्ता गया, रांची गया, धनबाद गया और उसका कुछ सल्यूशन निकाला । इसी तरह से जा कर के मैं कंड़ीशन को देखता हूँ और कुछ करता हूँ । तो मैं वह काम करना बन्द कर दूँ । लेकिन जवाब यह नहीं है उसका जवाब यह है कि घर मेरे बाद में हमारे आफिसर्स ने राइट थप टु दि मेम्बरों आफ दि बोर्ड ने कोई इन्फार्मेशन गलत दी है तो उसकी हमने एक मशीनरी बना रखी है अब उसकी एक रीजनल मीटिंग्स होती हैं ताकि बोर्डे मेम्बरों को ज्यादा सैटिसफैक्शन दे सकें वहाँ हम फेस टु फेस बैठते हैं और उन बातों को डिस्कस कर के नतीजा निकालते हैं और यह जो स्ट्रेज है उसमें आपको सैटिसफैक्शन नहीं तो मैं कहना हूँ कि आइये आफिस में आइये मेरे घर में आइये यहाँ मिलिये और आफिसर की प्रिजेंस में एक एक बात का डिटेल्ड डिस्कशन होगा । अब इसके अलावा जो मुझसे किसी प्रकार का करने को कहें वह मैं करने की कोशिश करूँगा ।

अभी कुछ बातें ऐसी हैं जो कि यहाँ मेम्बरों ने उठाई । सवाल तो मेरे पास लिखे हुए हैं 25-30

है लेकिन मैं चाहता हूँ कि और टाइम न लूँ । खान कर के रेलवे का सवाल बड़ा जरूरी है उसके लिये कुछ कहना है क्योंकि कई घंटे इसमें लग गये मेरे ऊपर सवालों की बोझार हुई लेकिन उनका कुछ जवाब देने के लिये जो समय चाहिये वह नहीं है वह बहुत कम है मैं समय लूँ तो आपको भी दिक्कत होगी । लेकिन एक बात कह दूँ जो तीन केसेज मिस्टर यादव ने दिये मेरे पास उनकी सारी डिटेल्स पढ़ी है अभी समय नहीं है मैं उनसे अनाहिदा में बात करूँगा कि क्या क्या काम हुआ और क्या पोजीशन है । कोशिश के बावजूद भी अगर कोई चीज में सैटिसफैक्शन नहीं है तो उसका कारण हो सकता है और अगर यहाँ की कमी है मेरे एडमिनिस्ट्रेशन की डिपार्टमेंट की, बोर्ड की कमी है तो उसको पूरा करने के लिये कोशिश मेरी जारी रहेगी ।

This railway, Sir, has been on my mind day after day. The lady hon. Member mentioned about the Shahdara-Saharan-pur railway. Before it was closed down, I went there. I can understand what these people would be doing. There have been no means of subsistence. They have not been paid the arrears of wages. Nothing at all. They have no money. Now it has been my keen desire to do something for them soon. Meanwhile, other prob-I lems have also arisen, that is, the closures in Bengal and Bihar. I was not able to move very quickly, because if I do something which is not going to lead to any durable results, it will make the fate of these people much worse.

The Railways have been sinking to this position because of one reason—the road transport competition. You want the trains to run, you want conversion of metre gauge I also, but at the same time you go on running more trucks and buses. What will happen to these railways ? They will naturally close down. Therefore, this aspect of rail-road coordination has come up. I wrote to the U.P. Government. I wrote to the Bengal Government asking them to assure me that road transport will be regulated so that there would be no losses or the losses will not go on increasing. Only three or four days back I received a letter from Shri T. N. Singh, Chief Minister of U.P. The same position has arisen now in case of Bengal. Now I am on a little stronger ground. If the State Governments can co-ordinate the rail and road traffic better, then we can do something. We promised them that we will give them the

staff—even free of cost. So some solution has to be found. I should not immediately give the details as to what we are going to do about it. I shall now deal with other things.

श्री जगदम्बी प्रसाद यादव : लाइट रेलवे के बारे में तो कुछ प्रकाश डालिये क्योंकि जो उसके हजारों कर्मचारों है वह डिस्चार्ज हो चुके हैं। उसके लिये अभी कुछ आपने कहा नहीं। जब तक कि उनको आप ठीक ठीक से अपने हाथ में नहीं लेंगे तब तक उसका निराकरण नहीं होगा। जब ब्राड गेज से और दूसरी रेलवे में इतना इतना करोड़ रुपया दे रहे हैं घाटा दे रहे हैं तो वह भी तो हमारे हिस्से में है। बिहार वाले भी कह रहे हैं कि इस रेलवे को आप ले लीजिये आपको लेना है। वहाँ के लोगों को बहुत शिकायत है। आरा से सहसराम जाने में घंटों घंटों देखाता पड़ता है। उसके लिये आप नहीं देखेंगे तो फिर कौन देखेगा।

श्री गुलज़ारी लाल नन्दा : ठीक है, इसका फैसला तो होगा, यह तो लाइट रेलवेज है उसके बारे में जल्दी होगा हो सकता है...

5 P.M.

SHRI CHITTA BASU : Will you explain what is the actual policy of the Government 'Are you considering the proposal of taking over the management either by the State Government or by yourself?

SHRI GULZARILAL NANDA : I am thinking of solving the problem, policies apart. I do not want to enter into a debate whether there was a policy in the past or whether there is any departure.

SHRIMAT PURABI MUKHOPADHYAY : Taking over by the State Government will not solve. We want the Railway Ministry to take over. Profit-making cannot be the motive force of the Government. It is a utility service. About transport competition, because of the shrinkage of railway kilometers, the transport authorities are getting the advantage.

SHRI GULZARILAL NANDA : I would like to close. Though I have a number of points which I would have liked to deal, the limitation of time is there

but only one point I would touch. We are asked to continue running the uneconomic lines which cost us Rs. 71 crores a year. All right. Then we are told to take up more burdens and then we are also told 'why are you making a loss'. I may tell Members who have various programmes for conversion from M.G. to B.G. This is a point which has a very great bearing on the various proposals they have. The P.A.C. will not let us take up construction of a line which does not show, after surveys, that it can be remunerative. If the fares and freights are lower than the cost, please take it not a single line is going to meet the test. It is not only a question of mere fares for making up the losses but whatever has to be done in order to enable us to undertake new construction is also an aspect which must not be lost sight of.

I would submit that I have dealt with all the important points of a general nature. The question of un-recognised unions was raised. I would like to speak to Members. We shall have long talks. I have had so many strikes of small category unions. We shall discuss this later on. I shall stop by thanking the Members for the words of encouragement I have received in this House.

MR. DEPUTY CHAIRMAN : The question is :

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amount spent on certain services for the purpose of Railways during the financial year ended on the 31st day of March, 1969, in excess of the amounts granted for those services and for that year, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

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

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

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

SHRI GULZARILAL NANDA : I move :

"That the Bill be returned."

The question was put and the motion was adopted.

MR. DEPUTY CHAIRMAN : The question is :

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated- Fund of India for the service of the financial year 1970-71 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 the clause by clause consideration of the Bill.

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

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

SHRI GULZARILAL NANDA : Sir, I move :

"That the Bill be returned."

The question was proposed.

MR. DEPUTY CHAIRMAN : Please be brief, Mr. Bhupesh Gupta.

SHRI BHUPESH GUPTA : I shall be very brief. I only want to bring it to the notice of the...

श्री गनेशो लाल चौधरी : ये तो हमेशा बोलते रहते हैं ।

MR. DEPUTY CHAIRMAN : We have got one more Bill, a Motion for its reference to a Joint Committee, and it should be finished before 6.

SHRI BHUPESH GUPTA : This side, we are here for speaking. We are not for eating here.

Now, Sir, the hon. Minister, towards the end of his speech, made a reference to the unrecognised unions. I think the attitude should be clarified, and I would ask Mr. Nanda to go into this question, because the fact that a union is representative is to be taken into account, irrespective of whether such a union happens, at a given moment, to enjoy its recognition by the authorities. That should be gone into. I have in mind, Sir, the Northern Railway Workers Union, which was formed under the Trade Unions Act in May 1970. This union is affiliated to the All India Trade Union Congress. Now, Sir, this union has a membership of 25,000 rail- j waymen spread all over Northern Railway ! in 48 branches of the union. Surely this

fact cannot be overlooked by the Government simply because it is not a recognised union. What happens is that when these unions make representations to the authorities, sometimes their representations are accepted; sometimes they are rejected. As a result the grievances are not attended to. And anyhow the workers are very cut up about it. Why should not the authorities accept the representation of the grievances when that is also one of the ways of handling the workers with tac(? Now, Sir, in this connection I must point out another thing—I am very brief. The General Manager of the Northern Railway, Mr. M. N. Bery, adopted a very hostile, arrogant and rude attitude when he visited Kalka on the 26th of June, 1970. The local office-bearers of the union I have mentioned, approached him with a demand charter.

The General Manager not only refused to meet them or even receive the charter, but also he remarked—his words I am quoting; Members should know— "All politicians including the Prime Minister are merely casual workers who come and go, but that he was a permanent man and that he would decide the policy to be adopted." Surely this is not how a Railway General Manager should speak. Perhaps he had such courage to speak in this disparaging and insulting and arrogant manner because he thinks he is a great friend of Dr. Ram Subhag Singh. And he is always in attendance whenever Dr. Ram Subhag Singh goes anywhere. I can understand...

SHRI S. D. MISRA : He was an ex. Railway Minister, and if he is shown courtesy, Mr. Bhupesh Gupta should not mind it. Nandaji was an ex-Home Minister' and whenever he has gone as such, he might have had some courtesy shown to him.

SHRI BHUPESH GUPTA : But should the line formed for showing courtesy to an ex-Railway Minister be as long as— shall we say—the Dakshin Express or the Calcutta Janata Express ? So many are standing. Surely, every time the General Manager does not go, but everybody knows he has a friend in a deeper sense, and he has taken a very hostile attitude towards this union. And this should be gone into. I would demand an enquiry into this thing.

Before I sit down, only one point I have to raise today. The hon. Minister knows it. The situation was brought to his notice on the 25th of July 1970 when a deputation consisting of Mr. S.M. Banerjee, M.P., Mr. Satish Loomba, working president of the union and Mr. Shrikrishna ,

general secretary of the union, met the hon. Minister himself. We do not know what the hon. Minister did. The situation was also explained to the Prime Minister when on the 3rd August this year a procession of 1200 ladies from all over the Northern Railway marched to her residence and submitted a memorandum to her. We do not know what has happened to that but what we know is that the General Manager has assumed, as a result of this legitimate ventilation of grievances, a very hostile and inimical attitude towards the employees with the result that he is transferring them right and left. Mr. Balkrishna Gupta, Section Control Engineer, Ferozepur, was transferred although he does not fall in the category of staff subject to transfer. When Mr. Gupta approached the higher authorities against his transfer he was told that the transfer was in consequence of his joining the Northern Railway Workers' Union. I should like to know whether this is the policy of the Government. One Mr. Gita Ram, Supt. of Ambala Cantonment and Shanti Sarup, Cabinman, Ambala Cantonment, write...

श्री नेकी राम : हरियाणा की बात क्यों करते हो। उपसभापति का बंगाल में तो इन्होंने गड़बड़ कर रखी है...

श्री उपसभापति : नेकीराम जी आप शान्त रहिए।

SHRI BHUPESH GUPTA : I have taken the name of Haryana; that is why he is talking; otherwise he would not have.

MR. DEPUTY CHAIRMAN : Don't worry about it. You finish now.

SHRI BHUPESH GUPTA : ...who held the post of President and Assistant Secretary respectively of the Ambala Branch of the Union have been transferred out of Ambala Cantonment though these do not belong to that category of staff coming within the purview of periodical transfers and they are not normally supposed to be transferred.

I do not wish to make much of your time.

MR. DEPUTY CHAIRMAN : You need not refer to all the cases. You can send it to the Minister.

SHRI BHUPESH GUPTA : Dhanna Ram, Cabinman, Ghaziabad, who is Secretary of the Ghaziabad Branch has been Singh (Jamaik Raj) and 51*Ste

श्री नेकी राम : यह मंत्री जी को दे सकते हैं यहाँ पर बताने की क्या जरूरत है।

SHRI BHUPESH GUPTA : are working as skilled moulders in the Kalka Railway Workshop have been transferred. Sri Krishna, General Secretary of the Union, who is working as Masf Superintendent (Works) in the Northern Railway, Bikaner applied for transfer to Northern Railway Heirtn, Baroda House, New Delhi. Gulam Mohd. who wants to go to India but this just request for transfer has been accepted. All that I wish to do is to appeal to Mr. Nanda. Mr. Nanda has been himself a labour leader and a creditable standing although we have to do with him on many occasions. I appeal to him that he should not forget the tradition of the Railway Board. The Railway Board, you do know is an invisible empire in the Indian Empire. India and we want to bring his control under control. The Railway Board is much more powerful in India than even the Union Council of Ministers. The Railway Board to its staff is very important. Otherwise parliament is a very vision, parliamentary supremacy is a thing and nothing else. Therefore, I appeal to Mr. Nanda to stop his tyranny and arrogance on the part of the Union and let Mr. Ram Subhae sit on the throne. Everybody knows that.

Mr. Nanda has that way of many friends.

MR. DEPUTY CHAIRMAN : That is, will do; please sit down.

SHRI BHUPESH GUPTA : This gentleman has been carrying out a policy of hunt, having been directed against the Unions who are against people who do not do well of the public sector. I will appeal to Mr. Nanda to get down, that he must pay attention to this. When we bring such notice we expect men like Mr. Nanda, a senior parliamentary Labour Minister at the time to go to the...

[Shri Bhupesh Gupta] question objectively, with sympathy, with trade union outlook, and not to be vitiated by the perverse ideas or reactionary General Managers who happen to be friends of the Syndicate leader, Dr. Ram Subhag Singh.

श्री गनेशो लाल चौधरी : उपसभापति महोदय मैं केवल दो बातें कहना चाहता हूँ, माननीय मंत्री जी के सामने ।

श्री उपसभापति : दो नहीं, एक ही बात कहने के लिए आप ने कहा था ।

श्री गनेशो लाल चौधरी : इस में कोई शक नहीं है कि माननीय मंत्री जी ने जो रेलवे की भेन लाइन है, उन में तरक्की की है लेकिन काच लाइनों को उन्होंने बिल्कुल नहीं देखा है । एक सेक्शन शाहजहांपुर-सीतापुर और सीतापुर-बालामऊ का है । मैं बराबर तीन वर्ष से लड़ रहा हूँ और अभी तक वहां पर क्लॉस्टिंग नहीं हुई है । जब से ट्रेन निकली है तब से ५० मील चलने में चार घंटे लगते हैं । आज चार घंटे में आदमी चन्द्र-लोक तक जाने के लिए तैयार हो रहा है । अगर हमारे यहां अभी भी वही ट्रेन चल रही है और उस में चलने में हम को चार घंटे लगते हैं । मैं ने यह भी प्रार्थना की थी कि शाहजहांपुर, हरदोई और नीमसार तक डाइरेक्ट लाइन बना दी जाय क्योंकि अभी सीतापुर में पैसेन्जरों को बदलना पड़ता है । मेरा ख्याल है कि माननीय मंत्री जी इस तरफ ध्यान देंगे ।

हमारी बात में माननीय मंत्री जी से यह कहना चाहता हूँ कि माननीय मंत्री जी के डिपार्टमेंट में गेड्यूल्ड कामट और गेड्यूल्ड ट्राइव्स के प्रमोशन रुके हुए हैं । वे नहीं हो रहे हैं । माननीय मंत्री जी को उन को और ध्यान देना चाहिए । आज भी रेलवे डिपार्टमेंट में काफी व्योरोक्रेसी बनी हुई है जिन में गेड्यूल्ड कामट और गेड्यूल्ड ट्राइव्स के लोगों को बड़ा झटका हो रहा है ।

DR. B. N. ANTANI : One point that I want to bring very earnestly to the notice of the hon. Minister is the overbridge at Abu Road for the protection of railway employees. Now, for four years I have been waiting for it. As usual my language is not so strong as Mr. Bhupesh Gupta only can do and I will not compete with him, but there is one thing. The Railway Board has been giving stereotyped replies

about this and every year there are more than half a dozen accidents and deaths of railway employees in Abu Road and yet the overbridge is not being built. The tragedy of it is that at the time of the last by-election of Mr. Sadoba Patil, Mr. Ram Subhag Singh, the then Railway Minister, visited Palanpur for canvassing for him. Without waiting for the sanction of the Railway Board to make a case, he sanctioned it and that bridge has been built, whether it was warranted or not. I, therefore, earnestly request the Railway Minister to expedite this overbridge.

Then, my friend, Mr. Bhupesh Gupta, with whom I never agree, said something about the General Manager of the Northern Railway. I have had a similar experience with Divisional Superintendents.

MR. DEPUTY CHAIRMAN : You have had your chance already. We have to finish another Bill also.

SHRI K. P. MALLIKARJUNUDU (Andhra Pradesh) : I just want to draw the attention of the hon. Minister to the possible reduction in the running time of the trains from Madras to Delhi. So far as the Grand Trunk Express is concerned, it takes 42 hours and so far as the Dakshin Express or what is called the Link Express from Madras to Kazipet is concerned, it takes 46 hours. Is there any possibility of reducing the running time ?

My second point is somewhat local. As you know, Vijayawada is a very important railway junction. Much of the traffic, both goods and passenger, passes through Vijayawada. There is a lot of congestion and pressure on that station. • So, I would like the Railway Minister to see that a survey is undertaken connecting Ongole with Kakinada via Machlipatnam and Repalle. These are two important centres. It is the rice bowl of Andhra Pradesh and sugar is also produced. Rice has to be exported and sugar has to be exported. Another line connecting Machlipatnam with Repalle will solve the problem of congestion at Vijayawada. Let the hon. Minister see that the survey is undertaken in this regard.

SHRI GULZARILAL NANDA : The hon. Member, Mr Bhupesh Gupta, first, because he spoke first. He has done his part of duty by reading in its entirety the whole brief in his hand and added something also. I have to say this much that no one, high or low, should be arrogant or discourteous and if it happens anywhere I am there to discourage it. I believe that

if officers can't do better by way of giving more facilities at least they should make it up by more courtesy. They should do better there also. I shall look into any specific matter. Regarding all that the hon. Member has stated it is all familiar ground. We have discussed with his friends and others frequently...

SHRI BHUPESH GUPTA : My men ?

SHRI GULZARILAL NANDA : Those connected with these matters, some of the unions and others, and we are trying to do whatever is possible in this matter.

SHRI BHUPESH GUPTA : I hope Mr. Bery will not persecute them. My fear is this. Because I mentioned this thing Mr. Bery will be more vindictive. If he is more vindictive, I hope Mr. Nanda will personally own it up here and take necessary action against him. I would ask the Prime Minister to call for the confidential file of Mr. Bery, and he also should see that he is a man of absolute right reaction. ...

SHRI GULZARILAL NANDA : No officer of the Railways should have any reaction of the kind, right or left. They should be entirely above all political affiliations.

SHRI T. V. ANANDAN (Tamil Nadu) : Is it not a fact that the All India Railwaymen's Federation and the CPI under the leadership of Mr. Dange want to establish a railwaymen's trade union in this country, which is not being sponsored by Mr. Bhupesh Gupta ?

SHRI GULZARILAL NANDA : This is inside information.

SHRI BHUPESH GUPTA : You should ask Mr. Bery. I have quoted some of his words—whether he has uttered them because this has been verified. He did say "Ministers come and go. Prime Ministers come and go, it is I who decide things". If he has uttered this, this officer should certainly be removed from that position.

MR. DEPUTY CHAIRMAN : Please sit down.

SHRI BHUPESH GUPTA : It is most undignified, it concerns Mr. Nanda's own dignity. I would not like Mr. Nanda to be insulted in this way.

MR. DEPUTY CHAIRMAN : Please sit down. Do not interrupt like this.

SHRI BHUPESH GUPTA : Whatever may be the quarrel amongst us, your dignity is in a way Parliament's dignity in relation to this officer. If the officer says anything against you, surely whatever may be our other differences, I would like your dignity to be protected.

SHRI GULZARILAL NANDA : If any such thing happens, certainly he is right.

Regarding this question of the unions, and the same point was raised by the hon. Member Dr. Antani. In this case the All India Railwaymen's Federation, as was pointed out, have also a union in the Federation. They want to establish an identity outside where they feel they may not be possibly having that overall position of domination. Registered trade unions, whatever rights they have under the Constitution, under the law, that will not be denied to them. But there is the question of recognition. I have asked the Federations, why are they not able to attract all these people in their ranks ? They have said : we are not being heard here; that is why we go to Members of Parliament. That is, in the Railway administration there is delay. I said let us eliminate all the delay so that everybody is able to have his hearing and redress through these channels. This is the real way. I do not want to discuss it at length. We can meet and discuss all that.

DR. B. N. ANTANI : What about the bridge ?

SHRI GULZARILAL NANDA : If it is a bridge which can be built by the Railways and if it is not the responsibility of the State, then we shall consider that particularly because of the accidents. We do not want accidents to happen in that way.

Reduction of running time, etc., I have every sympathy. Whenever I look at it, I am told there are certain things lacking, this line capacity, etc. When this session is over, I want to go to Madras and other areas in the South and will have very close discussions about all the needs of those areas there on the spot.

I have dealt with the points.

MR. DEPUTY CHAIRMAN : The question is :

"That the Bill be returned."

The motion was adopted.