

[श्री बी० एन० मंडल]

स्टेटमेंट उन्होंने दिया है उस पर वह स्टिक करते हैं लेकिन उनका कहना है कि जिस कांटेक्ट में हमने इस बात को बोला था वह कांटेक्ट नहीं है इसलिये मेरी बात का जो अर्थ लगाया जाता है वह गलत लगाया जाता है। तो मैं मंत्रीजी से पूछना चाहता हूँ कि जिस कांटेक्ट में उन्होंने वह स्टेटमेंट दिया था उसके बारे में जो मंत्री जी की बात जनरल करिअप्पा से हुई है उसको क्या मंत्री जी इस हाउस के सामने रखेंगे जिससे कि हाउस भी जांच कर सके कि जो आर्युमेंट्स उन्होंने दिये थे और जो स्टेटमेंट अखबार में छपा है वह ठीक है या नहीं। इसलिए क्या आब्जेक्शन है कि उस बारे में वह सब बतायें।

SHRI Y. B. CHAVAN: Sir, the question is as to why I did not enter into debate with him. General Cariappa wanted to explain particularly about the statement which had appeared in the press and to which I had expressed my reaction. He wanted to explain that he did not say those very words, and did not approve of the way it was put. He explained that he had been reported out of context and certain other parts of his statement had not been published. I advise him that it would be much better if he published the entire thing, whatever he had said, so that one could take a view on the merits of whatever be published.

PAPER LAID ON THE TABLE

ANNUAL REPORT AND ACCOUNTS (1968-69) OF THE HINDUSTAN AERONAUTICS LTD. BANGALORE AND RELATED PAPER

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI L. N. MISHRA): Sir, I lay on the Table, under sub-section (1) of section 619A of the Companies Act, 1956, a copy of the Sixth Annual Report and Accounts of the Hindustan Aeronautics Limited, Bangalore, for the year 1968-69, together with the Auditors' Report on the Accounts (in English and Hindi). [Placed in Library. See No. LT-2799/70.]

श्री जगदम्बी प्रसाद यादव (बिहार): श्रीमन् हमको सवाल पूछने का आपने मौका नहीं दिया हम बार बार खड़े हुये। हम इंतजार ही करते रह गये।

श्री उपसभापति: इतने माननीय सदस्यों ने सवाल पूछा है। मैंने पूरा मौका दिया है।

श्री जगदम्बी प्रसाद यादव: आपने हमारी तरफ देखा ही नहीं।

श्री उपसभापति: मंडल जी के बोलने के पहले मैंने सब तरफ देखा, आप तैयार ही नहीं थे।

श्री जगदम्बी प्रसाद यादव: हम तो तैयार बैठे थे। इसीलिये हम यहां से हटे नहीं, कहीं गये नहीं। हम तो हाथ उठा कर बैठे हुये थे। आश्चर्यजनक है। अगर यही तरीका है कि जब तक हम झगड़ा न करें, जब तक हम खड़े हो कर हल्ला न करें तब तक समय देने की बात न हो तब तो मुश्किल है इस सदन में काम करना।

श्री उपसभापति: सभी सदस्यों को मौका मिला है।

श्री जगदम्बी प्रसाद यादव: आप देखें कि सभापति महोदय से नोट करा कर मैं यहां बैठा हुआ हूँ उसके बाद भी समय नहीं मिला तो बड़ी मुश्किल है। हम उसके बारे में कुछ पूछना चाहते हैं।

श्री उपसभापति: जी, नहीं। The Budget (Railways). Shrimati Sarla Bhadauria.

THE BUDGET (RAILWAYS) 1970-71 GENERAL DISCUSSION—contd.

श्रीमती सरला भदौरिया (उत्तर प्रदेश): उपसभापति महोदय, नये रेल मंत्री महोदय ने पूर्व मंत्रियों की भांति बढ़ाये हुये किरायों के साथ उन्ही की परम्परा का अनुसरण करते हुये घाटे का रेल बजट सदन में प्रस्तुत कर दिया लेकिन विरोध पक्ष के प्रबल दबाव के कारण उन्हें तीसरे दर्जे पर बढ़ाये हुये किरायों को वापस लेना पड़ा, उसके लिये बाध्य होना पड़ा क्योंकि इससे सारे देश में निराशा की भावना सर्वसाधारण जनता में व्याप्त हो रही थी। मैं आपको बताना चाहती हूँ, सारे सदन को इससे

परिचित कराना चाहती हूँ कि जब यह रेल बजट सदन में आया तो उसी समय, उसी दिन उड़ीसा की एक बहन ने मुझे चिट्ठी लिखी थी, जिनका नाम वाणीदास है, यहां दिल्ली में शिक्षा प्राप्त करती हैं, उन्होंने बड़े दुख के साथ भरे हुये दिल से लिखा था कि अब हम अपने मां बाप से मिलने के लिये उड़ीसा नहीं जा पायेंगे। मैं कहना चाहती हूँ कि यात्रा की सुविधाओं की तरफ ध्यान न दे कर के सरकार हमेशा गरीब, सर्वसाधारण जनता की जेब से अधिकतम धन खींचने की कोशिश करती है। मैं सदन के सामने, श्रीमन् आपको और मंत्री महोदय को यह जानकारी कराना चाहती हूँ कि आज इस बृहत् उद्योग की हालत दिन प्रति दिन गिरती जा रही है। केवल दूर की यात्रा के लिये भले ही विवशतावश कोई इस रेल परिवहन को स्वीकार करे, लेकिन अगर किसी को नजदीक की यात्रा या नजदीक के लिये कोई व्यवस्था करनी होती है तो रेल विभाग की रूढ़िवादिता, असक्षमता, निरंकुश व्यवहार के कारण सड़क परिवहन की ओर जाना पड़ता है। यह एक चिंता का विषय है, और रेल उद्योग की तरक्की के लिये सदन को यह सोचना चाहिये कि इस विभाग के कर्मचारी यात्रियों के साथ, सर्वसाधारण जनता के साथ, जिनसे कि इस उद्योग को लाभ होने वाला है, अच्छा व्यवहार करें।

मेरा एक यह भी आरोप है कि रेलें सदा ही देर से चलती हैं। कभी रास्ते में लेट होती हैं, कभी जहां से चलती हैं वही से कुछ कारणवश लेट हो जाती हैं। उनकी परिचालन क्षमता को बढ़ाने की तरफ सरकार का ध्यान नहीं है। इस व्यवस्था को सही करने की तरफ सरकार का और रेल मंत्रालय का ध्यान नहीं है और मैं तो काफी दिनों से इस सदन में देख रही हूँ कि देर से चलने की अनेक शिकायतें सदन के समक्ष आती हैं। पर यह विभाग इतना लालची हो गया है कि केवल एक ही बात इसके दिमाग में आती है कि यात्रियों की जेब से, जनसाधारण की जेब से, ज्यादा पैसा खींचना और दूसरी किसी भी बात की तरफ ध्यान नहीं देना।

रेल कर्मचारियों की मैंने अक्सर यह स्वभाव यह मनोवृत्ति देखी है कि वे अपने रेल विभाग के बड़े अधिकारियों के लिये समय, सुविधा और उनके लिये सब कुछ करके ही अपने सारे कर्त्तव्यों की इतिथी समझ लेते हैं और यात्रियों के लिये, लोक प्रतिनिधियों के लिये, उनके मन में कहीं किसी तरह कोई स्थान नहीं होता और न उसकी सुविधाओं की तरफ ध्यान दिया जाता है। मैं श्रीमन्, आपके माध्यम से सदन से ओर रेल मंत्री महोदय से यह कहना चाहती हूँ कि रेल विभाग के इस व्यवहार का कहां तक औचित्य है।

वर्तमान रेल मंत्री महोदय भले ही अभी इस बात से परिचित नहीं हों लेकिन थोड़े दिनों में उनकी समझ में आ जायेगा कि रेलवे बोर्ड समाप्त करने की जो मांग है, उसमें कुछ वजन है, और इसमें कुछ तथ्य भी हैं।

श्रीमन्, मैं सदन के समक्ष यह कहना चाहती हूँ कि प्रधान मंत्री महोदय जिस जिस प्रकार देश के एक कोने से दूसरे कोने तक समाजवाद का ढिंढोरा पीट रही हैं या समाजवादी व्याख्या कर रही हैं, इस रेल बजट में खोजने पर भी इसमें ढूँढ़ने पर भी हमें कहीं समाजवादी व्यवस्था का या उस कार्यक्रम का एक तत्व भी दिग्दर्शित नहीं हुआ। हां, मैंने इस बार सोचा था, लगातार मैं इस बात को लम्बे अर्से से कहती भी चली आ रही थी, कि रेलवे के शाही सैलूनों को खत्म किया जाये। तो मैं सोचती थी कि शायद गांधी शताब्दी के वर्ष में रेलवे मंत्रालय इस पर कुछ ध्यान दे और रेल विभाग के बड़े नौकरों के लिये शाही सैलूनों की व्यवस्था को समाप्त कर दिया जायेगा, जो कि राजाओं की भांति निरंकुश व्यवहार करते हैं और भारतीय जनता से अपने को ऊपर समझते हैं, ऐसे बड़े नौकरों को इस तरह की विलासितापूर्ण सुविधाएं देने से समाजवाद नहीं आयेगा। मेरा तो यह आरोप है कि इन सुविधाओं को उनके परिवार के लोगों को पिकनिक करवाने में भी दिया जाता है। मेरे विचार से तो ऐसी कार्यप्रणाली से समाजवाद की धारा कुंठित ही होगी। ऐसी परम्पराएं, ऐसे प्रयोजन समाजवादी क्रदम को आगे नहीं

[श्रीमती सरला भदौरिया]

बढ़ा सकते। यह तो कभी किसी समय जब यहां साम्राज्यवादी ताकतें काम कर रही थी उस समय गुलाम देश में ब्रिटिशर्स द्वारा डाली गई परम्परा है। उन्होंने कुछ लोगों को सुविधा देकर बाकी लोगों पर शासन और अपनी प्रभुसत्ता कायम रखने के लिये भेदभाव पूर्ण नीति यहां चलाने के लिये, छोटे बड़े का भेदभाव, एक दूसरे में नफरत और घृणा पैदा करने के लिये, इस तरह की परम्पराएं डाली थीं लेकिन अब सैलून वाली व्यवस्था को इस स्वतंत्र देश में समाप्त कर देना चाहिये और मैं मंत्री महोदय से आग्रह करती हूं कि इन सैलूनों के साथ साथ प्रथम द्वितीय तृतीय श्रेणी का जो वर्गीकरण है, उसको भी खत्म किया जाये, क्योंकि इस तृतीय श्रेणी की तरफ, जितना प्रथम और वातानुकूलित श्रेणी की तरफ ध्यान दिया जाता है, उस हिसाब से तीसरे दर्जे पर ध्यान आधा भी नहीं दिया जाता है। इसलिये प्रथम, द्वितीय और वातानुकूलित सभी श्रेणियों को समाप्त करें, और एकमात्र तृतीय श्रेणी को घोषित किया जाय और उसी श्रेणी की यात्रा को सर्व सुलभ और सुखद बनाया जाय जिससे सभी एक साथ चलें। आपस में मिले जुले, समाजवाद तब आयेगा जब आपस में एक दूसरे से मिलेंगे, एक दूसरे से विचारों का आदान प्रदान होगा, कोई किसी से छोटे बड़े का व्यवहार नहीं पायेगा। (Time bell rings)

कितना समय आपने दिया था। आपने 20 मिनट देने को कहा था।

श्री उपसभापति : 15 मिनट दिया है।

श्रीमती सरला भदौरिया : अभी तो 15 मिनट नहीं हुआ है। स्वर्ग और नरक जितना रेलवे यात्रा में देखने को मिलता है उतना कहीं भी, किसी जगह पर, व्यवहार में नहीं आता है। इसलिये मेरा आग्रह है कि जब तीसरे दर्जे से इस उद्योग को सर्वाधिक लाभ होता है तो फिर उसी को अच्छा और सर्वसुलभ और सुखद बनाया जाये। मैं इसी संदर्भ में पूज्य महात्मा गांधी के एक पत्र का भी जिक्र करना चाहती

हूं जो उन्होंने तीसरे दर्जे की सुविधाओं के लिये, 30 अक्टूबर 1917 में यद्यपि लिखी थी, वाणिज्य उद्योग सचिव को। इसको पढ़ने से, इसको देखने से इस गांधी शताब्दी में गांधी साहित्य पढ़ने से मुझे ऐसा लगा कि अगर महात्मा गांधी इस युग में यहां पर होते तो ऐसी अकर्ण्य एवं निकृष्टतम व्यवस्था को बदलने के लिए जनता का आह्वान करते। श्रीमन्, रेलवे स्टेशनों पर संचालित भोजनालयों की स्थिति भी दयनीय एवं बड़ी ही निकृष्टतम है। अस्वास्थ्यकर, अस्वच्छ भोजन इनमें यात्रियों को ऊंची कीमत पर मिलता है। मेरा विश्वास है कि यदि रेल मंत्री महोदय बिना किसी पूर्व सूचना के जाएं तो शायद उन्हें भी यही दिक्कत का सामना करना पड़ेगा। अगर वे इन कठिनाइयों को स्वयं अपनी आंख से जाकर देख लेंगे तो बहुत अच्छा होगा।

अब मैं मंत्री जी के सामने उत्तर प्रदेश में इटावा रेलवे स्टेशन के बारे में कुछ निवेदन करना चाहती हूं। इटावा रेलवे स्टेशन पर यद्यपि चार प्लेटफार्म हैं बिन गए कन्तु पुल अभी चार प्लेटफार्म तक नहीं बनाया गया है। इस कारण प्रत्येक क्षण चौथे प्लेटफार्म पर जाने के लिए दो लाइनों पार करनी पड़ती हैं। महिलाओं और बच्चों के लिए यह अत्यन्त कष्टकारक है। रेल मंत्री महोदय, इटावा के क्रासिंग पुल को प्लेटफार्म नं० 4 तक बढ़वा कर सम्भावित दुर्घटनाओं को रोकें।

सुरक्षा और सैनिक महत्व की दृष्टि से मैं पहले भी इस सदन में कई बातें कर चुकी हूं। आज भी मैं रेल मंत्री महोदय से बहुत गम्भीरता से राष्ट्रीय सुरक्षा के विषय को महेंजदर रखते हुए सैनिक महत्व की दृष्टि से यह जोर देकर कहना चाहती हूं कि मध्य प्रदेश को भिन्ड इटावा होते हुए बड़ी रेलवे लाइन डाल कर सीधा आसाम से जोड़ दिया जाए क्योंकि यह सामरिक महत्व और राष्ट्रीय सुरक्षा की दृष्टि से अत्यन्त आवश्यक है। खेद है कि इस महत्वपूर्ण योजना को रेल मंत्रालय वर्षों से उपेक्षित करता चला आ रहा है। इस ओर लोकसभा में

श्री डा० राममनोहर लोहिया जी और उससे भी पूर्व इटावा के संसद सदस्य श्री भदौरिया जी ने सन 1957 से 1962 तक इस मांग की ओर रेल मंत्रालय का बार बार ध्यान खींचा, लेकिन अभी तक कोई तवज्जह नहीं दी गई है। मैं उम्मीद करती हूँ कि नए मंत्री महोदय अवश्य इस ओर ध्यान देने का कष्ट करेंगे।

इसके साथ ही साथ पुनः तृतीय श्रेणी के यात्रियों की असुविधाओं और कष्टों के सर्वेक्षण के लिये अनुरोध करती हूँ। तृतीय श्रेणी के यात्रियों की सुखद यात्रा की व्यवस्था किये जाने के लिये मंत्री महोदय ध्यान दें। इसके साथ ही एक और आग्रह है कि इटावा, कानपुर के कोच भर्तना स्टेशन पर लखनऊ एक्सप्रेस और जनता पहले रुकती थी लेकिन अब नहीं रुकती है इसको फिर वहां रोकने के आदेश देकर वहां की जनता को सुविधा प्रदान करें जो कि वहां व्यापारिक और आर्थिक समृद्धि की दृष्टि से आवश्यक है।

रेल मंत्रालय के आन्तरिक प्रशासन की स्थिति पर भी दो शब्द कहना उचित होगा। प्रशासन सुधार आयोग ने एक रिपोर्ट जो प्रधान मंत्री को भजी है उसमें रेलवे में व्याप्त भ्रष्टाचार की रोकथाम के लिये निगरानी आयोग मजबूत करने का सुझाव दिया और छोटे रेल कर्मचारियों पर होने वाले जुल्मों की ओर सतर्कता बरतने की ओर ध्यान आकर्षित करते हुए उनके साथ होने वाले शोषण को रोके जाने के लिये उचित कार्यवाही की व्यवस्था किए जाने का आग्रह किया है। इसी सन्दर्भ में मैं छोटे कर्मचारियों पर होने वाली अन्यायपूर्ण घटनाओं को सदन के समक्ष रखना चाहती हूँ। रेल मंत्रालय की निरंकुश अफसरशाही 5 दिसम्बर 1964 एवं 20, 21 अगस्त, 1969 के सुप्रीम कोर्ट के निर्णयों की अवमानना करके इलाहाबाद डिविजन के एक भूतपूर्व क्लर्क श्री अब्दुल अलीम को अभी तक क्यों नहीं नौकरी पर बहाल कर रही है? देश के उच्चतम न्यायालय की अवमानना करने के लिये कौन से अधिकारी दोषी हैं, रेल मंत्री इस बात को निश्चित करें

अन्यथा सुप्रीम कोर्ट की गरिमा और विश्वास को जन-साधारण में एक गहरा धक्का लगेगा।

उत्तर रेलवे कानपुर के एक हरिजन रिजर-वेशन एवं इक्वारी क्लर्क जिसकी पदोन्नति की स्वीकृति गृह मंत्रालय, समाजकल्याण मंत्रालय और रेल मंत्रालय ने 31 मार्च, 1969 को दी थी 10 माह तक उसकी पदोन्नति रोक कर 30 जनवरी, 1970 को आदेश दिये जाने के लिये कौन से अधिकारी दोषी हैं। दस माह विलम्ब से पदोन्नति के आदेश देने के पीछे किसका हाथ रहा है?

श्री उपसभापति : आपके 20 मिनट हो गये हैं और अब आप समाप्त कीजिये।

श्रीमती सरला भदौरिया : मैं तो अभी बहुत थोड़ी ही बोली हूँ। आप मुझे और ज्यादा समय दें।

श्री उपसभापति : 15 मिनट से 20 मिनट कर दिया गया है।

श्रीमती सरला भदौरिया : कुछ मिनट और ज्यादा दे दीजिये क्योंकि यह हमारा आखिरी भाषण है। इसलिए आप हमें कुछ ज्यादा समय दे दें।

श्री उपसभापति : दो मिनट में समाप्त कर दीजिये।

श्रीमती सरला भदौरिया : अब मैं जल्दी खत्म करना चाहती हूँ।

इसी तरह से श्री कृष्ण औतार मिश्रा, सीनियर ड्राफ्ट्समेन ड्राइंग आफिस आलमबाग, लखनऊ को मुगल सराय ट्रान्सफर पर भेजने में क्यों अनियमितताओं का आश्रय लिया गया। उससे जूनियर कर्मचारियों को क्यों नहीं भेजा जा रहा है।

इसी के साथ मैं और भी निवेदन करना चाहती हूँ कि रेल मंत्री जी कृपया देखें कि उत्तर रेलवे प्रधान कार्यालय का एक सीनियर कमर्शियल अधिकारी जनरल अपने अधीनस्थ हरिजन रिजर्वेशन क्लर्कों की लगातार गोपनीय रिपोर्टें भेदभावपूर्ण आधार पर खराब करने का

[श्रीमति सरला भदौरिया]

षड्यंत्र कर रहा है और अभी हाल ही में कानपुर से ट्रांसफर पर आए एक हरिजन चीफ रिजर्वेशन क्लर्क को जो दिल्ली जंक्शन पर नियुक्त है, को सेंट्रल रिजर्वेशन आफिस में ट्रांसफर करा कर अपने प्रशासनिक नियंत्रण में ले कर अवैधानिक रूप से गम्भीर क्षति पहुंचाने का षड्यंत्र कर रहा है। इसी प्रकार गुलामी युग की संचालित ए० एच० व्हीलर कम्पनी में भयंकर भ्रष्टाचार व्याप्त है। साम्राज्यवादी परम्पराएं उसमें कार्य करने वाले कार्यवाहकों को निरन्तर हतोत्साहित एवं पीड़ित करती रहती हैं। एजेन्टों आदि के साथ होने वाले जुल्मों की जांच के लिए एक जांच कमेटी नियुक्त की जाए, ताकि दोषी जिम्मेदार लोगों के खिलाफ उचित कार्यवाही की जा सके।

पूर्वोत्तर रेलवे के भूतपूर्व ट्रेफिक प्रशिक्षार्थी श्री चन्द्रभान सिंह को 37 माह का वेतन न दिए जाने में कौन से अधिकारी दोषी हैं। कौन सा ऐसा रेल मंत्रालय का नियम है जिसके अन्तर्गत अधिकारियों द्वारा प्रशासनिक आधार पर आदेश की प्रतीक्षा की अवधि को छुट्टी वेतन मान कर उस अवधि का ड्यूटी वेतन न दिया जाए। प्रशासनिक आधार पर प्रतीक्षा करने वाले प्रत्येक कर्मचारी को ड्यूटी पर ही माना जाता है, लेकिन पूर्वोत्तर रेलवे ने द्वेषवश श्री चन्द्रभान सिंह के साथ ऐसा करके अन्याय किया है। वर्षों तक आदेश न देकर श्री चन्द्रभान सिंह को पीड़ित करने के लिए कौन से अधिकार जिम्मेदार हैं। श्री सिंह को जांच में सम्मिलित न करने का और उन्हें सप्रमाण अपनी बात कहने के अवसर क्यों नहीं दिए जा रहे हैं। क्या यह बात सच नहीं है कि यदि श्री सिंह को जांच में सम्मिलित करके उनके पास रखे अभिलेखों को प्रस्तुत करने दिया गया तो पूर्वोत्तर रेलवे के अनेक अधिकारियों के अपराधपूर्ण कार्यों का रहस्य खुलेगा। क्या इसी रहस्य को छिपाए रखने के लिए उन्हें जांच में जानबूझकर सम्मिलित नहीं किया जा रहा है।

मैं रेल मंत्री महोदय से यह अनुरोध करूंगी कि वह इन सभी मामलों पर अविलम्ब ध्यान दें और आवश्यक कार्यवाही करें।

आरक्षण सम्बन्धी अनियमितताओं की ओर भी मंत्री महोदय का ध्यान खींचना चाहती हूँ। इसमें भ्रष्टाचार ऊपर से नीचे तक कर्मचारियों में व्याप्त है। इस व्यवस्था को ध्यान देकर ठीक किया जाना चाहिये।

श्री उपसभापति : आपका भाषण एक बजे समाप्त हो जाना चाहिये क्योंकि मैं एक बजे हाउस को एडजर्न कर दूंगा।

श्रीमती सरला भदौरिया : मैं दो चार मिनट में समाप्त कर दूंगी।

श्री उपसभापति : आपको 20 मिनट से भी ज्यादा समय दे दिया गया है और अगर आप एक बजे तक अपना भाषण समाप्त नहीं करती है तो मैं हाउस को एडजर्न कर दूंगा।

श्रीमती सरला भदौरिया : मैं दो तीन मिनट में समाप्त कर दूंगी और इसीलिए आप मुझे कुछ और समय दे दीजिये। अगर आप न रोकते तो मैं अभी तक समाप्त भी कर देती। मैं जल्दी समाप्त कर दूंगी।

रेल मंत्रालय बिना टिकट यात्रा करने वालों को पकड़ने के अभियान में जहां हजारों रुपया खर्च कर रहा है, वहीं पर यह व्यवस्था उपेक्षित रखी है कि रेलवे टिकटों की बिक्री की सुविधाओं को अधिकाधिक प्रदान किया जाय। नए बुकिंग आफिस और काउन्टर खोले जाएं। मैं एक उदाहरण उत्तर प्रदेश के वाराणसी स्टेशन का पेश करना चाहती हूँ। वहां देश विदेश सभी स्थानों से यात्री एवं दर्शक आते हैं क्योंकि सारनाथ बौद्ध मन्दिर भी वही है, लेकिन वहां बड़ी अव्यवस्था है। इन्क्वायरी आफिस में क्लर्कों का अभाव है, टिकट जहां बंटते हैं वहां भी भीड़ रहती ही है। यात्रियों की धक्का मुक्की में जेबें कटती हैं। प्रतीक्षालयों में समुचित स्वच्छता नहीं है, वाटरवेसिन टूटे हुए हैं, फ्लश काम नहीं करते हैं, बाथरूम गन्दे हैं। आखिर यही

सब ठीक करने की आवश्यकता न हो तो किस-लिए बजट पास करके रुपया इस रेल विभाग को दिया जाय। मेरा आग्रह है कि वाराणसी में पूछताछ आफिस की व्यवस्था को ठीक रखने के लिए तीन चार क्लर्कों की वृद्धि की जाय ताकि यात्रियों को सुविधा हो और समय की जानकारी यात्री फोन द्वारा करके स्टेशन पहुंच सके।

1 P. M.

इसी प्रकार लोहिता चोखंडी के बीच एक वनकट स्टेशन है जहां गाड़ी तो खड़ी होती है लेकिन टिकट नहीं बांटे जाते, गाड़ी खड़ी होने पर वहां से जो यात्री गाड़ी में बैठेगा उस यात्री को कहां से टिकट प्राप्त होगा। इसलिए ऐसी बातों पर मंत्री महोदय को सर्वप्रथम ध्यान देना चाहिए और कमरा बना कर वहां टिकट बांटने की व्यवस्था होनी चाहिए। मिर्जापुर से छोटी लाइन महाराजगंज को जाती है। मिर्जापुर को महाराजगंज से जोड़ने के लिए चीलघाट पर गंगा नदी का पुल बनाया जाय। यह नई मांग नहीं है। यह पुल बन जाय तो रीवा से जोनपुर तक का सीधा रास्ता खुल जायगा और विन्ध्य प्रदेश से सीधा सम्बन्ध हो जायगा।

काशी विश्वविद्यालय में प्राध्यापकों, कर्म-चारियों एवं छात्रों का आवासीय विश्वविद्यालय होने के कारण वहां की जनसंख्या 25 हजार के लगभग है, 10 हजार छात्र ही शिक्षा लेते हैं। काशी विश्वविद्यालय के प्रांगण में एक रेलवे बुकिंग आफिस खोले जाने की व्यवस्था की जाय ताकि छात्रों और प्राध्यापकों के कीमती समय की बचत हो सके। अभी तो कन्सेशन फार्म के लिए भी पांच मील दूर वाराणसी जाना पड़ता है।

रेल मंत्रालय का यह एक प्रत्यक्ष अन्याय ही है कि यात्रियों के लिए टिकट वितरण की व्यवस्था नहीं होती है बल्कि गार्ड सर्टिफिकेट को समाप्त कर दिया गया है और प्लेटफार्म टिकट पर गार्ड सर्टिफिकेट दिया जाता है तब यात्रा टिकट बनता है। यह कितनी अबुद्धिमत्तापूर्ण रेल प्रशासन के विभाग की उपज है। इसको समाप्त करके गार्ड सर्टिफिकेट पर ही टिकट दिए जाएं।

अन्त में मैं इस घाटे के रेल बजट का जोर देकर विरोध करती हूं और रेल मंत्री महोदय से अनुरोध करती हूं कि वे इस असमाजवादी बजट को समाप्त करके एक समाजवादी बजट पेश करें जिससे कि देश की सर्वसाधारण जनता को लाभ हो। इस समय तो रेलवे बोर्ड तक मैं भाई-भतीजावाद, निरंकुश स्वेच्छाचारिता तथा पक्षपातपूर्ण अफसरशाही का राज्य है। इस भ्रष्ट स्थिति का विकल्प एकमात्र यही है कि रेलवे बोर्ड को भंग करके प्रशासन का पुनर्गठन किया जाय, जैसा प्रशासन सुधार आयोग ने सुझाव दिया है। शाही सैलूनों को समाप्त करके असीमित अपव्यय पर रोक लगा कर, तीसरे दर्जे को ही सर्व सुलभ सुखद बनाने पर ही राष्ट्रीय रेलें जनसेवा का सही माध्यम हो सकेंगी। धन्यवाद।

MR. DEPUTY CHAIRMAN : The House stands adjourned till 2 P. M.

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

The House reassembled after lunch at two of the clock. Mr. Deputy Chairman in the Chair.

श्री पंढरीनाथ सीतारामजी पाटिल (महाराष्ट्र) : उपसभापति महोदय, सदन के सामने सन् 1970-71 का रेलवे बजट रखा गया है। इस साल में रेलवे द्वारा जो आय होने वाली है और जो व्यय होने वाला है उस के अंकन का व्योरा मैं यहां दे कर आप का और सदन का समय लेना नहीं चाहता क्योंकि यह सारा व्योरा रेलवे बजट की जो पुस्तिका छपी हुई है उस में आया हुआ है और मंत्री महोदय ने भी उस को तफसील में अपने भाषण में कह दिया है। पिछली फरवरी की 24 तारीख को मंत्री महोदय ने जो बजट हाउस के सामने रखा था उस में उन्होंने 4 मार्च को कुछ रद्दो-बदल किया। जो तारीख 24 फरवरी को बजट में तीसरे दर्जे के यात्रियों के ऊपर श्यनिका और प्लेटफार्म इत्यादि के ऊपर किराया तथा खाद्यपदार्थों की दुलाई का भाड़ा बढ़ाया गया था, उन्होंने 4 मार्च को जो स्टेटमेंट

[श्री पंडरीनाथ सीतारामजी पाटील]

दिया उस में उसे कम कर दिया है। इसे कम करने से करीब 13 करोड़ रुपये के जो बोझ गरीबों पर पड़ने वाला था वह कम हो गया है। इस लिए मैं मंत्री महोदय का बड़ा अहसानमंद हूँ और उन को धन्यवाद देता हूँ।

अपने देश में रेलवे ही यात्रा के क्षेत्र में सब से बड़ा उद्योग है और वह उद्योग खुद सरकार ने अपने हाथ में लिया है। इस उद्योग को अपने देश में बढ़ाना अत्यन्त आवश्यक है क्योंकि मैं देखता हूँ कि देश के जिस जिस विभाग में रेलें चलाई गयी हैं वहां वहां की जनता विकास के रास्ते पर चल रही है। वहां अनेक सुविधायें बढ़ जाती हैं, वहां शिक्षा बढ़ जाती है और तरह तरह की योजनायें, जो सरकार द्वारा चलाई जाती हैं वे उस विभाग में चलती चली जाती हैं और वहां वे कार्यान्वित होती हैं। इस लिए देश में जितने भी रेल के रास्ते ज्यादा बनेंगे उतना ही देश के हित में होगा। इस ख्याल से मंत्री महोदय ने चौथी पंचवर्षीय योजना में 1525 करोड़ रुपया रेलों के नये रास्ते बनाने के लिए रखा है। यह भी संतोष की बात है।

हमारे यहां तीसरे क्लास के यात्रियों के किराये को बढ़ाने या अनाज को ले जाने और ले आने के किराये को बढ़ाने की बात सरकार को करनी पड़ी उस का कारण मंत्री महोदय ने ऐसा दिया था और दिया है कि इस साल इंधन मंहगा हो गया है यानी कोयला और जिस तेल से रेल गाड़ियां चलती हैं (डीजल) और उसी तरह से इस्पात की कीमतें बढ़ गयी हैं और कर्मचारियों को सुविधायें देने के लिए भी खर्च बढ़ा है। यह बात सही है कि इस तरह से मंहगाई से और कीमतों के बढ़ने से खर्च बढ़ रहा है, लेकिन उस खर्च को पूरा करने के लिए देश का जो गरीब वर्ग है उस के ऊपर किसी तरह का कर या किराये का बोझ बढ़े, ऐसा करना मेरे ख्याल से जनता सह नहीं सकती क्योंकि गरीब लोग पहले ही बोझ से लदे हुए हैं और देश में गरीबी उन के पीछे हाथ धो कर लगी है। जब तक हमारे देश में समाजवादी आर्थिक ढांचा अमल में नहीं

आता तब तक गरीब वर्ग यानी तीसरी श्रेणी के प्रवासी और जिन का रेल से संबंध रहता है ऐसे गरीबों पर प्रत्यक्ष या अप्रत्यक्ष बोझ बढ़े, यह उचित नहीं है और तब तक उन पर सरकार को कोई भी किराया या भाड़ा बढ़ाना नहीं चाहिए। मैं तो यह कहूंगा की मंहगाई की वजह से या कर्मचारियों को सहूलियतें देने के लिए जो खर्च बढ़ता है उस की पूर्ति के लिए रेलवेज को कुछ बातें करनी चाहिए, यानी अपनी आमदनी बढ़ाने के लिये कुछ उपाय ढूँढ़ने चाहिए। मेरे ख्याल में ऐसी कुछ बातें मंत्री महोदय के ध्यान में भी आयी हैं और उन में से एक उन्होंने अपने भाषण में कही है। वह यह है कि गत वर्ष जून में बिना टिकट के रेल यात्रा करने वालों को कड़ा दंड देने के लिए रेलवे अधिनियम में किये गये संशोधन के फल-स्वरूप चालू वर्ष में यात्री किराये से होने वाली आय में अनुमानतः 9 करोड़ रुपये की वृद्धि होगी। देखिये, एक ही इलाज उन्होंने किया और उस में 9 करोड़ की आय रेलवे को हो तो ऐसी कुछ त्रुटियां हैं जिनको दूर करने से रेलवे की आमदनी बढ़ सकती है, जैसे कि रेलवे में बहुत भ्रष्टाचार चलता है उन भ्रष्टाचारों को दूर करने के लिये कड़ा बन्दोबस्त होना चाहिये। रेलवे विभाग चलाने में धन का बहुत सा अपव्यय होता है उसे रोकना चाहिये। बहुत सी रेलवे पार्सलों की चोरियां होती हैं। हमको यह भी मालूम होता है कि चोरों का साथ देने वाले कुछ तो पुलिस के लोग होते हैं और कुछ रेलवे कर्मचारी भी। इसके अतिरिक्त कुछ सरकार विरोधी दल अपने हित पूर्ति के लिये लोगों को अथवा विद्यार्थियों को भड़का कर उनके द्वारा रेलों की तोड़फोड़ कराते हैं, तो इस तरह से रेलवे को जो नुकसान होता है उसके लिये विधान में उचित संशोधन लाकर अपराधियों को कठोर आर्थिक दण्ड देने से रेलवे की अभी जो आमदनी है उससे वह बहुत कुछ बढ़ सकती है और रेलवे के विकास के लिये जो पैसा चाहिये वह पैसा भी इस से निकल सकता है।

उपसभापति महोदय, मैं अब कुछ ऐसी बात कहूंगा जो मेरे क्षेत्र के संबंध में हैं जहां से कि

मैं आता हूँ वह है महाराष्ट्र प्रदेश। अक्सर जब मैं अपने प्रदेश में घूमता हूँ तो मुझे रेलवे विभाग की कुछ ऐसी खामियां दिखाई देती हैं जिनमें कि सुधार होना बहुत ही आवश्यक है। महाराष्ट्र के विदर्भ विभाग में से सी० पी० रेलवे नाम की एक रेलवे है वह अचलपुर से ले कर यवतमाल तक चलाई जाती है और वह एक नैरो गेज की रेलवे है। उस रेलवे का वर्णन मैं यहां पर क्या करूँ। इस रेलवे पर बहुत सी जगह स्टेशन की कोई बिल्डिंग नहीं है। न वहां कोई स्टेशन मास्टर होता है न कोई सिगनलर होता है। कुछ जगहों पर दो खम्बों के ऊपर एक बोर्ड लगा हुआ होता है और उस पर स्टेशन का नाम लिखा होता है लेकिन स्टेशन पर कोई किसी तरह का बन्दोबस्त नहीं रहता। न यात्रियों के ठहरने की कोई व्यवस्था होती है, न यात्रियों के लिये पीने के पानी की व्यवस्था रहती है और न धूप से बचाने के लिये छांव की व्यवस्था है, न ही चिराग की व्यवस्था, किसी तरह की सुविधा रेलवे यात्रियों के लिये नहीं है। तो ऐसी रेलवे वहां पर चलती हैं। वह रेलवे समय के ऊपर भी नहीं चलती है। दिन भर में दो या तीन गाड़ियां आती हैं और जाती हैं और जो ड्राइवर और गार्ड है वह जब चाहते हैं तब आते हैं और अव्यवस्थित समय पर गाड़ी चलाते हैं, वही यात्रियों को टिकट देते हैं और वही यात्रियों से टिकट लेते हैं। तो इस तरह उस रेलवे का काम चल रहा है। अतः मेरा कहना है कि सरकार को वहां कोई अच्छी व्यवस्था रखनी चाहिये और यात्रियों की सुविधा का भी वहां प्रबंध करना चाहिये। सरकार की आमदनी रेलवे कर्मचारियों की जेब में न चली जाय इसके लिये भी वहां कोई व्यवस्था नहीं है। तो वहां इसके लिये कुछ न कुछ प्रबन्ध किया जाना चाहिये और इसमें सुधार होना चाहिये।

वैसा ही हाल गोंदिया से ले कर चन्द्रपुर और नागपुर से नागभंड तक जो रेलवे है उसका है। यह रेलवे भी महाराष्ट्र के विदर्भ क्षेत्र में है। मैंने पहली रेलवे का जो हाल सुनाया है वैसी ही इस दूसरी रेलवे की भी परिस्थिति है

तो मैं उम्मीद करता हूँ कि रेलवे मंत्री महोदय इन दोनों रेलवेज की तरफ कुछ अपना ध्यान देंगे और उसमें उचित सुधार करेंगे।

इसके बाद मैं दूसरी बात आपके सामने यह रखना चाहता हूँ कि मनमाड से ले कर नान्देड तक जो मीटर गेज रेलवे लाइन चलती है उसको ब्राडगेज करना चाहिये। यह पिछड़ा हुआ मराठवाडा का प्रदेश है जिसमें 60-70 लाख की जनसंख्या है। वहां पर यही एक रेल-रास्ता है और उसका ब्राडगेज के साथ जुड़े न होने के कारण जो पश्चिमी महाराष्ट्र और विदर्भ के हिस्से हैं वह विभक्त हैं, फूटे हुए हैं, इसलिये ब्राडगेज के साथ जोड़ा जाना चाहिये। मेरा कहना है कि ब्राडगेज की लाइन मनमाड से ले कर नान्देड तक होनी चाहिये क्योंकि उससे पश्चिमी महाराष्ट्र और मराठवाड़ा जुड़ जाता है और उसी तरह से विदर्भ से मराठवाड़ा जोड़ देना भी अत्यंत आवश्यक है। यह बड़ा पिछड़ा हुआ प्रदेश है, मराठवाड़ा और विदर्भ इन दोनों में आज एक दूसरे के साथ कोई सीधा सम्पर्क नहीं है, वह एक रेलवे से जुड़ा हुआ नहीं है और जैसा कि मैंने पहले कहा कि मराठवाड़ा की जनसंख्या 60 लाख से ले कर 70 लाख तक है और विदर्भ की जनसंख्या करीब 80 लाख है, तो जब तक इन दोनों क्षेत्रों का सीधा सम्पर्क ब्राडगेज रेलवे द्वारा नहीं होता तब तक भावनात्मक एकता जो आनी चाहिये उसमें कठिनाई है।

अतएव मेरा कहना है कि खामगांव से ले कर जालना का जो सौ किलोमीटर का रेल-रास्ता बनाना है उसको जितनी जल्दी हो सके उतनी जल्दी हाथ में लेना चाहिये। इस रास्ते की एक बड़ी पुरानी लम्बी कहानी है, उसको मैं सुनाने लगू तो उसमें बहुत समय लगेगा और मैं रादन का उतना समय लेना नहीं चाहता हूँ, मैं सिर्फ संक्षेप में ही कहता हूँ कि बीसवीं सदी के शुरू में यह रेल-रास्ता ब्रिटिश गवर्नमेंटने बनाने के लिये अपने हाथ में लिया था और उस समय उस मार्ग का सारा सर्वे हो चुका था, मिट्टी डालने का काम हुआ था और पूरी गद्दी भी तोड़ी थी उसको बनाने के लिये जो मैटेरियल

[श्री पंढरीनाथ सीतारामजी पाटिल]

चाहिये था वह भी वहां ला कर इकठ्ठा किया गया था लेकिन जब वह काम शुरू होने ही वाला था तो पहला महायुद्ध 1914 ई० का शुरू हो गया और उसके कारण वह काम जैसा था वैसा ही रह गया, वह उसी तरह ठप्प हो गया और उस रेल-रास्ते को बनाने का जो विचार सरकार के दिमाग में आया था उसको छोड़ दिया गया। उसके बाद जब स्थिति कुछ स्थिर हो गई तो 1935 ई० में फिर ब्रिटिश सरकार ने इस रेल-रास्ते को बनाने का सोचा और उस समय खामगांव शहर में रेलवे रास्ता बनाने वाले बड़े बड़े कर्मचारी आ कर उतर गये और जलम्ब स्टेशन के सामने करीब 10-12 एकड़ की खेती वाली जमीन पर लाखों टन लोहा, गड्ढर और तरह तरह के सामान जो कि रेलवे-रास्ता बनाने में काम आता है, डाल दिया गया और चार पांच साल तक वह सामान वहीं पड़ा रहा क्यों कि दुर्भाग्यवश दूसरा महायुद्ध शुरू हुआ और उसके कारण से फिर वहां वह रास्ता नहीं बन सका। जो वहां इसके लिये कर्मचारी थे उनको वापस बुला लिया और वहां पर जो सारा लोहे का सामान वगैरह पड़ा था वह सब उठवा लिया गया और लड़ाई के लिये अन्यत्र उसको इस्तेमाल कर लिया गया। इस तरह से दूसरी बार भी इस रेलवे के बनने में रुकावट आ गई। देश को आजादी मिल गई है अब यह रेल मार्ग बनना अत्यावश्यक है क्योंकि वहां कपास का बहुत बड़ा क्षेत्र है। मैं दावे से कहता हूं कि इतनी बड़ी मात्रा में कपास की पैदावार हिन्दुस्तान में और दूसरी जगह नहीं है। अनाज का व्यापार भी वही चलता है। वहां के किसानों का अनाज और कपास जल्दी बम्बई के मार्केट में पहुंच सके इसके लिये खामगांव से जालना के नए रेल-रास्ते द्वारा जोड़ा जाना अत्यंत आवश्यक है। (*Time bell rings*)

आखिर में, उपसभापति महोदय, मैं रेलव मंत्री महोदय से एक बहुत ही छोटी सी बात कहूंगा जो कि हमारे क्षेत्र की जनता के सुभीते की है और वह यह है कि एक बम्बई-कलकत्ता

जनता गाड़ी वाया नागपुर शुरू होनी चाहिये ताकि बम्बई जाने वाले, नागपुर जाने वाले, गरीब लोग उसमें जा सकें। मेल और एक्स-प्रस गाड़ियों में बड़ी भीड़ के कारण उनको जगह नहीं मिलती है और इसलिये गरीब जनता को जाने में बड़ी दिक्कत होती है। अब मैं इन सुझावों को रख कर आपसे इजाजत लेता हूं।

SHRI THILLAI VILLALAN (Tamil Nadu) : Mr. Deputy Chairman, every year the Budget for the Railways is presented to us by one Minister or another because just as we see frequent accidents in the Railways, we see frequent changes in the Minister for Railways also. This year the hon. Minister for Railways, Mr. Nanda, who was twice Acting Prime Minister of India, had been burdened with the task of presenting the Railway Budget within seven days of his assuming charges as Minister. He has also magnanimously confessed that he has stepped into the shoes of others and he feels the pinch of the same.

In the present Budget, we see increases in the rates of fares and freights, but not improvement. But fortunately the Minister came forward, before the discussion began, and announced some concessions to the tune of Rs. 13 crores. To that extent we thank him. But while the increases proposed were for Rs. 39 crores, the concessions given are for Rs. 13 crores. So there is still an increase of Rs. 26 crores.

Now I want to bring my points one by one to the notice of the hon. Minister for Railways. We all know that the Railways are a public utility service, by which we mean that without having any profit motive, we have to run the service for the benefit of the nation. We should not take into consideration the monetary aspect as to whether we get profit or loss. We should serve the nation by continuing the service. In the countries all over the world, we find that a public utility service like the railways is getting subsidies from the Government. But strangely enough in this country, the Railways are giving a dividend to the general exchequer. And the percentage also increased from 4.5 to 5 and now it has been raised to 6 per cent.

SHRI AKBAR ALI KHAN (Andhra Pradesh): But there has been an investment of a great amount of public money.

SHRI THILLAI VILLALAN: Of course, but we cannot utilise a public utility service as a subsidy-giving agency to the general exchequer. That is my point. Now there is a committee called the Convention Committee which was constituted in the month of November, 1968 for the purpose of going into the question of the finances of the Railway Department. The very question of giving a dividend to the general exchequer, to what extent and in what way it should be given, was to be discussed in that Committee and the Committee has to take a decision on this. Without even consulting the Committee, without even allowing the Committee to sit in session and discuss things, the hon. Minister has come forward and said "I am going to give a dividend to the general exchequer at the rate of 6 per cent." So we cannot expect anything from the hon. Minister about the decision of the Convention Committee which has been constituted by the Parliament for the purpose of fixing the rate of dividend to be given to the general exchequer. Further this department is already burdened with the task of finding resources to the extent of Rs. 980 crores for the Fourth Five Year Plan, out of the total amount of Rs. 1,525 crores. The Railways have to pay excise and sales-tax to the tune of Rs. 40 crores and the prices of steel, coal and fuel oil are on the increase. Then, how can we expect that the Railways would be a profit earning concern? When the Railways are not able to meet their expenses from their own resources, how can we expect them to give dividend to the general exchequer? Then, how can we expect the administration to be more effective? So my humble submission would be that there should not be any payment of dividend to the general exchequer. Granting that it is necessary, it should not be at the present rate; it should be 4 per cent or 4.5 per cent only.

Then the Committee on the Uneconomic Branchlines has submitted a report. In this connection, I want to clarify one point. If you want to say that a particular line is uneconomic, my submission would be that we should not take a particular line of 30 or 40 or 50 miles into consideration; we must take the whole railway line of the

region into consideration because we can show uneconomic portions even in the long lines of a particular region. For instance, in the Southern Railway or in the North-Eastern Railway, we can point out particular portions, from this station to that station, a stretch of 40 or 50 miles, which will be uneconomic. But when we take the whole of the line, it will become economic. So, before we consider whether a particular line is economic or uneconomic, we must take the whole line and not a part of it. If you view the lines in this manner, then there will be no question of uneconomic lines in the Railways in the whole of the country.

I understand that four lines in the southern region have been considered by this Committee as uneconomic. Fortunately, there is no proposal for the abolition of those lines. If there is any move for the abolition of these four lines, I would request the hon. Minister that the move should be dropped immediately.

Then coming to conversion of lines into broad-gauge, in the Southern Railway there are three types of lines, namely, narrow-gauge, metre-gauge and broad-gauge. Immediate steps should be taken for the conversion of all lines into broad-gauge. Then only we can expect the Railways to run profitably. There are 30,000 kilometres of broad-gauge, 25,000 kilometres of metre-gauge and 3,000 or 4,000 kilometres of narrow-gauge in this country. This year, they have provided, I think, Rs. 60 or Rs. 65 crores for the conversion. If things move in this manner, then it will take many decades for the conversion to be completed. So we must provide a larger sum of money for the conversion and it should be done as early as possible. Then only we can expect profit from the Railways and also money for the payment of dividend to the general exchequer.

My next point is about the speedy running of trains. We have one Pandyan Express from Madurai to Madras. But we want more trains like the Rajdhani Express in our parts. At the same time, steps should be taken to make all trains run according to schedule. In our parts we are experiencing that the trains do not start according to the scheduled time even at the starting point. There is some meaning if you say that the train is delayed during the course of its journey due to reasons

[Shri Thillai Villalan]

which are not under the control of the persons who are in charge of running the train. But we cannot give any reasons for delaying a train even at the starting point. This should be avoided and all possible steps should be taken to see that all the trains start according to their scheduled time at least at the starting point. Every year we are bringing out time-tables twice like our *panchangam*. What is the use of bringing out railway time-tables without making the trains run according to their scheduled hours? By having a time-table with us we can only calculate the delay that is occurring. We are using the time-tables actually only for the purpose of counting the hours of delay. We go on adding hundred minutes or 120 minutes to the scheduled time and say that the train is late by so many hours or minutes. The publishing of these time-tables will benefit only the printers, not the general public. They are of no use to the travelling public at all. Therefore, my submission is that it is enough if we publish these time-tables once a year . . .

SHRI LOKANATH MISRA (Orissa) : The time-table is only a sort of rough guideline.

SHRI THILLAI VILLALAN : Yes. But it can be published just once a year. We are only wasting our money on printing. It is the printers who are benefited. Every six months or every year they submit their tenders and get orders from the railways. And we, Members of Parliament, are also getting those copies free of cost. But what we must see is that the trains run according to their scheduled time.

Then, the huge volume of ticketless travel is a visible sign of the inefficiency of the railway administration. Just as tax evasion, this ticket evasion has become a menace for the railway department. We should try to eradicate this habit of ticketless travel from the minds of our people completely by one method or another.

Then comes the question of overcrowding in trains. Overcrowding is a normal feature nowadays on all trains and at all times. This is the main reason for the frequent occurrence of railway accidents. The Railway Accidents Enquiry Committee must have considered

this aspect also. I would request that the number of trains and the number of compartments in the trains should be increased to avoid overcrowding . . .

SHRI LOKANATH MISRA : For your information, overcrowding is also another reason for the ticketless travel because when the tickets cannot be checked due to overcrowding, why should the people purchase tickets?

SHRI THILLAI VILLALAN : Yes, yes. If you can make arrangements to avoid overcrowding, we can have more revenue for the railway department.

I also want new lines to be started in our parts. It is very essential to start a new line from Cuddalore to Madras via Pondicherry, Sunambedu, Marakanam and Madurantakam. There is need for another line connecting Cuddalore, Vriddachalam, Kallakuruchi and Salem. There is also a demand for a line connecting Tirunelveli, Kanyakumari and Trivandrum. I request that steps should be taken soon to connect these lines. I also request that overbridges should be constructed at Tambaram which is the main gate for entrance to the city of Madras. Unnecessary delay is caused to the general public coming from the mofussils to enter the city because there is stoppage of traffic every few minutes since there is the running of electric trains through that way.

My last point is without the satisfaction of railwaymen we cannot run the railway administration smoothly. The railwaymen of the southern region have catalogued their demands in their convention held at Madurai recently. I shall give a gist of their demands here and I would request the honourable Minister to take steps for implementing their demands as early as possible.

"Third Pay Commission to be appointed; it should go into the case of the railwaymen separately and submit a separate report. The Government should accord sanction for the condonation of the break in service which was necessitated by the one-day strike on September 19, 1968. The State Railway Establishment Code which is more or less outdated and obsolete should be changed. Standing administrative tribunals presided over by judicial authorities should be created in the place of the enquiry committees constituted by department officials acting both as pro-

secutors and judges. They must be provided with rent-free residential quarters. They should be provided with a comprehensive health insurance scheme of modern lines. Job analysis of the working of the ministerial staff of the various branches of this department should be made immediately. In the Central Railway 20 per cent upgrading was implemented. Similarly, it should be done here also. All facilities should be given to the running staff taking their health into consideration. Abolish the casual labour system and regularise them as regular railwaymen. Compensation should be given for the accumulated leave of those railwaymen. All gangmen in the Engineering Department should be given an arduous duty allowance of Rs. 5 per month as an incentive. The trollymen and the traffic employees (Class IV) such as the coupling porters should be granted compulsory risk allowance of Rs. 5 per month as an incentive for hard labour. Workman's compensation to workers who are not able to be absorbed in any other service when they are declared unfit in health due to poor sight, etc. should be given."

I would request the honourable Minister to consider all these grievances of the railwaymen and take suitable steps for their redressal. With these words, Sir, I conclude.

SHRI J. S. TILAK (Maharashtra) : Mr. Deputy Chairman, I rise to make a few observations on the Railway Budget as introduced by the new Railway Minister, Shri Nanda. At the outset I would like to congratulate him on his inclusion in the Cabinet and I have no doubt that his vast experience and deep knowledge will help the railways in several ways. As the House is aware, the Railway Budget presented last year was a surplus Budget and there was no proposal for any rise in fares therein. One unhappy trend discernible in presenting the Budget proposals is that the Minister concerned makes proposals for raising revenues by all possible means that he can lay his hands upon, but as soon as he finds that there is a hue and cry against some of them, he readily withdraws them. This shows that the proposals which he had initially made had not been made with adequate

thought about their possible consequences on the general public. I congratulate him on waiving the rise in third class fares, sleeper charges, platform tickets and freight rates as it is never too late to make a good gesture. The withdrawal of this proposal would mean a loss of Rs. 13 crores to the Railways which is by no means an insignificant amount. I trust that in future while presenting the Budget enough care will be taken to see that only firm proposals which will stand the test of close scrutiny from all aspects are made, and not withdrawn lightly thereafter.

The most important that as regards the improvement of our Railways during the last two decades would be the answer that the Minister can provide to the question whether our Railways can now accept traffic, goods and passenger, freely, at any time, anywhere, to any place, and that too at reasonable costs. If the Railway Minister can say that our Railways can and do meet all these tests adequately, then and then alone would he have the right to ask for more finances by way of raising passenger or freight rates. Otherwise it is obvious that there is something wrong somewhere and any rise in the fares should not burden the common man.

In 1968, Sir, the Government had appointed the Railway Accidents Committee under the Chairmanship of Shri K. N. Wanchoo, retired Chief Justice of India to go into the question of accidents and suggest remedial measures. In this connection I have also to make one suggestion. I would suggest that nobody, except the *bona fide* traveller and the licensed cooly should be allowed entry on the platform. At present all and sundry rush to the platform and not only crowd the platforms, but enter the train and occupy seats, much to the inconvenience of the *bona fide* passengers. I realise that the Railways may lose some revenue because of the abolition of platform tickets. But this would act as a preventive measure against ticketless travel, because nobody except the one who has a ticket will be allowed to enter the platform, and the loss on account of the abolition of platform tickets would be more than made up by the elimination of ticketless travel, which I understand is robbing the Railways of Rs. 25 crores every year. When the entry to the platform is restricted to *bona fide* travellers, it will also help in reducing the number

[Shri J. S. Tilak]

of accidents that take place every day because of the unnecessary overcrowding on our platforms. Another resultant advantage would be that our platforms need not be as broad as they are at present. In some of the Western countries I visited, especially Germany and Philadelphia in the USA, I have seen that only the *bona fide* passengers and the licensed coolies are permitted to go on the platform, with the result that there is no crowd, no noise, very few accidents and sufficient elbow room to move about. They not only allow no non-*bona fide* traveller on the platform but they even keep the doors of the platform closed till the train actually arrives and the escalators and doors are opened only after the train arrives on the platform. I would request the hon. Minister to accept my suggestion and at least make a beginning at some of the starting stations, e.g. Bombay, and I have no doubt that in less than a decade the beneficial results thereof could be easily seen and appreciated.

Next I turn to the Railway Board. There has been a lot of criticism of the Railway Board in the Lok Sabha as well as in the Rajya Sabha, as also in the press. As Railways are the largest public undertaking in the country, the need of such a body can be easily conceded. At present it is more or less like the ICS steel frame of the British bureaucracy. In my opinion the complexion of the Board should change. There should be some non-official element represented on the Board.

SHRI LOKANATH MISRA : De-feated Ministers can be placed there because they have experience.

SHRI J. S. TILAK : That would be detrimental. I would also urge the Railway Minister to take greater interest in the functioning of the Board and play a decisive role in matters of administration also. This House will recall that Mr. Poonacha, the former Railway Minister, while answering a question in this very House, said that he is responsible only regarding policy matters and not administration. It may be technically correct but indirectly he has accepted that the Board is the final authority and whatever it says, whether right or wrong, 'goes'. In my opinion, Sir, the Minister should be the real authority

and he should not be a mere figurehead. The Board should function only in a consultative and advisory capacity.

Next I would like to draw attention to one or two suggestions which I had made last year. In my last year's speech I had drawn attention to the necessity of undertaking the construction of a railway line from Wadi Junction on the East to Dabhol port on the West, viz. Karad and Chiplun. As nothing seems to have been done about the project so far, I trust the House will pardon me if I refer to it again. If the Wadi-Dabhol Project is undertaken, vigorously pursued and completed soon, it will indeed be very beneficial to the South-Central peninsula as a whole from several points of view, including Defence. It will help dispersal of industries to this area and economically develop it. Dabhol when thus connected with railway will serve as a good alternative port to Bombay and relieve the congestion in the Bombay docks. In course of time it may also develop into a good ship-building port. The Maharashtra Government has included a part of this project in the Fourth Plan and the Planning Commission had also considered it. If the hon. Minister is of the opinion that, in view of the other more pressing demands, this project cannot be given that high priority, I would request him at least to make a beginning by immediately undertaking a preliminary survey thereof so as to ascertain the commercial and other benefits that would accrue from this project.

Sir, I am happy to note that the conversion of the Poona-Miraj section into broad-gauge would be a *fait accompli* soon. I trust that this conversion will be continued with the same vigour right up to Bangalore so that passengers from Bombay to Bangalore will not have to change anywhere in between, and transhipment of goods from one bogie to another will also be eliminated. Then I would like to make one or two suggestions as regards the train services. As a result of public demand, the Central Railway has recently begun to attach a through bogie from Poona to Delhi for its Poona Manmad run to the Bombay-Dhond-Manmad passenger and from Manmad to the Amritsar Express. There are complaint that this bogie is a very old one, that it is rickety and a lot of dust comes in. One of my friends who recently travelled to Delhi in this bogie had practically suffocated while travelling from Poona to Delhi. The

matter requires to be remedied in two ways. First to provide a new bogie for this run. Second, to attach this bogie to the Poona-Dadar Passenger leaving Poona at midday, and at Kalyan to the Punjab Mail. In this way the whole journey could be completed in about 32 hours as against about 40 hours taken by it at present. Besides the passengers would also be able to get all the amenities provided on the Punjab Mail, e.g., dining car service, etc. While on this point, I would refer to the trains at present on the Bombay-Delhi run. On this line there are at present only two through trains on the Central Railway and *vice-versa*. The result is that there is great rush and overcrowding in these trains right from the beginning, and many passengers at the intermediate stations are unable to get into them because of this overcrowding. I would therefore request the Minister to introduce a Bombay-Delhi Janata train on the Central Railway. If, for want of rolling stock, it is not possible to introduce this train daily, it may be introduced at least as a bi-weekly train or tri-weekly train.

Lastly I would like to refer to one or two points pertaining to the staff. I have read with interest the beneficial measures that the Railway has taken for the welfare of its staff, namely, provision of medical, housing and recreational facilities for them, apart from the provision of holiday homes at health resorts. I am happy about it. However I find that the Railway Administration has not shown enough solicitude for its retired staff. I understand that those who retired before 1-5-57 and whose salary did not exceed Rs. 500 were sanctioned a small pension between Rs. 15 and Rs. 22 according to their pay from 1-1-67. Really speaking I am pained at the very low amount of pension and I would earnestly urge on the Railway Minister to suitably raise it at least to 10 per cent. of the retiring pay. But that apart, even the *ad hoc* increase of Rs. 10 that has been given from 1-9-69 to the Central Government employees has been denied to these Railway pensioners. I cannot understand the reason for this stepmotherly treatment meted out to the Railway pensioners, and would request the Railway Minister to kindly look into this and see that the Railway pensioners are also given this *ad hoc* increase from 1-9-69.

There has been some criticism about the staff at higher levels. I find that at

present over 60 per cent. of the Railways' annual budget accounts for payment to staff. Although the Railway Administration has taken care not to increase much of its staff during the last few years—rather there has been retrenchment—in the gazetted ranks it has been noticed that there have been cases of increase, and not in the lower staff. So I feel that some reduction can be made at the higher level through delegation of powers at all levels. The Railway Administration should be run in a businesslike manner, making the fullest use of its resources and seeing that there is delegation of authority at various levels.

These are the points that I wanted to bring to the notice of the House. I thank you for giving me the opportunity to speak. Sir, I have done.

श्रीमती विद्यावती चतुर्वेदी (मध्य प्रदेश) :

उपसभापति महोदय, आज जो सदन के अंदर रेलवे बजट मंत्री जी के द्वारा प्रस्तुत किया गया है मैं उस का समर्थन करने के लिए खड़ी हुई हूँ। दो दिन से रेलवे बजट पर जो बहस चल रही है उस में कही गयी तमाम बातें मेरे लिए कोई नयी नहीं हैं। रेलवे हमारे देश के लिए बहुत महत्व रखती है और उसका बजट भी उतना ही महत्वपूर्ण है। दो दिनों से मैं अपने बहुत से माननीय विरोधी सदस्यों के भाषण सुन रही हूँ जिन्होंने प्रजातंत्र और समाजवाद की बहुत सी दुहाइयाँ दीं और शायद उन्होंने यह समझा कि प्रजातंत्र के लिए और प्रजातांत्रिक प्रणाली के लिए किराया बढ़ाना और भाड़ा बढ़ाना समाजवादी नहीं है। प्रजातांत्रिक और समाजवादी व्यवस्था के मायने शायद उन्होंने यही समझा है कि कोई किराया न बढ़ाया जाय और किसी तरह का भाड़ा न बढ़ाया जाय। आप देखें कि अगर देश में कहीं उपद्रव होते हैं, बंगाल में अगर उपद्रव होते हैं तो रेलवे का सब से पहले नुकसान किया जाता है, या मैसूर और महाराष्ट्र के सीमा-विवाद में झगडा होता है या हरियाणा और पंजाब में अगर चंडीगढ़ को लेकर झगडा होता है, तो रेलवे ही एक ऐसा माध्यम है कि जिसके ऊपर हम अपना घात प्रतिघात करते हैं, उसी पर अपने रोष को दिखा सकते हैं। शायद प्रजातंत्र और समाजवाद की

[श्रीमती विद्यावती चतुर्वेदी]

यही प्रणाली हमारे माननीय विरोधी दल के सदस्य ने समझी है ।

श्री जगदम्बी प्रसाद यादव (बिहार) : विरोधी नहीं, काग्रेसी भी ।

श्रीमती विद्यावती चतुर्वेदी : हां, जो आप से मिल गये हैं ।

श्री जगदम्बी प्रसाद यादव : तेलंगाना में जिन्होंने किया वह हम से मिल गये हैं क्या?

श्रीमती विद्यावती चतुर्वेदी : तो इस तरह की जो व्यवस्था है और यह जो उनकी विचार-धारा है यह उचित नहीं है । वह समझते हैं कि हम समाजवादी समाज में किसी तरह के टैक्स न लगायें, किसी तरह का किराया न बढ़ायें और देश में प्रगति भी ले आयें । रेलवे विभाग में और सारे समाज में ऐसा किये बिना हम प्रगति ले आये हम रेलवे की नयी लाइने भी बिछा दें, जो डब्बे हैं उन में भी सुधार कर दें, रेल की व्यवस्था भी हम सुधार दें लेकिन इस-के लिए जो खर्च करना पड़े वह जनता से किसी टैक्स के रूप में या किराये या भाड़े के रूप में न लिया जाय । मेरी समझ में नहीं आता कि प्रजातंत्र में या समाजवादी समाज की व्यवस्था में क्या किसी शासन के पास कोई अलाउद्दीन का चिराग होता है कि जिससे वह कह दे कि इतने करोड़ रुपया दे दें ताकि वह हर माननीय सदस्य की इच्छाओं की पूर्ति कर सके । उप-सभापति महोदय, यह निश्चित बात है कि अगर हमें तरक्की करनी है और चाहे देश के किसी भी भाग में हमें रेल की लाइन ले जानी हो उस के लिए हमें रुपया खर्च करने की जरूरत होती है और उसके लिए कोई उपाय नहीं है सिवाय इसके कि किराया बढ़ाया जाय या टैक्स लिया जाय । इस संबंध में मैं एक उदाहरण देना चाहती हूं । जिस तरह से सूरज गर्मी के दिनों में अपनी तेज किरणों से समुद्र को सुखाता है, उस पर तेज रोशनी डालता है और जब समुद्र पर ज्यादा रोशनी पड़ती है, ज्यादा गर्मी उस पर पड़ती है तो वह बौखला जाता है, वह खील उठता है और

खील कर वह आहें भरता है और उस की आहें भाप के रूप में ऊपर उठती हैं । जब वे आहें उठती हैं तो वे ही बूंद बूंद कर के लोगों के घरों में, नदियों में, गलियों में, कूचों में बरस जाती हैं और अंत में जा कर समुद्र में मिल जाती हैं । यही हालत हमारे टैक्स की होती है । अब हम टैक्स लगाते हैं या भाड़ा बढ़ाते हैं तो जनता में एक उत्तेजना पैदा होती है, जनता में एक क्रोध पैदा होता है और उसमें एक तरह की बेचैनी पैदा होती है और उसीका फायदा हमारे विरोधी सदस्य उठाते हैं, लेकिन अगर उस टैक्स से या बढ़ाये हुए किराये से या भाड़े से जो रकम हमें प्राप्त होती है उससे हम रेलों की व्यवस्था में सुधार करते हैं और उसे जनता के हित के लिए खर्च करते हैं तो उसे देखकर जनता को संतोष होता है ।

उपसभापति जी, मैं आप का ध्यान जो बजट की कापी प्रस्तुत की गयी है उस की ओर दिलाऊं तो जसा कि एक माननीय सदस्य ने बताया, 58 प्रतिशत जो हमारी आय रेल से है उसे हम अपने कर्मचारियों पर खर्च करते हैं, 21 प्रतिशत इंधन पर खर्च करते हैं और उसके बाद केवल 21 प्रतिशत है जो हमारे पास बचता है । उस 21 प्रतिशत से आज, जसा कि माननीय मंत्री महोदय ने अपने भाषण में बताया है, हम प्रगति करना चाहते हैं । आज लोहे का दाम बढ़ गया है, इस्पात का दाम बढ़ गया है, दूसरी चीजों की कीमतें बढ़ी हुई हैं और इसलिए अगर हम प्रगति करना चाहते हैं तो निर्माण के कामों में पहले के वनिस्वत आज ज्यादा रकम लगानी, हमें ज्यादा खर्च करना पड़ेगा । ऐसी हालत में अगर किराया बढ़ाया जाय, अगर ऐसी हालत में ऐसी जगहों पर कुछ टैक्स लगाये जायें जहां कि जनता को टैक्स देने में दुख न हो और जहां टैक्स देने से जनता समझती है कि उस को कुछ लाभ और राहत मिलने वाली है तो मैं समझती हूं कि इस प्रकार का टैक्स देने में जनता को कोई आपत्ति नहीं हो सकती । लेकिन कुछ बात ऐसी जरूर है कि उनकी तरफ हम टैक्स लगाते वक्त पहले नहीं सोचते हैं कि आया हमें यह टैक्स लगाना चाहिये

या नहीं, उदाहरण के तौर पर मैं बताना चाहती हूँ कि पहले थर्ड क्लास के पैसेजर्स के ऊपर आपने कुछ किराये में वृद्धि की और माल ढोने के भाड़े में भी वृद्धि की लेकिन चन्द दिनों के बाद, एक हफ्ते के बाद ही उसको वापस ले लिया, यह परम्परा मुझे अच्छी प्रतीत नहीं होती, बजट बनाने से पहले यह अच्छी तरह से सोच लेते कि इसका क्या असर होने वाला है।

श्री लोकनाथ मिश्र : नहीं तो हार जाती सरकार लोक सभा में। सरकार नहीं रहती।

श्रीमती विद्यावती चतुर्वेदी : जो अखाड़ में आता है वह हारता भी है और जीतता भी है। आपने क्या ठेका ले रखा है जिन्दगी भर यहां रहने का, जनतंत्र में कोई मौलसी जायदाद किसी की नहीं है, जो जीत कर आयेगा वह हार भी सकता है, आप इसकी चिन्ता कर सकते हैं, हमें इसकी चिन्ता नहीं है।

तो उपसभापति महोदय, मैं यह कहना चाह रही थी कि किराया बढ़ाने के पहले हमारे मंत्री महोदय को और मंत्री महोदय को बजट बनाने में सहयोग देने वाले जो हमारे अधिकारी हैं उनको सोच लेना चाहिये था कि जनता के ऊपर इसकी क्या प्रतिक्रिया होगी। जब यह टक्स लगाया था तो उसके ऊपर दूढ़ रहना चाहिये था, हां मैं इस बात को मानती हूँ, महसूस करती हूँ कि जो टक्स लगायें वह न्यायपूर्वक लगाये तो फिर उस पर दूढ़ क्यों नहीं रहना चाहियें। इसके माने यह है कि कोई बात कमजोरी की रही है तो जो कमजोरी की बात है उसे पहले सोच लेना चाहिये। टैक्स लेने की जो बात मैं कर रही हूँ, उपसभापति महोदय, उसके कई एक तरीके होते हैं जैसे कि पिछली बार जब मैं बजट पर भाषण कर रही थी तो मने अपना एक सुझाव दिया था और मैंने यह बताया था कि यात्रियों के ऊपर आप यात्री एश्योरेंस की एक प्रक्रिया चलायें। तो मैं सोचती हूँ कि अगर एक रुपये के टिकट के ऊपर आप 10 पैसे उनसे लेते हैं तो उनको जीवन बीमा में एक तरह की गारंटी मिलती है, एक तरह का संतोष मिलता है कि अगर हम ट्रेन में सफर

करते हैं और कोई एक्सीडेंट होता है, कुछ दुर्घटना होती है तो एश्योरेंस करा लेने से हमारे परिवार के लिये या हमारे भविष्य के लिये कुछ थोड़ी सी सुविधा मिल सकेगी। श्रीमन्, दुर्घटना में आपको मुआविजा देना ही पड़ता है, कोई एक्सीडेंट होता है, कोई दुर्घटना होती है तो उससे आप बचते नहीं हैं लेकिन अगर एक रुपये पर 10 नये पैसे एश्योरेंस का आप बढ़ा देते हैं तो उससे एक बहुत बड़ी रकम भी आपके सामने आ सकती है और दूसरे यह कि उन यात्रियों को भी आपत्ति नहीं होगी क्योंकि इससे उनको सुविधा मिलेगी, वह एक तरह से निश्चित हो जायेंगे कि अगर कोई दुर्घटना हुई तो मेरे जो परिवार के लोग हैं उनके लिये कुछ सहायता दी जायेगी। इस तरह से एश्योरेंस की बहुत बड़ी रकम भी आ सकती है और बहुत से लोग जो बिना टिकट के यात्रा करते हैं उनको भी यह सोचना पड़ेगा कि अगर मैं टिकट नहीं लेता हूँ तो यह जो सुविधा हमें मिलने वाली है, वह नहीं मिलेगी। तो जो टिकट लिये बिना चलने वाले यात्री हैं, जो कि इस तरह का एक गलत काम करते हैं, उनकी मनोवृत्ति को भी रोका जा सकता है।

उपसभापति महोदय, मैं कुछ बातों को ओर सरकार का ध्यान दिलाना चाहती हूँ। आन्दोलनों में जिस तरह से रेलें नष्टभ्रष्ट होती हैं वह तो है लेकिन कुछ हमारी लापरवाही भी हुआ करती है। मैं चाहती हूँ कि इन लापरवाहियों को रोका जाय। हमारे काम करने की जो एक प्रणाली है, हमारे इस काम को करने वाले कर्मचारियों का जो एक तरीका है उसमें सुधार लाया जाय, उसमें एफसियेंसी लाई जाय और इस तरह का निरीक्षण किया जाय कि आधे दिन जो दुर्घटनायें होती हैं वह क्यों होती हैं। इसमें बहुत बड़ा कारण हमारे कर्मचारियों के असंतोष का भी हो सकता है। हमारे बहुत से कर्मचारी ऐसे हैं जिनके साथ एक तरह का भेदभाव बरता जाता है। मैं यह नहीं चाहती चाहे बड़े कर्मचारी हों या छोटे कर्मचारी हों समाजवादी समाज की जब हम व्यवस्था करने जा रहे हैं, समाजवादी समाज का ढांचा जब

[श्रीमती विद्यावती चतुर्वेदी]

हम चलाने जा रहे हैं तो चाहे छोटे कर्मचारी हों चाहे बड़े कर्मचारी हों सब के साथ एक समान न्याय होना चाहिये। श्रीमन्, जैसा कि मुझे पता हुआ है, शायद इस तरह का कुछ नियम रेलवे विभाग में है कि जो 400 रुपये से ऊपर वेतन पाने वाले कर्मचारी हैं उनके ड्यूटी करते हुए अगर कोई दुर्घटना हो जाती है, उनके साथ ड्यूटी पर रहते हुये कोई एक्सीडेंट हो जाता है, तो उनको मुआविजे के रूप में कुछ नहीं दिया जाता। अगर यह सही है तो मुझे इस बात का दुख है, कर्मचारी चाहे वह एक हजार रुपया पाने वाला हो या चाहे चार सौ रुपया पाने वाला हो अगर उसके जीवन की दुर्घटना होती है तो उसके परिवार के लिये एक क्षति होती है और जो मुआविजा आप देते हैं वह इस क्षति के रूप में देते हैं, तो वह चाहे छोटा कर्मचारी हो, चार सौ रुपया पाने वाला हो, या बड़ा कर्मचारी हो, ज्यादा पाने वाला हो, सब के साथ समान रूप से इसमें होना चाहिये।

दूसरी चीज मैं यह कहना चाहती हूँ कि हमारे बहुत से ऐसे कर्मचारी हैं जो कि रेलवे में काम करने वाले हैं लेकिन उनको रेलवे विभाग के कर्मचारी के रूप में नहीं मानते हैं। इस सम्बन्ध में कई मर्तबा मंत्री महोदय को मैंने लिखित रूप में भी दिया है कि हमारे जो बहुत से कुली हैं उन कुलियों की अनेकों समस्यायें हैं, जिनको आप अपने विभाग का कर्मचारी नहीं मानते हैं लेकिन काम उन्हें रेलवे स्टेशनों पर करना पड़ता है। इनको कई तरह की दिक्कतें होती हैं। मैं दुख के साथ कहती हूँ, मुझे कोई खुशी नहीं होती है इस तरह की बात करने में कि मैं कर्मचारियों के ऊपर कोई आक्षेप करूँ, लेकिन मेरा कटु अनुभव है, एक साल डेढ़ साल में कई बार इसको लिखा, इस बीच में दो तीन हमारे रेलवे मंत्री बदल चुके हैं, कई समस्यायें हैं जो कि कुलियों के साथ हैं, वह आज तक तय नहीं हो सकती हैं, कुछ पुराने कुली हैं जिन्होंने अपने परिवार के दूसरे लोगों के नाम नम्बर बदलने के लिये अर्जी दी है, जो बीमार हैं या बहुत बूढ़ हो गये हैं काम नहीं कर सकते हैं

वह अपना नम्बर बदलवाना चाहते हैं, जिनका डाक्टरी सर्टीफिकेट भी पहुँच गया है और जो वहाँ एक कमेटी है उनके सामने यह तय भी हो गया है, उनकी लिस्ट तैयार हो गई है लेकिन ऐसे कुलियों का वह नम्बर नहीं बदला गया, दो चार छः दस को छोड़ कर के, और दूसरी नई नई भर्ती की गई, नये नये लोग भर्ती कर लिये जाते हैं, पता नहीं वह क्यों कर लिये जाते हैं, कैसे कर लिये जाते हैं, हमारे कर्मचारियों की उनमें क्या दिलचस्पी रहती है। तो इस तरह की छोटी मोटी असुविधायें हैं और इससे जो हमारे यात्री होते हैं उनको बड़ी असुविधा होती है, आये दिन उनकी स्ट्राइक होती है, कहीं वह हड़तालें करते हैं और इससे जनता में असंतोष पैदा होता है और इसके कारण जो धारणा लोगों के बीच में बनती है वह अच्छी नहीं होती है।

तो जहाँ मैं यह कहती हूँ वहाँ यह भी कहना चाहती हूँ कि मैं इस बात के लिये बधाई देती हूँ कि जो तीसरे दर्जे का आपने किराया बढ़ाया था वह आपने कम कर दिया है, उसके लिये मंत्री महोदय बधाई के पात्र हैं और हमारा रेलवे विभाग भी बधाई का पात्र है वहाँ इतना मैं जरूर कहूँगी कि जो तीसरे क्लास में हमारे यात्री जाते हैं उनका किराया अगर आप बढ़ाना चाहते हैं तो जरूर बढ़ायें मगर उनकी सुविधाओं का भी ध्यान में रखें। आज इस तरह से थर्ड क्लास के पैसेंजर्स को डिब्बों में घुसना पड़ता है जिस तरह से कि कोई माल भी नहीं ठूसा जा सकता है, उनको बैठने की बड़ी असुविधा रहती है। थर्ड क्लास के डिब्बों में जो असुविधा होती है उसका तो कुछ कहना ही नहीं लेकिन अब मैं अक्सर फर्स्ट क्लास में जाती हूँ क्योंकि पार्लियामेंट के मेम्बर होने के नाते यह सुविधा मुझे मिली है और आये दिन मुझे यह देखने को मिलता है कि कहीं बल्ब नहीं है तो कहीं लैट्रिन्स में गन्दगी है तो कहीं साहब आपके पंखे नहीं चल रहे हैं। कहीं बल्ब पंखे हैं ही नहीं।

श्री लोकनाथ मिश्र आप समाजवादी हैं, मिसेज चतुर्वेदी आप समाजवादी हैं मगर . . .

श्रीमती विद्यावती चतुर्वेदी : आप तो समाजवाद के नीचे हो कर भी नहीं निकले ।

श्री लोकनाथ मिश्र : हम समाजवाद में विश्वास नहीं करते हैं, मेरे लिए वह हमवर्ग है । सुनिये, मैं एक सवाल पूछता हूँ, आप समाजवाद में विश्वास करती हैं, खुद तो फर्स्ट क्लास में जाती हैं क्योंकि बोरा बन कर के नहीं जा सकती हैं लेकिन जो बोरा हो कर के जाते हैं उनसे पैसा लेने का हक क्या है । मिनिस्टर को बोलिये कि यह पैसा वह लेते क्यों हैं ।

श्रीमती विद्यावती चतुर्वेदी : श्रीमन्, यह समय आप मेरे में नहीं लेंगे । शायद आपको मालूम नहीं है इसलिये बताती हूँ । मैंने कहा कि फर्स्ट क्लास की सुविधा है, एक मेम्बर पार्लियामेंट के होने के नाते यह सुविधा मिली हुई है, लेकिन जो हमारे मिश्रा जी कभी थर्ड क्लास में नहीं जाते होंगे उनको मैं बताना चाहती हूँ कि अगर चार बार मैं फर्स्ट क्लास में जाती हूँ तो 5 बार थर्ड क्लास में भी जाती हूँ क्योंकि वहाँ की असुविधा को देखना चाहती हूँ, मैं जनता में जाती हूँ और यह देखती हूँ कि लोगों को क्या असुविधायें हैं । समाजवाद होने के माने यह नहीं है कि मैं फर्स्ट क्लास में जाती हूँ तो समाजवादी नहीं हूँ आप एक पूँजीपति के माल पर जाते हैं और थर्ड में जाते हैं तो आप समाजवादी हैं यह कोई परिभाषा नहीं है ।

श्री लोकनाथ मिश्र : हम कोई समाजवादी हैं ? हमें उस पर विश्वास नहीं है ।

श्रीमती विद्यावती चतुर्वेदी : आपको विश्वास होना चाहिये । अन्यथा उसकी आलोचना करने के अधिकारी नहीं ।

श्री उपसभापति : आप अपना भाषण जारी रखें ।

श्रीमती विद्यावती चतुर्वेदी : मुझे डिस्टर्ब कर रहे हैं । मैं ज्यादा समय लूंगी अगर उन्होंने डिस्टर्ब किया तो । श्रीमन्, मैं एक बात और कहना चाहती थी, शायद मैंने पिछली बार भी मंत्री महोदय का ध्यान उस और आकर्षित किया

था । मैं जिस क्षेत्र से आती हूँ वह क्षेत्र बीस बाईस साल में, हमारे सौभाग्य से कहे या दुर्भाग्य से कहें, उसकी जनता की क्या दिक्कतें हैं शायद हमारे मंत्री महोदय उस तरफ तशरीफ ले जाने का मौका ही नहीं निकालते कि देख सकें इस बाईस साल में भी एक इन्च वहाँ के लिये रेलवे लाइन का कोई प्रावधान नहीं हुआ । हमारे माननीय सदस्य जो मुझे से पहले अभी बोले थे उन्होंने जैसा बताया कि वहाँ रेलवे लाइन या रेलवे एक बहुत महत्व रखती है उस क्षेत्र के विकास के लिये । वहाँ जब कभी कोई उद्योग धंधे इन बाईस सालों में नहीं हुए, न रेलवे लाइन गई है । जब किसी उद्योगपति से वहाँ उद्योग या इन्डस्ट्री खोलने की बात कही जाये तो कहते हैं आवागमन का साधन होना चाहिये । जब कभी रेलवे मंत्री महोदय से रेलवे लाइन ले जाने की बात कही जाये तो कहते हैं वहाँ पर कोई इन्डस्ट्री या इस तरह की चीज होनी चाहिये, कोई खान हो, लोहा हो, कोयला हो जिसके लिये हम रेल ले जायें । एक दूसरे की यह पूरक चीजें हैं । श्रीमन्, मैं मंत्री महोदय से यह कहना चाहती हूँ कि किसी न किसी को अगुवाई करनी ही पड़ेगी । मैं आपका ध्यान उस खजूराहो जैसे महत्वपूर्ण स्थल की ओर ले जाना चाहती हूँ जहाँ देश और विदेश के हजारों पर्यटक हर साल जाते हैं जिससे विदेशी मुद्रा का भी अर्जन होता है । (Time bell rings) उपसभापति महोदय, मेरा 10 मिनट समय उन्होंने ले लिया है । कम से कम 5 मिनट लूंगी ।

श्री उपसभापति : दो, तीन मिनट लिया होगा ।

श्रीमती विद्यावती चतुर्वेदी : उपसभापति महोदय, मैं चाहती हूँ कि इस ओर ध्यान दिया जाये । पर्यटन मंत्री ने संभवतः जैसा मुझे जानकारी है, इस ओर रेलवे मंत्री महोदय का ध्यान आकर्षित किया है । यह रेलवे लाइन जो महोबा, मानिकपुर और झांसी लाइन के ऊपर है वह महोबा से खजूराहो छतरपुर होकर टीकमगढ़ ललितपुर, से मिलाई जा सकती है जो 100 मील का टुकड़ा है । मैं इस बात को महसूस करती

[श्रीमती विद्यावती चतुर्वेदी]

हूँ कि आज भी आप के लिये यह सम्भव नहीं है लेकिन मैं इतना जरूर एक निवेदन करूंगी कि इस चौथी पंचवर्षीय योजना में इसको देखा जाय और महोवा से खजुराहो जो 30 मील का टुकड़ा है, जिसकी ओर आपका पुनः ध्यान दिलाना चाहती हूँ, कि उससे रेलवे विभाग का बहुत बड़ा नुकसान हो रहा है। जब लाल बहादुर शास्त्री जी रेलवे मंत्री थे उस समय जो पान ट्रेन से जाते थे उनकी असुविधा को देखकर उन्होंने ट्रकों की इजाजत दी थी जिनसे 30 लाख रु० का हर साल नुकसान हो रहा है। वह 30 मील का टुकड़ा बन जाने से वह जो तीस चालीस लाख रुपये का नुकसान रेलवे का होता है वह नहीं होगा। उन ट्रक वालों को हमीरपुर में दो नदियों जमुना और बेतवा पार करनी होती हैं। बरसात में पुल टूट जाता है और उन्हें असुविधा होती है। उनको भी सुविधा होगी और आपको भी फायदा होगा।

साथ ही एक लखनऊ से ब्याया कानपुर और बांदा एक ट्रेन चलती है, वह महोवा से जो मानिकपुर, झांसी लाइन पर ही है खजुराहो ले जाई जा सकती है। जिससे पर्यटकों को भी सुविधा होगी। इसी तरह से सन् 1966-67 में झांसी मानिकपुर लाइन पर एक्सप्रेस ट्रेन चलाने का प्रावधान था लेकिन पता नहीं कौन से लाल बस्ते में बंधा है। ऐसा मुझे सुनने को मिला, यह शायद कही कह दिया है इलाहाबाद वालों ने कि वहां लोको में कोई रेल के रखने का इंतजाम नहीं है। अगर वहां इंतजाम नहीं है तो केवल एक ध्यान दिलाना चाहती हूँ अपने मंत्री महोदय का। जो उत्कल एक्सप्रेस चलाई है, जैसा कि मुझे जानकारी है, वह तीर्थस्थलों को जोड़ने के लिये चलाई है, वह बीना होकर ले जाते हैं। बीना और कटनी के रास्ते में कितनी ही गाड़ियां चलती हैं, अगर आप झांसी से उसको मानिकपुर लाइन पर होकर ले जायें तो मैं दृढ़ विश्वास के साथ कहती हूँ कि बीना होकर कोई आपका तीर्थस्थान नहीं पड़ता है और उसमें खजुराहो,

चित्तकूट, इलाहाबाद, बनारस भी नजदीक आ जायेगा। ये तीर्थस्थल जो पड़ेंगे उनके बारे में यह मेरा सुझाव है कि इस लाइन से एक्सप्रेस ले जाते जावे (*Time bell rings.*) 2 मिनट।

श्री उपसभापति : अब आप बैठिये।

श्रीमती विद्यावती चतुर्वेदी : मैं दो मिनट लेकर समाप्त कर दूंगी। केवल मेरे पास एक जानकारी है जो मैं देना चाहती हूँ। मुझे एक जानकारी मिली है कि झांसी से हालपी जाने पर एक बेतवा पुल है जिसमें जनता का आवागमन रहता है। रेलवे विभाग और स्टेट सरकार का इसमें कुछ झगड़ा है। रेलवे विभाग कहता है वह स्टेट का है, उसको उनको देखना चाहिये और वह शायद उस तरफ ध्यान नहीं देते हैं। श्रीमन्, इसकी एक अजीब सी कहानी है। यह पुल तुड़वाने में 50 लाख हमारे रेलवे विभाग को खर्च करना पड़ेगा जब कि उसको सुधार देने के बाद, जिसमें जनता को आवागमन की सुविधा मिलेगी, केवल 5 लाख रु० खर्च करना है। मेरे खयाल में एक तो स्टेट गवर्नमेंट से आप सम्पर्क स्थापित करके इसको हल करवा सकते हैं, अगर वह नहीं मानते तो यह कौन सी समझदारी होगी कि 50 लाख रु० कुल खर्च करके उसको तुड़वाएं, जिससे जनता की सुविधा भी खत्म हो जाय और पांच लाख रु० खर्च करके अगर उसको सुधरवा देंगे तो जनता भी आपसे खुश होगी और आपका पैसा भी कम खर्च होगा।

आपकी आज्ञा से मैं अपना भाषण खत्म करती हूँ। ये जो चारियां होती हैं, ये जो सारी असुविधाएं होती हैं उनकी तरफ मैं मंत्री जी का ध्यान आकर्षित करते हुए और रेलवे बजट का पुनः समर्थन करते हुए, आपने जो समय दिया उसके लिये धन्यवाद देती हूँ।

श्री उपसभापति : मिस्टर अंतानी।

श्रीमती विद्यावती चतुर्वेदी : उपसभापति महोदय, एक ही बात...

श्री उपसभापति : अब मैंने अंतानी जी को पुकार लिया है।

श्रीमती विद्यावती चतुर्वेदी : मैं एक एग्जाम्पल दे रही हूँ। हम तीन चार माननीय सदस्य अभी मद्रास से आए थे। रेलवे कंटेरिंग में जो खाना हमको दिया जाता है, वहाँ जो सामान सप्लाई होता, उसका यह आपको दिखाने के लिये सैम्पल लाई हूँ। हम लोगों के लिये यह चावल है जो सप्लाई होता है, यह आटा है जो सप्लाई होता है। आप किस तरह की व्यवस्था कंटेरिंग में भोजन की करते हैं इसको आप ध्यान से देखें।

श्री उपसभापति : ठीक है। आपने कह दिया। अब बैठ जाइये।

श्रीमती विद्यावती चतुर्वेदी : कंटेरिंग की तरफ आप जरूर ध्यान दें और उसमें सुधार लाएं।

DR. B. N. ANTANI (Gujarat) : Mr. Deputy Chairman, Sir, after having very closely studied the Railway Budget I am pained to observe that I find a very wide gap and disparity in professions and practice. On the one hand much stress and emphasis are being given of late to socialism which I am afraid I have not yet understood.

AN HON. MEMBER : You will not understand it.

Dr. B. N. ANTANI : Perhaps it has become a fashion but I know that those who have to work the institutions and the Government have to be practical and realist people and therefore I can understand a certain amount of gap between this sort of fashionable professions and the practice but indeed I was not prepared for such a wide gap in the Budget that has been presented this year. Sir, in the first place look at the shocking rates of increase in the third class fares which were announced. Ministers after Ministers come and go and I really have my sympathy with the present Railway Minister who was given somebody else's baby to hold, who had to come and place it before the House and change the whole thing overnight as he had to do. Sir, I am indeed pained; as a Member of Parliament I have hardly seen such a phenomenon

and when I ask myself the question, how did that happen, my mind goes back to the Railway Board which is, as Samuel Edwin Montague, once observed, too wooden, too unelastic and too antediluvian. They have got absolutely no mind to look at the wind outside the Rail Bhavan and that is why in spite of their cleverness, in spite of being gentlemen with knowledge and experience, they are behaving in this way and preparing these things in this way. I will give you one instance. Sir, I want to stick to the time and so I will skip the details and give the points. When the backward State of Kutch was integrated—the present Railway Minister even at the time of the aggression visited the place and he knows our difficulties in the State—we wanted to have an extension of the railway line. With the opening up of Kandla port and with the much-advertised Jhund-Khandla railway, I do not know if on the map of the Railway Board they know what is the capital of Kutch. Is it Gandhi Dham or is it Bhuj? In the western part they have absolutely ignored Bhuj and whenever an opportunity comes they stop at Gandhi Dham. Now, at present they have brought the railway line up to Gandhi Dham. When only for 57 kms. they were asked to extend the line to the capital, Bhuj, two Ministers not only came there, but promised us that it was a reasonable demand. I remember the historic morning when the same Railway Board gave the same excuses and same reasons :

वही रफ्तारें बढ़ेंगी जो आगे थी सो अब भी है

Always, they say no traffic, no freight and, therefore, they cannot do it. When there was the NG railway in Bhuj and we wanted to transform it into MG, the same old excuses came. It was the late lamented Lal Bahadur Shastri who gave a hectic telephone call and said to the Railway Board : "Do not be rude, do not be adamant and obstinate. I wish that this be changed into MG." All excuses went away. Money also was got. With its conversion into MG, has it not been a milch cow to the Railway Board? The hon. Railway Minister has said that about 750 route kms are intended to be converted to BG. In this 750, would 57 kms be found to be too much? If you say that the Pakistan border is coming in your way, the entire western part of Kutch is not covered. I cannot understand the same arguments coming from the Railway Board. Now, I have assur-

[Dr. B. N. Antani.]

ed you here time and again that it is the means of communication that brings traffic and it is not the traffic which should be judged to provide communications. Therefore, my appeal, at the outset, is that a deputation of responsible citizens from the western part of Kutch is coming to meet the Railway Minister very soon and I hope for God's sake this time he will not listen to the excuses and arguments of the Railway Board but see that this line is brought up to Bhuj for safety's sake, security's sake and money's sake.

Having said that, I have to say that I cannot quite understand the attitude of the Railway Administration. You have inherited the milch cow of the Bhavnagar Railway after integration—the Morvi Railway, Gondal Railway, the Jamnagar-Dwarka Railway and the Kutch Railway. Out of these Railways you have been making money for the last twenty-two years and you are wasting and squandering it elsewhere. You are not giving the benefit of expansion in that area. Is it because it happens to be the land of Sardar Vallabhbhai Patel, whose works are very greatly sought to be undone wherever possible? This is the feeling. I am pained to say it.

SHRI AKBAR ALI KHAN : It is not fair.

DR. B. N. ANTANI : This is the feeling which I am bound to express. During these twenty years let me know the ratio of development helped by the Centre in Gujarat, in Saurashtra and Kutch. May I appeal to the Railway Minister that this sort of attitude towards Kutch should be changed without delay? How are you going to develop Kandla on which you have sunk about Rs. 30-40 crores? Does he know that in order to reach Delhi from Bhuj in Kutch we have to suffer a delay of eleven hours at the Palanpur-Kutch section, the time in which we can reach New York? Now, how can you expect people to come from Rajasthan and northern India and develop trade if they have to waste these eleven hours? For three years we have been suggesting alternative after alternative : बहरी रफ्तारे बेढंगी जो पहले थी सो अब भी है But that antediluvian, unmoving Railway Board, when we suggest some alternatives, find out some excuses not to do it. That

apart, they are now closing down one train in April which with the greatest difficulty they gave us, I am not here only to dilate upon these grievances, but these are very old grievances and it needs only a psychological change in the Railway Board.

I will now come to the condition of the railway employees. Socialism, no profit. Have you seen in the world in any socialistic country, extorting this amount as dividend from the railway earnings? Is it a socialistic Budget or is it a Shylock Budget? It is a Shylock Budget in the name of socialism. We are not tongawallas. We are not rickshawallas, who will go away pleased with slogans. This is a Shylock Budget. With the pound of flesh having been extracted, what do they leave to Nandaji to spend on the Railways? Now, I am here to ask : If the Railways earn, are not the railway employees entitled to some human consideration? I will come to that category of servants who are called guards, railway guards. In the olden days there used to be very few bogies and there were guards and conductors. At present when there are longest trains, there is only one guard. If a guard is incapacitated on account of trouble in his eyes, he is being asked by the Railway Board to go for medical inspection. He is required to use up his earned leave. He is not given pay for that. Then, the medical department asks him to come after ten days. The person has to lose his salary. When a rat eats the flowers, why is the buffalo being punished? If he is incapacitated, he is transferred to a clerk's post without that remuneration, losing all the earned leave including eyesight. Is it justice? Is it socialism? Preachers of socialism, what is the socialism you have been practising in your own house? That is what we want to ask. The category of guards is very much . . .

SHRI ANANT PRASAD SHARMA (Bihar) : Try to remove the injustice, but do not curse socialism.

DR. B. N. ANTANI : . . . uneasy today and again this sort of attitude has been creating a feeling of further uneasiness. I happen to be the Chairman of the All India Guards Council. I have time and again told them that I shall not be a party to an institution which believes in lock-outs and strikeks. I want them to be loyal, devoted and constructive, and what is the result? The subordinate officers do not listen to

the orders of the Chairman of the Railway Board. On Dinapur-Mughalsarai side there is one gentleman, I will name this person, he is a lucky man, his name is Gujral. So Gujrals are privileged persons. He indiscriminately transferred about half a dozen guards . . .

SHRI ANANT PRASAD SHARMA : One of the best persons in the Railway.

DR B. N. ANTANI : I do not object to it. Kindly hear me. The Railway Board sent instructions to cancel the orders. That Gujral, a subordinate servant disobeys the order of the Chairman of the Railway Board. He has been making mass transfers. He has been persecuting all these guards. It is fifteen days since I have addressed a letter to the Railway Board. What have I got? I am sorry, I am pained to see that a mere Secretary to the Railway Board Chairman is gracious, is kind enough to acknowledge my letter that his majesty the Chairman of the Railway Board "has received your letter". Is this the attitude? If this is the attitude towards a Member of Parliament, what is the condition of poor people dealing with the Railways?

MR. DEPUTY CHAIRMAN : You have got two minutes more.

DR. B. N. ANTANI : In the same way, at the time when Shri S. K. Patil's election was going on, Ram Subhag Singhji, the then Railway Minister went to Gujarat and in consideration of votes to Shri S. K. Patil the people of Palanpur said that they wanted to have an overbridge. Ram Subhag Singhji wished that the overbridge be built, and the overbridge was built. Where was the Railway Board there? And, Mr. Minister, on Abu Road where your railway employees' colony is there, where every month there are two accidents and human lives are lost, in spite of repeated requests of these employees and people crossing over the Railway Board does not have that overbridge built. If this is the state of affairs, where is the reason to be happy? How can I be happy? Can I be happy? My whole policy in life has been to co-operate where you can and criticise where you must. I have been trying for the last three years to see that I remain as friendly and as sympathetic and as responsive to the attitude of the Railway Board but वही रफ्तारें बेढ़ंगी जो पहले थी सो अब भी है

That is the thing. I remember, Sir, in the First World War they had been issuing statements assuring us and giving us promises. The late Shri Ganesh Shanker Vidyarthi at that time in his paper *Pratap* wrote—which after so many years I remember today—in 1916 when he was sentenced by the British Government : प्रेस वालों की खबरों से नतीजा यह निकलता है कि फतह सरकार की होती और कब्जा उनका होता है ।

This is the present position. I am pained, I therefore in summing up very earnestly request the hon. Railway Minister—he himself has visited Kutch recently and has seen the people there; even then he has overestimated and inflated the money being given so that it looks prohibitive. I say you give me the contract, I shall build it. Even if you cannot simultaneously complete the transformation from metre gauge to broad gauge, at least you start it. Otherwise a day will come when there will be very serious difficulty on the border. There is infiltration from Khavda side, the Minister has seen it with me. Everyday infiltration of Pakistanis is taking place. If we are not prepared, we shall rue the day. Therefore, in the interests of security, in the interests of defence, in the interests of the development of the Kandla port, I earnestly urge that this broad gauge railway must be extended to Bhuj without delay. Thank you.

SHRI K. P. MALLIKARJUNUDU (Andhra Pradesh) : Mr. Deputy Chairman, at the outset I am impelled to congratulate our Railway Minister for having responded to the request of the Members and agreed to withdraw certain increases in the fares and freights which he proposed in the budget. Sir, I wish to know what reasons prompted the hon. Minister to propose these increases. From the budget speech I gather that a gap between the plan estimate and actual availability to the extent of Rs. 36.12 crores was expected. Probably this is the very reason which made him propose these increases in his Budget speech. I wish to know whether the circumstances warrant an increase of the kind that is proposed. Is it not possible to effect savings in the operational side so that these increases can be avoided? Can I ask whether the revenue receipts have been correctly estimated? I should think that the revenue

[Shri K. P. Mallikarjunudu.]

receipts were underestimated. I might submit, Sir, that the Economic Survey presented to the Members of Parliament says that our economy is poised for a growth, that the industrial production increased by 7 per cent and even agricultural production is expected to increase considerably. Under these circumstances when our economy is looking up, I want to know whether the estimate of receipts has been properly made. I want to know whether they are not underestimated.

I might submit, Sir, that in this closing year passenger earnings exceeded the estimates by nearly Rs. 10 crores; coaching earnings exceeded by nearly Rs. 1½ crores and sundry earnings by nearly Rs. 2 crores, although on account of unforeseen circumstances goods earnings showed a considerable decrease. The budget estimates of receipts are made on the basis of a normal increase of 3 per cent in passenger and 2 per cent in other coaching traffic and an increase of the order of 7.6 million tonnes in the originating goods traffic. I wish to know whether the difference of Rs. 70 crores as compared with the earnings of last year is justified in view of the expected growth in our economy. I think this increase which is anticipated is much less than one can reasonably expect. Sir, I concede that our earnings should be increased. I concede that when we exhaust all possible methods of effecting savings, there might be a case for increase in fares and freights, but I want to know whether all methods of savings have been exhausted before one can resort to an increase in fares and freights. I wish to know whether in a budget of Rs. 1022 crores it is not possible to effect a saving of Rs. 36 crores. As I have already said, the gap that was sought to be filled up is to the extent of Rs. 36 crores. That is the gap between the Plan estimate and the actual availability. It is for that reason that these new levies were proposed. I wish to ask the hon. Minister whether it is not possible to effect a saving of Rs. 36 crores in a budget of Rs. 1022 crores. I think it is possible by improving the efficiency. I should think that it is quite possible to improve the efficiency and avoid waste. Just let us look at the Audit Report of 1970, at paragraphs 11 to 43. We know how losses and waste have been committed. By avoiding those losses and that waste. I

should think that it is quite possible to effect savings which would cover the anticipated gap.

Again, Sir, I should like to draw the attention of the hon. Minister to the possibility of savings in stores and inventories. Even the speech of the hon. Minister suggests that Rs. 7.6 crores can be saved next year on this account. I think it should be possible to effect more savings on account of stores and inventories.

Then, again, Sir, I wish to make another point in the matter of savings. There is what is called the Depreciation Reserve Fund. What are the amounts appropriated to that Fund last year and the year before last? Now, in the Budget it is sought to be increased—the appropriation—to Rs. 100 crores. That is also partly responsible for the gap above-mentioned. I should like to ask whether it is really necessary under the circumstances. I can understand an increase in the appropriation amounts if our earnings are considerable. But when we know that our earnings are not sufficient to meet the gap, are we justified in making an appropriation to the extent of Rs. 100 crores, which is more than Rs. 5 crores appropriated in the last year? Can we not reduce the figure of appropriation to Rs. 90 or Rs. 95 crores as it was in the previous years? If I remember right, Rs. 90 crores was the figure in 1968-69 and Rs. 95 crores in 1969-70. When such is the case, why should there be an attempt to make an appropriation of Rs. 100 crores instead of Rs. 90 crores or Rs. 95 crores? That is my submission. If the Government accepts my suggestion, a saving of Rs. 5 crores can be effected and the gap can be reduced *pro tanto*.

There is one point on which I would like to dwell. There is the Convention Resolution of 1965 passed by Parliament under which the rate of dividend on capital supplied is increased to 6 per cent per annum. Railway is a public utility concern; it is stated that the Railway is a public utility concern as well as a commercial undertaking. If it is a public utility concern, is there any justification for continuing this increased dividend rate of 6 per cent when the Budget is showing some deficit? What I would like the Minister to do, therefore, is that an attempt should be made to modify this Convention and see that the dividend rate is reduced with the result that savings can be effected.

So, these are some of the suggestions which I would like to make in order to effect savings. As I already pointed out, there is an underestimate of the earnings on the revenue side. If you take these factors into consideration, I have no hesitation in saying that no case is made out for an increase in freights and fares.

Then, Sir, I would like to say that there is inordinate delay in the trains reaching the destinations. I have been travelling in the Dakshin Express for many, many years. I can say that on no occasion has the train reached Delhi in time. The other day . . .

SHRI K. P. SUBRAMANIA MEENON (Kerala) : Nor does it reach Madras in time.

SHRI K. P. MALLIKARJUNUDU : I do not know that. I get into the train at Vijayawada and reach Delhi. On no occasion does the train reach Delhi in time. Last month I went to my residence and returned to Delhi. It reached Delhi at 9.50 a.m. instead of 7.15 or 7.30 a.m.

SHRI BRAHMANANDA PANDA (Orissa) : You are lucky.

SHRI K. P. MALLIKARJUNUDU : That is the position. What justification is there for a train like the Dakshin Express coming from Hyderabad, a capital city, to Delhi, that it should reach Delhi so late? I can understand its being late on certain occasions. But it is a matter of routine, it is a matter of common occurrence. So, I should request the Railway Minister to look into this matter and see that this late running of trains which causes a lot of inconvenience is avoided.

Then, Sir, the Budget Speech says that there is a decrease in ticketless travel and that some attempts have been made to curb ticketless travel. And I am glad to know that ticketless travel was cut down by 68 per cent. If ticketless travel is cut down, there are many advantages. Overcrowding will be less and the revenues of the Railways will increase. But in this matter while I congratulate the Government on the steps that they have taken to reduce ticketless travel, I feel inclined to say about the penalty of Rs. 10. I can understand if a penalty of Rs. 10 is imposed on persons who travel without

tickets. But I do not see any justification in imposing this penalty of Rs. 10 when people, instead of getting into passenger trains, get into mail or express trains. As you know, Sir, our people are illiterate. As stated in the Budget, 98 per cent of the people travel in the third class. Most of them are illiterate. They purchase a ticket and in their hurry they get into any train which is available at the platform not knowing whether it is an Express or a passenger train and then they are charged Rs. 10 as penalty in addition to the excess fare. I think it is rather too harsh. I can understand if they have to pay some nominal penalty. In such a case collect the extra fare and some nominal penalty. But a penalty of Rs. 10 is very, very harsh. So I would request the Minister to consider that aspect of the matter.

With one or two more points I would close. Sir, in Andhra Pradesh certain train connections are necessary. The other day Mr. Anandan stated that Hyderabad should be connected with Vishakhapatnam and Madras by means of a direct train. A railway line has got to be constructed from Ongole to Kajipet and to Hyderabad for Nagarjunasagar and another line has to be constructed from Rajamundry to Kazipet so that the distance between Hyderabad and Vishakhapatnam on the one hand and the distance between Madras and Hyderabad on the other can be reduced by nearly 100 miles. I urge on the Government to take up that scheme. I do not know whether surveys have been done. If they have been done, well and good. If they are not done, I would request him to conduct surveys as soon as possible and see to it that these lines are constructed.

There is one more thing. There is the Golconda Express running between Vijayawada and Hyderabad. It is a good thing. I want it to be extended up to Masulipatnam which is an important terminus, a coastal town and the headquarters of a district. What I want is that this Golconda Express should be extended up to Masulipatnam. There is facility for turning the engines. This is my personal request because I come from that place and I am interested in the development of Masulipatnam. I would, therefore, request you to extend this railway line.

Sir, I thank you for the opportunity given to me.

SHRIMATI SATYAVATI DANG (Himachal Pradesh): Mr. Deputy Chairman, Sir, I rise to extend my support to the Railway Budget. Friends from both the sides have given all the points of view which, I think, is a necessity in democracy. But some people criticise for criticism's sake. But criticism also is a part of the democratic working. Therefore, one should not mind it because healthy criticism should always be there.

Sir, I have stood today to speak because I come from a place where a different situation obtains. Whenever a demand is made we are asked how much population do we have. I am sorry to say that we have got very little population but very vast areas where only a few people live in. Whenever we say something we are always told that we cannot have it because there is little population. This is very unfair. In other countries like Canada and Australia where the population is scattered, where people cannot travel easily, the Government have started helicopter service. The helicopter service is meant not only for normal passenger traffic but there are medical and other services for sick persons. But in our country if we demand a railway service for places like Himachal Pradesh we are always cowed down by saying that there is no population.

Sir, you will be surprised to know that there is not a single broad gauge station in Himachal Pradesh. It is a very surprising situation. We did not mind it so much in the beginning because we were all one in everything. But now it becomes very difficult. Only two or three years back when we had a big drought and the people of Himachal Pradesh did not have anything to eat—generally our granary was from the Punjab and Haryana—our friends from both Pradeshes stopped all the truck traffic to Himachal Pradesh. Barriers were put on all the roads so that not even one kilo of foodgrains could pass through to Himachal Pradesh. What to talk of the ordinary man, even Ministers could not bring even a packet of biscuits along with them. They had either to consume it on the roadside or throw it away because they were told, "You cannot take it with you". It is a question of life and death with us when the next door neighbouring Governments try to kill us with hunger because we have no railway station. If we have broad gauge railway stations

we could at least ask for things from other parts of the country.

There is no broad gauge railway station in Himachal Pradesh at all. You may be knowing, Sir, that the nearest station we have got is Kalka, near Simla, and Pathankot towards Kangra. We have again and again asked the Central Government to give us at least these two stations which are hardly half a mile from the Himachal Pradesh territory so that whenever a crisis of the kind I mentioned came, when the next door neighbouring Governments tried to starve us, we have at least some way of procuring our supplies from other places. That is why we have asked the Government to make Pramanu, near Kalka, a station at least for goods trains. I am glad, in principle, the Government have accepted our demand. But now and again we keep on hearing that this cannot be done. It is embarrassing for us to explain to the public why our Government sitting here, cannot understand the need. They say why can the Central Government not do it, why can they not see for themselves. Can they not see that we are starved? What does it matter even if they have to spend a few lakhs of rupees? I also do not see the reason why it cannot be done.

Then, Sir, the broad gauge line passes through the Himachal Pradesh territory at several places. We have demanded goods railway station somewhere where it passes through Himachal Pradesh. Somewhere the railway line is not even half a mile or a quarter mile from our territory. I do not think it should be difficult for the Government to spend that much of money in the interest of so many people.

You will be surprised to know, Sir, that in Bhakra all the wood from Himachal Pradesh comes but the station is in Punjab. The wood from Himachal Pradesh gets the third priority there for being booked to other places. This is the treatment given to us, the people who are protecting the borders, the people who are living in these difficult areas. They never think about the prosperity of these people. They only argue as to how many people are going to be served. It is not that these stations will only serve the people around them, they will serve the whole of the territory of Himachal Pradesh. As we have quite a big population all over Himachal Pradesh why, whenever the ques-

tion of our development comes, is it made dependent on somebody outside?

Sir, you might have heard yesterday that our Members walked out from the Lok Sabha because our Government servants cannot have their pay scales like before as Punjab Government servant scales; now they have to be tagged with somebody else. Anyway, why should we have to be tagged on to any other State, till we get our own scale; why do you not keep us with Punjab in the matter of pay scales and give us the same scales? You must have heard that the whole lot of Government servants there have gone on strike because of their just demand for pay scales similar to those of Punjab which were revised in 1968, which instead of giving to H.P. Government servant in 1968, are being revised now. Now we are told that we are tagged on with Delhi, Delhi is a smaller territory. Why should we be tagged on to Delhi? It is very unfair. The same thing happens with everything.

In the matter of railway, why cannot we have our own railway stations? We have to go to Punjab or Haryana to use a railway station. It is most unjust to our territory. Even if the territory is a hill territory and the people are peaceful there, I hope you will take a special note of it and let us have a few stations like Pramanu near Kalka. Himachal Pradesh is a place known for fruits. We produce even more fruits than Kashmir. And, as you know, fruits cannot wait. This is one commodity which has to go straight to market. If you do not allow the fruits to come to the railway station how are we to send them beyond? You will be surprised to know that each truck which passes through Kalka has to pay Rs. 100 per truck to the police there, otherwise they would not let them go. The apple boxes keep on lying on the roadside in Haryana near Kalka and there is nobody to look after them because it is not in our territory.

4 P. M. At home we look after every fruit and pack them properly, but when they come to Kalka, they are put on the roadside exposed to the sun and rain. and by the time it reaches the market half of them are bad. And this is only because that place, which is producing fruits more than Kashmir, has not been given the facility of proper delivery. In Pramanu we have made a warehouse from where we are going to deliver all the fruits. We do not want to

send our fruits to Delhi to be delivered to other parts of India. We want to start it from Kalka onward. Our forwarding agency will be in Kalka and not in Delhi. I think this will help Delhi also because the rush for the wagons is so much here. If they give us a station where we can load the fruits in our own wagons, I think it will help the people as well as the Government.

Then we are constructing a very big dam called the Pong Dam. Because of this more than one and a quarter lakh of people are being ousted. That is a different matter. These people have to suffer because they have to provide water to another area of India. It is correct to say "Why do you think of provincialism when you are thinking of these big things?" The people of Himachal Pradesh have made sacrifices and are ready to make sacrifices for others. But that does not mean that our Government is not going to look after the interests of the people there. There is a certain line, a small-gauge line a portion of which is coming under water. It is a sad state of affairs that the Government is not ready to give a direct line outside the dam to the people there. This line goes to Jogindernagar. It serves thousands of people going up and down. Because the people are scattered and the railway line is a small-gauge line, nobody is bothered about it. Every now and then they keep on telling us that a broad gauge line will be constructed up to Nurpur and after that it will finish because the expenditure will be the same. Are we thinking of expenditure, or are we thinking of the interests of the people? People are giving their land for providing water to other areas in India and you have no right to make the people feel that they are not part of India. The people go on sacrificing and you go on saying that they cannot have the line. This is all wrong. Now the Government should think seriously about it and see that even if this line has to be extended a few miles more round the dam, the railway service should be kept up to Jogindarnagar.

Then, we have to have a station at Kandoli. I think the Government has agreed to it in principle, but things cannot go on in principle. It has to come into being and it has to be working also. We have started making our warehouses and other things there and we request the Railway Ministry to give us a station at Kandoli. It should be a proper station where people can come and go,

[Shrimati Satyavati Dang.]

keep their things and have some place like waiting room, so that our people would not feel that they have been neglected.

Another thing that I would like to point out is that a railway line was made on the side of Bhakra by the Bhakra Dam people. Now because those people do not use the line, the whole line is wasted in that place. We request the Government that it should be taken over and use for the benefit of the people. This could be done without spending even a little bit of money at that place.

Some place in Himachal Pradesh are only a few furlongs or a few miles from the railway line. So we can connect all these places with a little railway line for goods traffic. In Mehtli near Santokhgarh, the line goes about one or two furlongs away from the Himachal Pradesh border. If we can connect it by railway by extending the line a little, and have a *mandi* there for the people. So, we can send our goods up to that place and not suffer the loss which we are suffering now by sending the goods beyond our border.

Then the work on the Giribata project in Ponta is going on and also on one dam by U.P. and Haryana. We have got small factories around there, but there is no railway line. The nearest railway line is either in Jigadri or in Yamunanagar. This is only six or seven miles. This is going to be an industrial area and work in a big way is going on there. I hope the Government will be kind enough to link this place by rail either from Jigadri or from Yamunanagar. Another place is Jajon *mandi*. It is only about 1½ miles from the border. This place also should be connected by a railway line.

I am very happy that the Government has taken steps against people who travel without ticket. I think it is a crime for anybody to travel without a ticket. When we are given a facility, we should pay for it. Some people say that they should not be fined Rs. 10 when the actual fare would be only one rupee. I have a very good answer for them : "If it will cost you only one rupee, why are you waiting for the Government to put a fine of Rs. 10 on you?" I am glad that because the fine is so much, people going to small dis-

tance will buy tickets. Then another argument for travelling without a ticket is "When we are in a hurry, we cannot buy tickets." It is all wrong, because we can always get a ticket or at least inform somebody that we have started travel from such and such place. Anyhow, we have to get the platform ticket. Even if we are in a hurry, we cannot enter the platform without the platform ticket. So, instead of buying the platform ticket, we can always buy the ticket we want. I am glad about this step, because unless the people feel the pinch of travelling without a ticket, they will never give up that practice. We should not encourage people to travel without tickets and fine them like this. The only thing is, it is very unfair that there is nobody to protect the checking staff, because I have seen with my own eyes people being nastily to the ticket collectors and asking "Who are you to stop us?" And if they are very strict about it, they simply write a letter to the Railway Ministry saying that they had been insulted and harshly treated. If you do not want to pay the money and if you are going to abuse the person if he is strict about it, what can be done? When I came from Kalka, I saw so many cases were pending against the staff. And every time they stop people for travelling without tickets and ask for money, they will complain of harsh treatment. So they should be given some protection.

Now, in regard to the mode of travel by train. People travel in first class or travel in the air-conditioned. When State Ministers and other Ministers are travelling in first class or in the air-conditioned class, I just cannot understand why the top employees of Railway and the Railway Board employees should go in saloons. What is the great idea in giving this privilege to a certain class or service when we are cutting down all such facilities and trying to bring everybody to the level of the common people? Why should certain privileges be allowed to be enjoyed by some top people in the Railway Board? That is unfair. This pinches everybody. Simply because you belong to a certain department, is it fair that you should enjoy certain privileges? So, I would say this is not the way of running the railways. All these things should be given serious consideration. I do agree with the Budget, but certain changes have to be made in it taking into consideration all the suggestions made in the House. The suggestions made here

should be taken seriously because we feel strongly about them.

SHRI A. D. MANI (Madhya Pradesh) : Mr. Deputy Chairman, I have spoken often on the Railway Budget during the last ten years that I have been a Member of this House. And I would like to say that this is the first occasion when I feel like warmly congratulating the Railway Minister on being sensitively responsive to public opinion. When there was a public outcry against the increase in the passenger fares for Third Class and other classes, he met all of us privately and we told him that the public would not stand this increase. And this is the first time perhaps in the history of the railways for the last 30 years that the fares announced in the Budget were immediately withdrawn as a result of public pressure. I mentioned one point in the meetings that I had with the Railway Minister at that time, and that is that he should regard people belonging to the income category of Rs. 500 or below as low-income group in this country with the rising prices. These persons, the white-collared class, the clerks, the Government servants, the people occupying humble positions in commercial services, use Second Class and First Class, and I feel that there is no justification whatsoever for increasing the First Class fares also. I still hope that the Railway Minister would consider this from the point of view of the inconvenience in travelling by First Class. The people will have to sell away their belongings for attending a marriage or a funeral taking place at a distant place like Trivandrum. They will have to travel a long distance from Delhi to Trivandrum.

My friend, Mrs. Satyavati Dang, has spoken about air-conditioned travel. I mentioned this also in the talks that I had with the Railway Minister privately. There is a hierarchy among Government servants also. You are all aware that persons drawing over Rs. 1500 are allowed air-conditioned travel. Why? A railway official who is occupying the position of a District Superintendent or Manager, whatever you may call it, and falls below Rs. 1500, is allowed First Class travel. Since we are now in the blowing wind of the new socialism which is being preached in this country, I appeal to the Railway Minister to withdraw this concession from the Government servants also and say that everyone of them should travel in First

Class whatever may be the salary he is drawing. When Members of Parliament can travel in First Class, a Joint Secretary also can travel in First Class. This is the point that I wanted to make.

My friend, Dr. Antani, spoke about the Railway Board and described it as too wooden. I would not agree with this description because the Railway Board is functioning efficiently. There has been some talk of reorganisation of the Railway Board. The Study Team of the Administrative Reforms Commission headed by the noted railway expert, Pandit H. N. Kunzru, made certain recommendations, and the Administrative Reforms Commission also has made certain recommendations based on the recommendations of the Study Team. Since the question of reorganisation of the Railway Board is under consideration, I would like to tell the Home Minister . . .

MR. DEPUTY CHAIRMAN : The Railway Minister.

SHRI A. D. MANI : Yes, yes, the Railway Minister. He was the Home Minister in the past and I would always think he is the Home Minister. That is my problem.

I would like to tell him that we have to think in terms of the spirit of the times in which we move. Railways are the biggest national undertaking. Ten thousand trains are being run everyday and over 2,000 million passengers are being carried every year. And the railways employ 13 lakh people. We are talking about workers' participation in management elsewhere, but when it comes to the biggest national undertaking, we are not thinking of getting the workers involved in the working of the railway. The honourable Railway Minister was himself a Labour Minister and he has been a pioneer in the labour movement. I want him to consider my suggestion seriously that when the Railway Board is reorganised or reconstituted, he should think of having a trade unionist as a member in charge of labour relations. I would like to go to the extent of saying that he should be one who is generally acceptable to the trade unions. He need not be from the trade unions. But the moment he sits on the Railway Board he should cease to be a delegate of the labour movement. He should be in a position to advise the Railway Minister on labour matters.

[Shri A. D. Mani.]

There is another point that I would like to make, and that is there should be a Commissioner for public grievances. Sir, a large number of railwaymen come to us asking us to get them their transfer orders cancelled or to get a transfer effected or to get a promotion effected. During the last ten years that I have been a Member of Parliament, I have interfered only in one case of transfer and that was on compassionate grounds on account of the illness of the wife of the railway employee who approached me. I have always refused to interfere in the case of promotions. I have said that everybody must take his chance before the selection board. The Study Team of the Administrative Reforms Commission has made fairly extensive references to constant interference by Members of Parliament. And I was wondering whether there would not be any infringement of the privileges of Members of Parliament, but the members of the Study Team are such astute people that they could put such recommendations in a general way; but the implication is very clear. There is a lot of interference. Sir, at the moment in my pocket I have a request of transfer from a railway employee. But I feel hesitant in referring this case to the Railway Minister because this would be interference in the working of the railways. I do not want Members of Parliament to go to the Railway Minister or the Deputy Railway Minister or even to the Minister of State for Railways. But I would like the Railway Board to have a Commissioner for public grievances who will listen to the complaints from Members of Parliament and others also in regard to the various matters including complaints about the unpunctuality of trains. I would request the honourable Minister to give his consideration to this suggestion.

I have taken the line that if you are to run the railway as a commercial undertaking, you have to run it on the basis on which the private sector runs its concerns. Profit motive need not necessarily be a dominant motive. There must, of course, be a margin of profit. My friend, Dr. Antani, spoke about the dividend to the general revenues. Since the railways are serving the people, the Government of India should be willing to accept 3½ per cent which was the interest being paid on the old loans about 20 years ago, and not ask the

railways to pay substantial sums to the exchequer. I believe that the contribution to the general exchequer in the form of dividends during the last 17 years has been of the order of Rs. 1163 crores. This means that the public has been pleased in the way of the general exchequer. We should not agree to pay this high dividend.

Sir, I would like to make another point. My time is limited and I am trying to cover my points briefly. This point is about the working of the uneconomic lines. A large number of uneconomic lines are being run on which we are spending about Rs. 6.60 crores. The States are sensitive about these lines because the railway lines are a status symbol for the States. I feel that if a line is uneconomical, the railways should scrap that line and I would like them to enter the road transport industry and run buses themselves. This can supplement rail traffic; they should be in a position to run the buses far more efficiently than the State Governments which run State transport services or even the private operators and they can certainly get foreign exchange for importing buses. I feel, Sir, that the Government should try to dismantle mainly these uneconomic lines though this may lead to losing the votes for the ruling party at the time of the next general elections. But you have got to do it in the interest of the public exchequer; you are wasting money unnecessarily on these uneconomic lines.

SHRI AKBAR ALI KHAN : But this cannot be a general rule; there are certain uneconomic lines which have got to be run for strategic purposes.
(Interruptions)

SHRI A. D. MANI : Sir, I do not want to get into any controversy here, because I have got only 10 minutes and I would like to give some very useful suggestions.

Sir, in regard to uneconomic lines which are to be run for strategic purposes the Defence Department should pay some subsidy to the Railway because the Railway Protection Force is largely maintained to safeguard the essential lines of communication. This is the responsibility of the Defence Department and the Railway Board will be very much justified in asking for a subsidy from the Defence Ministry on this account.

Sir, I would like to go on to the question of economy in the Railways. My hon. friend, the Railway Minister, has been associated with the Sadachar movement in this country. I am not using that term in any derogatory sense, because he is getting allergic about it whenever somebody mentions it. But I am mentioning it in a very genuine spirit. He is associated with the Sadachar movement in this country. There is a good deal of corruption in the Railways. The ARC's Study Team has pointed out that there has been an astonishing increase in the fuel consumption and even in the diesel oil consumption. I have got the figures with me but I do not want to mention them here because these details are already before the Government. Moreover, Sir, there is a lot of theft of fuel in the Railways. Now under these circumstances how can we run the Railways economically? The fuel consumption has gone up, the diesel oil consumption has also gone up but the movement of the Railways has not gone up in that proportion. I have got the details with me but I do not want to mention them here. Anyway, I feel that the Railway Minister should explore some avenues for economy.

Now, Sir, I want to touch on a very sensitive point about the Railway Administration. (*Time bell rings*) I will finish, Sir. Now, Sir, in these days when we want votes to come back to power, to come back to the Legislatures, it is unfashionable to talk about retrenchment; I quite agree there but there is a good deal of surplus staff on the Railways; the ARC's Study Team has mentioned it in its Report. How the surplus staff should be accommodated, that is a different matter. There are many public sector undertakings which have been set up or they can be absorbed elsewhere. I do not want them to be thrown on the streets but the Railways should become economy-minded. I feel that an assessment should be made about the surplus staff; I do not want them to be thrown on the streets as I have already mentioned but the Government can try to create new avenues and absorb them elsewhere, because the Railways are already heavily staffed.

Sir, one point about catering I would like to make. (*Time bell rings.*) Sir, I am just finishing. This is the last point about catering, because there is one upstairs. I do not know why Members of Parliament should be given the privilege of having fairly tolerable meals

served upstairs. I think the subsidy given is Rs. 1 lakh; this is my information. But when we travel on the Railways, we do not get the same quality of food.

SHRIMATI YASHODA REDDY (Andhra Pradesh) : They give us good meals here because otherwise we can raise the matter immediately.

SHRI A. D. MANI : This is run competently with good staff and good management. Sir, I have always said it is possible for us to be good socialists, to set up public sector undertakings which run at a loss and to go round and attend mammoth meetings about socialism, but all these things do not constitute a qualification for making good halwa or gulab jamuns. As long as the Railway catering was in the private hands, it was giving a good standard of meals. My hon. friend, Shrimati Vidya-wati Chaturvedi spoke about stones being found in the foodstuffs on the trains. While there is much scope for improving the standard of catering on the Railways, I think the hon. Railway Minister should think of evolving a standard menu which is available all over India. (*Interruptions*) It will serve the purpose of national integration also. (*Time bell rings*) Thank you, Sir. I would now like to conclude—you have run the bell twice or thrice—by saying that I quite realise that the Railway Minister is having a large packet of troubles in his hands but I hope that in the coming year he will be able to reduce the working expenses of the Railways and the Railways would be in a position to show at least a very moderate surplus. Thank you, Sir.

कुमारी मनिबेन वल्लभभाई पटेल (गुजरात) :
उपसभापति महोदय, अभी जिन्होंने बजट प्रस्तुत किया है वह दो दिन पहले ही मिनिस्टर बने। उन्होंने भारत सेवक समाज शुरू किया, साधु समाज शुरू किया, सदाचार समिति शुरू की। तो क्या हम आशा रख सकते हैं कि रेलवे में उसका कुछ असर होगा और आज जो करप्शन रेलवे में है उसको वे निकाल सकेंगे। अगर वह हो सके तब तो उसका कुछ लाभ है। मैं सही बात कह रही हूँ, जो मुझे अनुभव हो रहा है उस पर से मैं कह रही हूँ।

एक मेरा कहना यह है कि आप कृपा करके हवाई जहाज में उड़ना छोड़ कर रेलवे में सफर

[कुमारी मनिबेन वल्लभभाई पटेल]

करना शुरू कर दीजिए और हर कम्पार्टमेंट में जाइए, थर्ड में बैठिए, सेकंड में बैठिए, फर्स्ट में बैठिए, जिस तरह से और लोगों को खाना मिलता है, खाना दिया जाता है, जिस तरह से और लोगों को और चीजों का उपयोग करना पड़ता है आप भी करिए तब आपको पता चलेगा कि क्या मुश्किलात हैं, क्या कमी है।

आज जो नई बोगीज बनी हैं, जो उनमें नए प्रकार के बाथरूम बने हैं, नई तरह के वाश बेसिन लगाए गए हैं उनमें सफाई कैसे रह सकती है यह जब आप उपयोग करेंगे तब पता चलेगा। वाश बेसिन इतने नैरो हैं, इतने छोटे हैं, उनका साइज, उनकी लेंथ और ब्रेड्थ इतनी कम है उसमें नल इस तरह से लगाया गया है कि आधा पानी बाहर ही निकल जाता है। इस तरह से आप बोगी बनाएं तो पीछे लोगों के शिकायत करने से क्या फायदा। लोग किस तरह से सफाई रखेंगे ?

कुछ बोगीज में थर्ड क्लास में पीने के पानी का इन्तजाम बीच में किया हुआ है। पानी का इन्तजाम कुछ नहीं है, एक बाक्स जैसा लगा दिया है मटका रखने के लिए, उसमें मटका रखा नहीं जा सकता, वह गलत तरीका है। उसका उपयोग क्या होता है। उसका उपयोग केटरिंग वाले करते हैं, वे वहां पहले रकाबियां बिना धोये रख देते हैं, पीछे सामान ले जाते हैं, पानी डाल कर दूसरे को दे देते हैं। जब आप मिनिस्टर होकर नहीं जाएंगे तभी आपको इन चीजों का पता हो सकता है। मैं तो जब थर्ड क्लास में जाती हूं तो मुझे अनुभव होता है और जब टिकट चेकर या कंडक्टर को पता चलता है कि मैं कौन हूं तो वे क्षमा मांगने लगते हैं कि माफ कीजिए, हम को पता नहीं था। मैं कहती हूं कि यह हमारा बताने का काम नहीं है कि मैं कौन हूं लेकिन तुम को सब के साथ एक सा बर्ताव करना चाहिए। मेरे से ही अच्छा बर्ताव करो यह काफी नहीं है।

आप के पास स्टाफ की कमी नहीं है। मैं कल ही डिलक्स में आ रही थी तो ऐसा मुझे

रेल के एक कर्मचारी ने बताया। आप के पास स्टाफ ज्यादा ही है। मैं रोज देखती हूं कि जब स्टेशन आता है तो दो चार रेलवे के कर्मचारी और टिकट कलेक्टर और कंडक्टर आदि मिल कर बातें किया करते हैं और यह देखते नहीं कि कौन बिना टिकट गाड़ो में बैठजा रहा है, किस का सामान दूसरा उठाये लिये जा रहा है। मुसाफिरो को पता नहीं लगता कि उन को किस डिब्बे में बैठना है। मैं आप को स्टाफ में कमी करने को नहीं कहती, लेकिन हर एक के ऊपर कुछ न कुछ जिम्मेदारी होनी चाहिए। इंजन के लिए उस के ड्राइवर की जिम्मेदारी होनी चाहिए। आज आप देखें कि इंजन हर जगह रुक जाते हैं, ट्रेनें टाइम पर चलती नहीं और उस की जिम्मेदारी किसी पर नहीं होती है। उस के लिए कौन जिम्मेदार है इस बात का पता ही नहीं लगता। कई बार फाटक जो रेल के होते हैं उन पर दस दस मिनट खड़ा रहना पड़ता है, गेटमैन कहता है कि हम क्या करें जब तक उधर से कहा नहीं जायगा हम फाटक खोल नहीं सकते। तो इस तरह की छोटी छोटी चीजें हैं जिन को आप को देखना चाहिए और नईसे लोगों को जो तकलीफ होती है (उसको निकालो तभी रेल में कुछ तरक्की होगी ऐसा कहा जा सकता है।

मैं तो जब डिलक्स में जाती हूं तो उसमें शुरू से आखिर तक जाती हूं और मैं ने देखा है कि वहां लोगो को क्या तकलीफ होती है। मैं कभी आप की रेल का खाना नहीं खाती। आप उस का रसोईघर जा कर देखिये कि वहां की क्या हालत है ? वहां के कर्मचारियों के कपडे कैसे हैं, उन के बैठने का सुभीता क्या है, वहां बर्तन धोने के लिए क्या सुभीता है, किस तरह से वे खाना बनाते हैं और किस तरह से वे खाना देते हैं और उस के बाद आप उस का बंदोबस्त करिये तभी कुछ सुधार हो सकता है। आप अगर उन पर गुस्सा हों और उन को सुभीते न हों तो वह बेचारे क्या करेंगे। वे लोग चाय यात्रियों को डिब्बों में देते हैं, सबरे साढ़े छः बजे चाय दे देते हैं। इस में कोई हर्ज नहीं, लेकिन चाय के लिए वे एक दर्जन या दो दर्जन

कप रखते हैं और पीने वाने होते हैं चार दर्जन। ऐसी हालत में यात्रियों द्वारा चाय भी लेने के बाद उन्हीं कपों को वे बाहर ले जाते हैं और ऐसे ही धो कर दूसरों को चाय पीने के लिए दे देते हैं। कई बार वे ऐसा भी नहीं करते और यूँ ही ठीक से धोये बिना दूसरों को चाय दे देते हैं। आप के पास कंडक्टर है। मैं कल ही डिलक्स में आई थी। वहाँ थर्ड क्लास एयर कंडीशन में एक पैसेंजर एक कुत्ता ले कर बैठा था। मुझे मालूम नहीं था, लेकिन वह पपी था, छोटा कुत्ता था। रात को वह चिल्लाने लगा। मैंने सोचा कि अजीब तरीका है, यह वच्चा कैसे चिल्ला रहा है। लेकिन मुझ देखा कि उस कुत्ते को वे सज्जन अपनी बगल में लेकर आये और दो दरवाजों के बीच में उस को पेशाब करा रहे थे। अगर कंडक्टर होता तो उसे पहले स्टेशन पर ही टिकट चैक कर के देखना चाहिए था कि वे कुत्ता कैसे ले आये हैं। मैंने कंडक्टर से पूछा कि क्या यह एलाउड है तो उस ने बताया कि नहीं, वह एलाउड नहीं है। मैं ने कहा कि देखो यह हालत है। अभी थोड़े दिन पहले मैं यहाँ से जा रही थी। मैंने देखा कि तीन जवान लड़के थे एयर कंडीशन थर्ड क्लास में खूब शराब पी उन्होंने वहाँ अंडे भी फेंके और उल्टी भी की। पास ही बहनें बैठी थी। वे सोच रही थी कि क्या करें और मुझे आकर कहा। मैंने जा कर कंडक्टर को कहा कि क्या इस तरह से शराब पीना एलाउड है? तो इस तरह से मैंने देखा कि कंडक्टर ज्यादातर दिल्ली स्टेशन के बाद टिकट चैक कर के चले जाते हैं। उन बेचारी औरतों को क्या मालूम, मैंने उसे ठीक कराया। मैं तो सारी ट्रेन में घूमती हूँ और देखती हूँ कि कहाँ क्या होता है। मैंने जा कर कहा और वहाँ सफाई करवायी। कंडक्टर केवल टिकट चैक कर के ले जायें यह ठीक नहीं है। रात को भी आकर उन को देखना चाहिए और लोगों की तकलीफ का ध्यान रखना चाहिए। आप ने कहा कि ज्यादा बड़ा सामान लोगों को लेकर नहीं चलना चाहिए, लेकिन लोग अपने पास ज्यादा बड़ा सामान रखते हैं और ऐसा भी होता है कि एक आदमी का

सामान हटा कर दूसरे का सामान उस जगह रख देते हैं। आप को नाराजगी लेने के लिए कोई कंडक्टर या रेल का कर्मचारी तैयार नहीं होता। मैंने हमेशा शिकायत की है कि मथुरा स्टेशन पर भिखारी लोग या आश्रम के लड़के भिक्षा मांगने के लिए ट्रेन में घुस आते हैं। यह एक गलत तरीका है। इस तरह से पैसा मांगने के लिए उनको आने देना बिल्कुल गलत है। मैं जानना चाहती हूँ कि मथुरा स्टेशन पर क्या प्लैटफार्म की पाबन्दी नहीं है? अगर है तो वह कैसे आते हैं? वे लोग मथुरा स्टेशन पर आते हैं और फरीदाबाद में उतर जाते हैं और वे बिना टिकट आते हैं। तो यह कैसा आप का इन्तजाम है? जब मैं आती हूँ तो शिकायत करती हूँ और आपका जवाब क्या मिलता है कि हमने इस बारे में ताकीद कर दी है। लेकिन उस का परिणाम क्या होता है? उस का अमल कहां होता है? यह हमें देखना चाहिए।

इसी तरह से मैंने अहमदाबाद से बम्बई की ट्रेनों में देखा है कि वहाँ गुजरात एक्सप्रेस गुजरात क्वीन चलती है और उसके महिलाओं के कंपार्टमेंट बहुत छोटे होते हैं। वहाँ सफर करने वाली बहनें ज्यादा होती हैं और उन ट्रेनों में उन के डिब्बों में पुरुष भी घुस आते हैं और उसके कारण बहनों को बैठने की जगह भी नहीं मिलती। उन डिब्बों में आप के दाल वाले, चना बेचने वाले, खिलौने और फल बेचने वाले घुस जाते हैं मैंने एक को कहा कि अन्दर नहीं आना चाहिये तो मुझे उस ने जवाब दिया कि एक को तो फेंक दिया है, तुम को भी बाहर फेंक दोगे। तो उन का लेडीज डिब्बों में क्यों घुसने दिया जाता है? घुसने पर उनका मामान क्यों नहीं ले लिया जाता है? जो उम डिब्बों के अन्दर पाय उस का सामान ले लिया जायें क्यों कि इस तरह से केवल कह देने में ही कुछ नहीं होगा। नहीं तो आप कहते रहेंगे और वे इसी तरह से चलते रहेंगे। आप की पुलिस किस लिए है? उसे इस काम पर लगाना चाहिए।

मैं अभी दो हफ्ते पहले वेस्टर्न एक्सप्रेस में किसी को पहुंचाने गयी थी। मैं फर्स्ट क्लास की बात कह रही हूँ। उस में बत्ती का ठीक

[कुमारी मनिबेन बल्लभभाई पटेल]

से कोई इन्तजाम नहीं था। फर्स्ट क्लास में बत्ती सारी तो जलती नहीं, एक ऊपर होती है और एक नीचे पढ़ने के लिए होती है। लेकिन उस को कौन देखता है। फर्स्ट क्लास का जो किराया खर्च करता है उसको तो ठीक से बत्ती मिलनी चाहिए। मैं समझती हूँ कि थर्ड क्लास में तो कभी बत्ती ठीक से होती ही नहीं। नलों को मैंने डिलक्स में भी देखा और जनता एक्सप्रेस में भी देखा है। कई बार नलों का पानी निकल जाता है। यह गलत बात है। आपके वाश-बेसिन ठीक नहीं होते। यह सब चीजें ठीक होनी चाहिए। मैं हर वक्त कहती हूँ और आपका यह काम वैसे ही चल रहा है। शिकायत होने पर जवाब मिलता है कि हम देखेंगे और दो तीन महीने के बाद फिर शिकायत होने पर जवाब मिलता है कि हम ताकीद कर देंगे या पता लगायेंगे। लेकिन आपने उसका पता लगाया, कर्मचारी ने उस के लिये क्या उत्तर दिया, इस सब का मुझे कुछ पता नहीं लगता। इस तरह की चीजों को आप को देखना चाहिए। मेरा तो अनुभव है कि जब आप का स्टाफ कम था तो काम की तरफ ज्यादा ध्यान दिया जाता था। पहले स्टेशन पर रात को 12 बजे या 2 बजे, 4 बजे अगर कोई उतरता था तो गाई देखता था कि उस को मजदूर मिलता है या नहीं, वह उस को ठीक से ले जाता है या नहीं। आज तो इस बात को कोई देखता नहीं। बहनें स्टेशन पर पड़ी रहें, कोई मजदूर मिलता नहीं। दो मजदूर आये तो वे दो रुपया, चार रुपया मांगते हैं और अगर उतना न दो तो सारे मजदूर एक हो जाते हैं। वे बेचारी क्या करें? कहा जायें? इस तरह से आज कल का काम होता है। इस प्रकार की जो चीजें हैं उनको ठीक प्रकार से आपको देखना चाहिए और उन्हें ठीक करना चाहिए। आप देखें कि आप के मजदूरों का किराया कितना बढ़ गया है। पहले उनकी मजदूरी एक आना थी, उस के बाद वह दो आना हुई। अब 40 पैसा हो गया है। इतना बोझ है तो 40 पैसा और अगर उस से ज्यादा है तो 80 पैसे हो जाता है। किसी के पास दो पेट्टी हो तो उस का 80 पैसा लगता है। इसके साथ ही मेरा

कहना है कि आप मजदूरों की संख्या बढ़ाते क्यों नहीं? आप के आधे मजदूर तो बिना लेविल के होते हैं और बिना लेविल का जो मजदूर होता है उसके लिये आपका कहना है कि उसको लेना नहीं चाहिए। जिस के पास लेविल न हो उसे नहीं लेना चाहिए यह ठीक बात है लेकिन अगर वहां पूरे मजदूर न हों तो आदमी अपना सामान ले कर जाय कैसे? उस के लिए आप को ज्यादा मजदूर रखने चाहिए। मेरा कल का ही अनुभव है। निजामुद्दीन स्टेशन पर मैं उतरी। मैंने देखा कि वहां मजदूर कम थे और उतरने वाले ज्यादा थे। मेरा सामान ले कर एक मजदूर भागा और बाहर ले जाकर उसने सामान रख दिया। मेरा ड्राइवर मेरा सामान पहचानता था, उसने वह सामान ले कर कार में रख दिया। बाद में मजदूर आया कि किराया दो। मैंने कहा कि तुम तो मेरा सामान लाये नहीं थे तो उसने बताया कि वह मेरा बाप है ज. सामान लाया था। मैंने कहा कि इस बात को मैं क्या जानूँ, तो ड्राइवर ने बताया कि वह मुझे को कह कर गया है। तो मैं ने उस को कहा कि बेटा इस तरह से काम क्यों करते हो। तुम लेविल क्यों नहीं ले लेते। निजामुद्दीन स्टेशन पर आपने ट्रेन ठहरने का इंतजाम किया यह ठीक है, लेकिन उसके साथ ही आप को वहां मजदूरों का भी पूरा इंतजाम करना चाहिए। हर जगह काफी मजदूर हों तभी यह व्यवस्था ठीक हो सकती है।

मेरा एक दूसरा अनुभव भी है और वह मैं कहना चाहती हूँ। अहमदाबाद में एक कंसल्टेंटिव कमेटी की मीटिंग थी और कुछ वहां रेलवे के मैनेजर आये थे, मीटिंग खत्म हुई, वहां खाना भी था, वह चले गये, ठीक है, काम किया और चले गये, काम के लिये जाओ उसमें मेरी कोई शिकायत नहीं है, लेकिन मेरी शिकायत यह है कि वह टाइम पर नहीं आये। उनको टाइम पर तो आना चाहिए। बाकी लोग सब वहां कहां तक खड़े रहे और आधे घंटे तक वह नहीं आये। हमने कहा कि न आओ तो न आओ लेकिन बता तो दो। तो इस तरह से रेलवे बोर्ड के मेम्बर्स के और रेलवे के मैनेजर्स के दिमाग में ऐसा भरा पड़ा है कि हम सब से बड़े हैं, हमारे लिये सब को खड़े

रहना चाहिये। यह जो बात है इसको निकालने की जरूरत है।

एक बात और भी है जो कि मैं कहती हूँ। रेलवे बोर्ड के मेम्बर्स को, रेलवे के मैनेजर्स को आप सैलून देते हैं, वह दें, उसके लिये मुझको कोई शिकायत नहीं, उनको बड़े बड़े सलून दें, उनको बहुत काम करना पड़ता है, जरूरी जरूरी काम करना पड़ता है और बहुत देर तक करना पड़ता है लेकिन मेरा कहना तो यह है कि वह थोड़ा समय आडिनरी कम्पार्टमेंट में भी ट्रेवल करें। उनको आडिनरी फर्स्ट क्लास में, सेकंड क्लास में और थर्ड क्लास में भी ट्रेवल करना चाहिये और उनके साथ जो लिबरी वाला रहता है उसको साथ में नहीं रखें। आडिनरी पैसेंजर की तरह से वह थोड़ा भी ट्रेवल करे तब उन्हें पता चलेगा कि लोगों की शिकायत क्या है।

धन्यवाद। मैं और समय नहीं लेती।

SHRI PRANAB KUMAR MUKHERJEE (West Bengal): Sir, I rise to add a few words on the Railway Budget. According to some Members of the House the Budget is a step in advance.

SHRI KALYAN ROY (West Bengal): On a point of order, Sir. The debate is continuing and an hon. Member is just speaking. But there is no Railway Minister here.

MR. DEPUTY CHAIRMAN: He was here all the time. There he is. He is just entering.

SHRI PRANAB KUMAR MUKHERJEE: I think it is no use condemning the Railway Minister for the Budget because, although he has the Constitutional responsibility; practically the Budget is prepared by the Railway Board, the heaven of bureaucrats and technocrats. Much has been said about the Railway Board. So I do not like to add anything more but I like to repeat the demand put forward here and elsewhere on more than one occasion that, if the railways are to run as a real commercial enterprise in the true sense of the term, then they should be run and managed by a corporation consisting of Members of Legislatures, representatives of employees and representatives of Government.

Sir, in the proposed Budget it has been pointed out that steps towards dieselisation are going to be faster. The other day my friend, Mr. Kalyan Roy, rightly pointed out that there is an unholy alliance between the American oil magnates and the authorities of the Railway Board over the rapid dieselisation of Indian Railways. Not only there is the unholy alliance but also there is the drain of money. Only for preparing the blueprint of a diesel engine a sum to the extent of Rs. three to four crores has been taken away by the American designers. Not only that. Even the N.C.D.C. has reported that a large number of coal-mines have been stopped—the coal raisings have stopped—and new mines have not been opened up, because there is no other large consumer, because railways have been the largest consumer of coal.

In the proposed Budget nothing has been mentioned about some of the Light Railways still under private management. In the State from which I come there are some Light Railways managed by the private sector and I like to refer particularly to the Howrah-Amta Light Railway and the Howrah-Sheakhala Light Railway. There has been a persistent demand from the public that these Railways may be taken over by the Government of India because these are very much important from the viewpoint of communications and from the commercial viewpoint as well in those localities. I would like to request the Railway Minister to consider whether the Light Railways in West Bengal, particularly those run by Martin Burn Company, can be taken over by the Government of India.

It has been suggested in the Railway Budget to increase the fares for the Rajdhani Express plying between Howrah and Delhi. For the Chair Car it is expected to increase by Rs. 10 and for the Sleeper by Rs. 20. But, Sir, there are certain disadvantages in the Rajdhani Express which should be removed, particularly this; the news relayed from the radio played in the Rajdhani Express gives the news only in Hindi and English. Now, most of the passengers travelling by the Rajdhani Express are Bengalis. So naturally the news should be relayed in Bengali. Also music in Bengali should be provided for and relayed by the radio operating in the Rajdhani Express.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN in the Chair)

Certain recommendations have been made in respect of track inspectors by the Wanchoo and Kunzru Commissions. These recommendations have not yet been implemented. I would like to request the Railway Minister that these recommendations be implemented without any further delay. It has to be remembered also that track inspectors working in the dockyard get more pay and more privileges than those working in the railways.

For a pretty number of years the people of Siliguri in West Bengal have been demanding for an over-bridge because Siliguri is an important town now-a-days as it is situated in the border area in northern India. There is congestion on the streets, and for want of an over-bridge people are suffering a lot. The former Minister of State for Railways, Mr. Parimal Ghosh, came from that constituency. Several deputations went up to him, and the Railway Minister gave an assurance that they would look into the matter. But up till now nothing has been done. I would like to request the hon. Minister to take a note of it.

It has been referred to in this House and in the other House as well that even the workers working in the manufacturing units, such as the Chittaranjan Locomotive Works or the Diesel Locomotive Works or others, are deprived of their trade union rights. I do not see any reason why those workers should be deprived of their trade union rights, rights which are guaranteed by the Indian Constitution.

It has been pointed out on several occasions that the Railways are not using their assets properly. Particularly the landed assets in the metropolitan cities and in the urban areas can be utilised properly. Though the lands remain vacant, they are not utilised, and it would be beneficial on the part of the Railways if they can utilise those landed assets in the proper way, by raising buildings, quarters and other structures on them. In this connection I like to point out that in Kharagpur there is a big railway colony and a large number of railway employees reside in Kharagpur. But there is only one Hindi-medium school in Kharagpur to impart education to the Hindi-knowing people. On the surplus railway land the local people organised a primary school and they imparted primary education to those needing it through the

medium of Hindi, and on several occasions the local people urged the railway authorities to issue a permit to construct a pucca building for primary education. I myself requested Mr. Parimal Ghosh, who was then Minister of State in charge of Railways, and he assured me that he would look into the matter. But up to now nothing has been done. When I came here some time back from Calcutta the school authorities informed me that they had been issued notice by the railway authorities to demolish the present structure where the primary education is going on. The Railway Minister may kindly look into the matter.

Rupnarayanpur is an important railway station and a large number of people have to go from there to the Chittaranjan Locomotive Works and to the Hindustan Cables Limited. But no important mail train or any other important train stops at Rupnarayanpur. This is causing a great disadvantage to the large number of passengers having to go to the Chittaranjan Locomotive Works and the Hindustan Cables Limited.

Another thing is to be taken into account. We see a large amount of scrap steel on the railway track being wasted, which scrap steel can be utilised properly if it is all collected and remade into good steel by the manufacturing units of the Indian Railways. And it is known to everybody that some of the manufacturing units have the apparatus necessary for remaking steel from scrap iron; even if there is no apparatus, the apparatus may be provided for.

Another thing I would like to suggest about the Indian Railways is this. The Railway Minister has pointed out that 98.5 per cent of the passengers travel by the third class but the amenities given to the third class passengers are really very poor. Most of those passengers travel in overcrowded trains and the amenities such as lights and fans, amenities relating to bath rooms, lavatories, etc. are too inadequate. Naturally if we expect to give better service to the people we must lay more stress on the passengers travelling in third class.

With these words I conclude. Thank you.

श्री जगदम्बी प्रसाद यादव : माननीय उप-सभापति महोदय, मैं अपने माननीय रेल मंत्री का ध्यान निश्चित तथ्यों की ओर ले जाना चाहता हूँ। वैसे मैंने पहले कोशिश की थी कि मंत्री महोदय

से लिखा-पढ़ी करके कुछ समस्याओं का निदान करूं लेकिन अनेक बार लिखने के बाद भी मंत्री महोदय अपने डिपार्टमेंट का जो उत्तर होता है, वही उत्तर पेश कर देते हैं, जिसके कारण समस्या का निदान नहीं होता है।

श्रीमन्, मैं मंत्री महोदय का ध्यान पूर्व रेलवे की लूप लाइन की ओर ले जाना चाहता हूं जहां पर डबल लाइन की आवश्यकता है। समय-सारिणी का ठीक से अवलोकन किया जाये, तो लूप लाइन से जो मुख्य लाइन की गाड़ियां होती हैं उससे समय-सारिणी का मसला नहीं बैठता है। अनेक बार कहने पर भी आज तक नहीं बैठा है। अभी अभी मंत्री महोदय ने कृपा करके डीलक्स गाड़ी को दिल्ली से हावड़ा जाते हुए सप्ताह में एक दिन पटना होकर जाने की इजाजत दी है, लेकिन वह गाड़ी पटना के बाद क्यूल में लगनी चाहिये। अगर क्यूल में लगा दिया जाये तो उस क्षेत्र के लोगों को सुविधा होगी। लूप लाइनों के बारे में दर्जनों पृष्ठों में शिकायतें लिख कर दी हैं। उनके जवाब नकारात्मक मिल गये। मैं अपना सुझाव मंत्री महोदय के सामने रखना चाहता हूं कि लूप लाइन के मुद्धार के लिये सिवाये इसके कि लूप लाइन के लिये जमालपुर में एक डिबीजनल मुख्यालय हो, दूसरा कोई चारा नहीं है।

मैं इस सिलसिले में जमालपुर कारखाने की ओर श्रीमान् का ध्यान आकर्षित करना चाहता हूं। जमालपुर का रेलवे कारखाना एक ऐसा कारखाना है जो चाहे अंग्रेजों का जमाना रहा हो, चाहे आज का, जितनी लड़ाई के सामान की आवश्यकता पड़ती थी, बमरो शेल वगैरह, पिछले महायुद्ध में भी और जब चीन के साथ और उसके बाद पाकिस्तान के साथ लड़ाई चल रही थी, तब भी दिया है। चित्तोजन के कारखाने ने 60 टन का लेथ बना कर दिया और नयी नयी चीजें दी हैं। लेकिन वह कारखाना आज लुप्तप्राय हो रहा है। जहां पर अठ्ठाह-बीस हजार मजदूर काम करते थे वहां घटते घटते सात-आठ हजार पर आ गया है। जो लोग रिटायर करते हैं उनकी संतान के वास्ते काम करने के लिये व्यवस्था नहीं हो पा रही है। मैं चाहता हूं उस ओर मंत्री महोदय ध्यान दें जिससे उस कारखाने में अधिक

से अधिक काम हो। डीजल और विद्युत के बारे में हमारे मित्रों ने कहा। डीजल गाड़ी की भरमार कर रहे हैं। मैं चाहता हूं डीजल और विद्युत की मरम्मत का काम जमालपुर में हो।

अभी पटना से जमशेदपुर एक गाड़ी चलती है। मैंने शिकायत लिख कर दी और अभी भी कहना चाहता हूं, कि यह गाड़ी रात में चलती है, दिन भर कोई गाड़ी नहीं चलती है। जमशेदपुर एक बड़ा औद्योगिक शहर है। उसका कनेक्शन भी लूप लाइन से किया जाये। किसी से कनेक्शन नहीं है, कोई सीधी गाड़ी नहीं है। इसलिए इस ओर मैं मंत्री महोदय का ध्यान आकर्षित करना चाहता हूं।

एक बात मैं बिहार प्रदेश की ओर से अर्ज करना चाहता हूं कि बिहार प्रदेश में पूर्वी रेलवे, पूर्वोत्तर रेलवे, नादरन रेलवे, साउथ रेलवे, फ्रन्टियर रेलवे, यानी चार-पांच बड़ी रेलवे चलती हैं और लम्बी लाइनें भी बहुत हैं, लेकिन मैं जानना चाहता हूं बिहार प्रदेश का क्या कसूर है कि किसी प्रदेश का मुख्यालय इस क्षेत्र में नहीं है। आज मांग की गई थी कि बंगाल में राजधानी एक्सप्रेस जाती है, तमाम गाड़ियां जाती हैं, मैं भी चाहता हूं होनी चाहिये, लेकिन जिस स्टेट में इतनी लाइनें जाती हैं, वहां एक या दो मुख्यालय न होना कोई इन्साफ है क्या?

मैं एक बात और कहना चाहता हूं। अनेक बार हम लोग शिकायतें करते हैं। तो हमारे माननीय मंत्री नन्दा जी को शिकायतों का भंडार एक खोलना चाहिये, चाहे वह भारत समाज के नाम से हो, चाहे साधु समाज से हो, चाहे सदाचार समाज से हो। आज सचमुच में इस रेलवे में, जिनमें भ्रष्टाचार ही भ्रष्टाचार है और यहां एक सदाचार का सप्ताह मनाया जाता है, रेलवे की गाड़ियों पर स्टेशनों पर पोस्टर लग-दिये जाते हैं तो क्या पोस्टरों से ही सोचा जाता है कि सदाचार हो जायेगा। अगर देखा जाये तो सचमुच में भ्रष्टाचार का अगर कोई अट्ठा हो सकता है, तो वह आज रेलवे का विभाग है। मैं श्रीमन् नन्दा जी से आग्रह करूंगा क्योंकि, उन्होंने अपने साधु समाज में, भारत सेवक समाज में

[श्री जगदम्बी प्रसाद यादव]

सभी में, इन चीजों का अनुभव किया होगा, अगर उस अनुभव का लाभ रेलवे को वह दें तो शायद रेलवे का बड़ा उपकार हो सकता है।

मैं अनेक बार जो हमारे यहां बरियारपुर रेलवे स्टेशन है, उसके बारे में कह चुका हूं। वहां 2 बजे हावड़ा-दानापुर ट्रेन के आने का टाइम है, ढाई-तीन बजे रात आती है, उसी तरह में अपर इण्डिया 14 डाऊन है, जो रात को एक, दो, ढाई बजे पहुंचती है। अगर इमको 12 डाऊन पटना में आगे रखा जाये तो यह हो सकता है कि 11 बजे तक हम बरियारपुर पहुंच जायें। आप जमालपुर और मुंगेर भी जा सकते हैं। लेकिन गाड़ी ऐसे समय में जाती है कि रात को स्टेशन छोड़ कर यात्री नहीं जा सकता है। ऐसी कितनी ही शिकायतों को सुनने की आपके विभाग में गुंजायश होना चाहिये।

अभी मंत्री महोदय ने स्पीच दी थी, जिसमें उन्होंने पहले जो तृतीय श्रेणी का किराया बढ़ाने का प्रस्ताव था, उसे बढ़ाने की वजाये वैसा ही रहने दिया। मैं सोचता हूं माननीय मंत्री महोदय को शाबाशी मिले, तो हमारे बहुत से मित्रों की जो मांग है उसमें वह कुछ न कुछ मान लेंगे और सदस्यों का जो खुद का अनुभव होगा उससे लाभ उठाएंगे। शायद हमारे सदस्य भी उससे बाग, बाग हो जायें और धन्यवाद के पात्र बनें। मैं एक माधारण सी बात पूछना चाहूंगा कि तीन पंचवर्षीय योजनाओं में रेलवे की लाइनें देहातों में कितने मीलों में बढ़ीं। दूसरी बात मैं पूछना चाहता हूं कि तृतीय श्रेणी के यात्रियों के लिये भोजन में, विश्राम में, स्थान में, लैट्रिन में, उनकी हवा और रोजनी के लिये क्या क्या मुविधाएं मिलती गईं। अगर एक बार में कुछ मुविधाएं दी भी गईं जनता ट्रेन बना कर, तृतीय श्रेणी में पंखे लगवा कर और उन मुविधाओं के बाद लगा कुछ आजादी की लहर आई, कुछ हवा। मली प्रकाश आया, लेकिन आगे थर्ड क्लास के यात्रियों के लिये किसी भी चीज में कोई मुविधा नहीं दी गई। मैं मंत्री महोदय का ध्यान इस ओर चाहूंगा कि डा० राम सुभग सिंह जी जब रेलवे मिनिस्टर

नहीं थे, तो उन्होंने रनिंग स्टाफ में जो कण्डक्टर अटेंडेंट जाते हैं, जो सचमुच में रनिंग करते हैं, इस बात को माना था कि उनको क्या तकलीफें हैं और वह उनको रनिंग स्टाफ में मानने का प्रयास करेंगे। वह रेलवे मिनिस्टर हो गये, लेकिन उन लोगों की समस्या का निदान नहीं हो पाया। मैं समझता हूं, अगर आप इस समस्या का निदान कर दें तो उन कर्मचारियों को इससे अधिक लाभ होगा।

एक बात मैं कहना चाहता हूं कि आपके विभाग में लॉस का एक सबसे बड़ा कारण है, टिकटलेस ट्रेवलिंग, जिसको चेक करने की आपने कोशिश की है, लेकिन उसके साथ ही आपके रेलवे में सामानों की जो चोरी होती है वह इतनी बड़ी चोरी है, जिसका इलाज नहीं हो रहा है। आप जमालपुर की चोरी देख ले, जो बरौनी के पास गार्ड है उसमें कितने लाखों रुपये की चोरी होती है, उस चोरीकी अगर आप नहीं रोक सकेंगे जो सम्पूर्ण भारतवर्ष में हो रही है, तो शायद आप अपने घाटे को पूरा करने के लिये टैक्स लगा कर रेलवे की प्रगति को रोकेंगे। इसलिये मेरा आग्रह है कि इन चोरियों को रोकिये। साथ ही साथ एक और आग्रह कर देना चाहता हूं कि आपके सभी विभागों द्वारा रेलवे की जो सम्पत्ति को आग लगाई जाती है, तोड़ी जाती है, उसका सरकारी स्तर पर रोकने का प्रयास तो किया ही जा रहा है। लेकिन मैं आप से यह निवेदन करना चाहता हूं कि रेलवे की सम्पत्ति को तोड़ा जाता है, जलाया जाता है और उखाड़ा जाता है, उसको रोकने के लिये आपको गांव पंचायतों का सहयोग लेना चाहिये। आजकल प्रजातंत्र का जमाना है और प्रजातंत्र में जनता का सहयोग लिया जाना आवश्यक है। इसलिए मैं यह निवेदन करना चाहता हूं कि अगर आप पंचायतों का इस काम में सहयोग लेंगे तो जो गड़बड़ी रेलवे की सम्पत्ति के संबंध में की जाती है, जो रेलवे की सम्पत्ति जलाई जाती है, उखाड़ी जाती है, वह जनता के सहयोग लेने से कम हो जायेगी। मैं आशा करता हूं कि आप इस ओर ध्यान देंगे और मेरे सुझावों के बारे में संतोषजनक जवाब देंगे।

5 P. M.

THE MINISTER OF RAILWAYS (SHRI GULZARI LAL NANDA): Mr. Vice-Chairman, Sir, I will, in the first instance, express my sense of gratitude to the House for their abundant goodwill for me of which there has been evidence in many speeches of hon. Members. I shall try to justify the confidence reposed in me. I cannot have all the time that is needed to deal with the numerous questions and suggestions which Members have raised in the course of the debate and I will have to limit myself to some broad issues and questions of general interest. I shall write to the Members regarding whose suggestions or questions I am not able to say anything now or I cannot take them up here. I may also have personal discussions with them at an early occasion. I have to plead with hon. Members—I do not think that it is necessary here—that if there is any hon. Member feeling the impulse to say something to interrupt, he may postpone the interruption to the end of my speech. That would be better and I will try to give the clarification that may be required.

According to an undertaking that I had given here to an hon. Member I read his speech verbatim. While I was present here I only heard him partially. I think he is Mr. Balkrishna Gupta. Even though he is absent, I would like to say something about his speech, because there was an impression created in my mind when I read it again. I would like to convey to the hon. Member that I cannot say that it was very pleasant reading, but that does not matter. I shall try to understand the mental background from which those thoughts and words came forth. There are limits to the liberty one can take of language while speaking about others. When we talk of corruption, there are some minimum standards of integrity to be observed even in one's speech. Sir, I shall leave that here.

I shall now deal with the major questions that concern us here and which were raised in the course of the debate. The central issue of the debate was the state of the finances of the Railways and the problem of resources. The discussion revolved round this and many related questions. I shall mention some of them to illustrate the point. The questions which arose and which are repeatedly referred to are: the increases in fares and freight originally propos-

ed and their subsequent modification; deficit in the Railway Budget; dividend to the General Revenues; over-capitalisation; Convention Committee; obligations of the Railways as a public utility; reasons for the financial difficulties of the Railways; ways to augment the Railway finances otherwise than by an increase in fares and freight; how to stop leakages of revenue; how to eliminate waste; how to effect economy in expenditure; how to raise the level of efficiency in performance. Other aspects having a bearing on the subject also cropped up in the discussion, e.g., how good the administration is and what is the extent of corruption. In the course of the speeches this afternoon the topic of malpractices in the railway system recurred.

Firstly, regarding the proposed increase in fares and freight, some Members have said that I was not personally responsible for formulating the proposals relating to the new burdens. The material consideration, however, here is, in what circumstances and against what background those proposals took shape. Since assuming charge of the affairs of the railway system, I have had some opportunity to look closely into the finances of the Railways and I must say that I am deeply concerned and I should even say I am perturbed at the degree of deterioration that has occurred in the financial health of the Railways. Let us have a look at some of the essential facts and figures relating to the financial situation of the Railways. After the payment of dividend and meeting the expenditure on developmental works, a series of deficits covering a period of six years stares us in the face. These are:—

	Rs. in crores
1964-65	10.99
1965-66	8.90
1966-67	44.99
1967-68	45.68
1968-69	21.12

Now, add to this the estimated deficit of Rs. 34.19 crores for the year 1969-70. It makes a total loss to the Railways amounting to Rs. 165.87 crores during this period. No wonder, there-

[Shri Gulzarilal Nanda]

fore, that as a consequence the Railways have since 1st April 1964 not only depleted the entire balance of Rs. 110.48 crores which accumulated in earlier years in the Revenue Reserve Fund and the Development Fund, but also became indebted to the General Revenues to the extent of Rs. 55.39 crores. What is the prospect for the year 1970-71? Hon. Members might have seen the figures in the Budget papers. They disclose a startling picture.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Any special reason for this deficit?

SHRI GULZARILAL NANDA: I am coming to that. For several years this is the picture and it is a continuing picture. The deficit is to the extent of Rs. 40.97 crores in the Budget year. If there is no provision for additional revenues, some means must be found. How is the figure of deficit in the Budget year arrived at? There is a shortfall of Rs. 16.62 crores in the net revenue after payment of dividend to General Revenues. Then comes the dividend to the general revenues. We cannot meet it fully. The shortfall in Rs. 16.62 crores. The expenditure from Development Fund is expected to be another Rs. 21 crores. It should not be considered as if the amount which is allocated to the Development Fund is something like a reserve or something like capital expenditure. It is not. That expenditure out of the Development Fund is on what we may say non-remunerative works and other activities. That is properly debitable to the revenues. In addition, the Railways have to pay Rs. 3.35 crores to General Revenues as interest on loans taken. This interest will be a growing figure if this state of affairs remains as it is. To wipe out the deficit we need an increase in revenue to the extent of Rs. 40.97 crores. But that is not enough. We have something like the Fourth Plan. It has its demands, and if we are not able somehow to provide for the future needs which have been projected in the Plan, then where is the expansion, where are all those requirements which have been highlighted in the course of this discussion?

The Railways' programme in the Fourth Five Year Plan requires Rs. 1,525 crores out of which the Railways have to produce Rs. 940 crores from their own resources. The Plan provides

for Rs. 620 crores for rolling stock, Rs. 315 crores for line capacity works, Rs. 228 crores for track renewals and bridge works and Rs. 83 crores for new lines—only Rs. 83 crores for new lines. Two-thirds of this amount is for completing the continuing schemes and only 1/3rd or Rs. 28 crores are for new works. Everyone will recall how many suggestions, requirements and demands are there for new lines here, there and everywhere in the country. Hon. Members are well aware that there is a variety of new and insistent demands to meet which there is a mounting pressure in and outside Parliament. The total cost of placing uneconomic lines on a sound basis runs up to a figure of Rs. 240 crores, Rs. 175 crores for conversion and extension and Rs. 65 crores for rolling stock. The Committee which reported on the subject has suggested an immediate provision of a minimum of Rs. 35 crores. There is a 10-15 year programme of—I am coming to the line conversion activity, conversion of metre gauge to broad gauge covering 3000 kilometres at a cost of Rs. 175 crores. I may add here that we have been able to make no provision for improvement of uneconomic lines, nothing has been provided, and covering 3000 kilometres at a cost of Rs. 175 crores if it is to be completed even in 15 years, it will entail an annual provision of Rs. 12 crores on that account alone. For new lines, the order of total investment required will be of a huge dimension. Even if the most urgent needs on all these accounts including rolling stock are to be satisfied in the course of the next ten years, the annual allocation cannot be less than Rs. 300 crores.

It is in this context I may say a word about what the hon. Member, Dr. Antani, said about Gujarat. Gujarat is a State with which I am familiar. I have lived there since 1921. I belong to Gujarat. Therefore, I have to say something on this issue to the hon. Member. Who could have had any bias against Gujarat in this Government? Who was the real Railway Minister before me? Barring a brief period by Shri Govinda Menon, barring that brief period, it was Dr. Ram Subhag Singh. Can he be charged of having any bias against Gujarat? Then Mr. Poonacha. I do not think there is any question of any bias in his mind against Gujarat. Then Mr. S. K. Patil. He is a Member of Parliament from Gujarat now, and he must have possibly anticipated that also. Therefore, the question

is not one of not doing the fair thing by one State or another. The question is that there is so much needing to be done and so little available. There is the essential question of priorities. The only thing we should be sure about is that we have done the fair thing, have given a fair deal to all the areas in spite of pressures more and more from one area or another. Without any pressure there should be some test, some criterion, and in the light of that criterion if there is faith in the administration that they will take decisions on that basis, the clamour should cease. But that is something which will have to be taken care of.

In connection with the finances of the Railways I should say something more. It is difficult to visualise at the moment how much addition to expenses will arise on account of the increase in the scales—I am seeing the picture as it is now and how it is likely to develop, the adverse factors I am mentioning—increase in the scales of emoluments and facilities which may be recommended by the Pay Commission to be set up shortly. As a labour man I will certainly be happy if they get more and all kinds of things. But as a railway man who has to run the Railways and look to the needs of all and procure the funds, I would ask this question. The employees must have better housing and more quarters. This is something which is occupying my mind, which is uppermost in my mind. The passengers and other users should have more facilities. Everybody concerned expects a better deal. Where will all this come from? The Members will kindly view the original proposals—that is why I have said all that—for increase in freights and fares against this background. They will see that those proposals were not preposterous.

Will a commercial concern running a transport service try to make both ends meet or not? And we cannot lose sight of the fact that the dividend to the General Revenue is the first charge in the gross surplus of the Railways during a year after defraying the current expenses and the allocation for the depreciation funds. What is spent on the unremunerative works and services, out of the Development Fund, has to be obtained as a further loan from General Revenues, when there is no surplus available for the purpose. This is the basis of the case of the Railways for the proposal to raise freights and fares. And the case of the Railways

gains more force specially in respect of fares when it is seen that the Railways incur a loss of Rs. 45 crores annually on account of passenger and other coaching traffic, which to that extent has therefore to be subsidised out of the earnings of the goods traffic. And looking further into the various elements of passenger traffic, a big proportion of this loss arises in respect of the Third Class passengers. The losses in suburban traffic are proportionately heavier than in the case of the rest of the Third Class passengers.

Now I have to explain why, with this dark picture of the finances of the Railways before me, I came forward with the modifications which have deprived the Railways of Rs. 13 crores out of the expected increase of Rs. 39 crores. This is the first question. The answer lies in my keen appreciation of the social obligations of the Railways as a public utility. As long as it is possible to do so we must spare the common man—the working class and the lower middle class—any aggravation of the hardships and burdens of their daily life. This to me is the minimum content of the concept of socialism in this country. We should of course further make life easier for them by making them the first sharers in the fruits of any progress that takes place in the country. And there was before me another consideration, a compelling and over-riding consideration. That was the voice of the people expressed in various ways, primarily through the Members of Parliament belonging to all the political parties. That was an appeal to me and I could not resist it. The credit therefore for the modification of the proposals belongs no less to Members of Parliament belonging to my party as to the Members of Parliament of the other parties.

Here in this House a question was asked—how in those circumstances will I balance the Budget? Several Members raised that question and that calls for an answer. How will the financial requirements of the Plan targets be met after the withdrawal of the increase in fares and to some extent in freights? There is also the further question to be answered and that is your question as to how and why we started making losses whereas in the earlier years there was a profit?

I shall take up this matter first, about losses. During the period of recession since 1965, the Railways which had built up the capacity for normal in-

[Shri Gulzarilal Nanda]

crease in traffic had to face a fall in their earnings owing to circumstances over which they had no control. Apart from this, the rise in the trend of prices and wages led to heavy increases in the costs incurred by the Railways which swelled the expenses and were not counter-balanced by the rise in earnings. Like anybody else will do, a commercial enterprise if they have to pay more for the things which they consume as their inputs, they will charge correspondingly more for the services which they render for their products so that they are not at a loss, they make some profit. This we have not been able to do and we are not doing it in the current year. The price of coal has gone up 39 per cent above the price in 1965-66. Now, I am talking of that period—from the period when the losses began up till now—and I am giving a comparative position of that period. What happened and why is it that we have not been able to match our earnings with our expenses?

SHRI ANANT PRASAD SHARMA.

Sir, we have been told that we can ask clarifications at the end. But you are in a privileged position. You have asked that question which we wanted to ask.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : I think I did not ask for the reply. I simply suggested.

SHRI ANANT PRASAD SHARMA : Only I wanted to know how long this position of running into a loss would continue.

SHRI GULZARILAL NANDA :

That is a good question. The hon. Member should have ensured that at least to some extent the answer must be furnished in the course of my own reply because that is a very important question.

Sir, I mentioned about the price of coal, that is fuel, which forms a very huge proportion of our expenses. In the same period the increase in the prices of iron and steel and the *per capita* cost of staff is 33 per cent and 32 per cent respectively. As against these steep increases, the charges, i.e. the average earnings per passenger kilometre and net tonne km. for goods traffic have increased only by 8.8 per cent and 11.2 per cent respectively. That

is very self-explanatory, very clear. The costs of major components have risen very much, by 33 per cent 35 per cent. The increases in earnings have been partly due to increase in freight, etc. and fares, and partly because of the increase in efficiency. The clear meaning is that the Railways have not ventured to increase the charges for their services to the extent warranted by the increase in costs. To some extent, the gap has been filled by improvements in efficiency but a good bit of it remains uncovered, and that is what is looming large before our eyes. How do we propose to set things right? That is the question for the future. For this purpose, I wish to explore—this is my intention and idea—every possible avenue the first thing of plugging the loopholes, eliminating waste and thus reducing the expenses. That is the first thing. Operational efficiency has to be further improved. It has improved. I need not take up the time of the House by giving figures. They are in those pamphlets and literature which accompany the Budget papers. I look forward to a substantial margin of savings in these directions. I am also hopeful of achieving a considerable increase in the earnings of the Railways by stopping a number of leakages, the existence of which is not a hidden fact. Mention was made of many things here about ticketless travel, of the losses, the pilferage; and scrap was mentioned—it may be a small thing. Actually, in the aggregate these things make big amounts. The measure of reform which I have in my mind may take some time to produce significant results. Meanwhile, the plight of the Railways, as is well known, calls for immediate remedial measures. I have therefore to turn my eyes in the direction of some relief in respect of Dividend to the General Revenue. I shall appeal to the Convention Committee for a fair deal. In calculating what is properly due from the Railways for the use of the national funds, which are embodied in the assets of the Railways, allowance should be made for any over-capitalisation at the start, and for the losses of over Rs. 50 crores a year which the Railway incurred on account of the social obligations cast on them, which no commercial enterprise can afford to bear or will agree to do so. These are freight concessions on foodgrains, fodder, etc. and it many times happens that during the period of drought, during the period of various natural calamities, we have to move these commodities here and there neglecting the other demands on

our capacity, and earnings are very meagre on these movements. Of course, I would mention that the facilities which we give to our staff-hospitals, schools, etc.—they are something which we should be glad about, proud of. But an ordinary employer will not do all that. That is for the General Revenues of the State; the General administration has to provide much of, it has to do that.

On uneconomic lines, every year more than Rs. 7 crores or so are incurred as losses. My predecessor and the Minister for Railways earlier, Mr. Ram Subhag Singh have possibly stated here in this House also and in the other House that we will not touch them meaning—of course, not that the Rs. 7 crore loss would continue that we will try to do something—upgrade, convert, do this and that to make them more efficient and pay something. That requires huge amounts which are not there. And it should be ensured, Sir, that the modicum of new works which form part of the Fourth Plan will have the provision of needed funds. They have no provision now. We are not able to save anything because there are losses now. How do you save from losses for doing new work? Something has to be done about it. And if the Railways are not able to raise additional resources for this purpose, we will be told not to do those few miles or mileage worth Rs. 28 crores and the completion of the other lines.

In the same context, a few observations were made and I would like to refer to them. There is the question of the uneconomic lines, the question of dismantling them. Now, I think just as in respect of obligations, for these social burdens or whatever we may call them we must get an allowance for that. That is, I would not say as has been said by some friends here that it is purely a public utility concern. That means that it may go on running into losses and nobody will take care of them. No. We must satisfy the commercial test initially. That is, we must at least see that we cover our expenses and pay at least the minimum interest charges at the borrowing rates at least. Then, if that means losses, we are perfectly entitled to ask the Government of India, that is, the General Revenues to be compensated for the social burdens which we have to carry. I have mentioned the figure.

Now uneconomic lines have to be maintained in certain areas. We can tell the States concerned to have other means of transport, developing buses, trucks and all that. Why should this luxury be maintained at a huge loss? But we are told that we cannot do that because there would be clamour and discontent. In that case I will ask the State to share in that loss. If they agree to it, we can consider whether to maintain those uneconomic lines or not.

Now comes the question of public utility service, and we have to bear losses on account of carriage of third class and suburban passengers. A commercial enterprise will not do that. They will charge what the traffic can bear. Keeping the rail-road competition they will charge as much as they can so that they do not at least incur losses. We are not doing that. That also is due to non-commercial considerations. Therefore, some allowance has to be made for that also. We are told to pay interest on the loans that we take from the Government although there are losses. This also is a consideration. If we have to carry passengers at a loss, certainly, some kind of allowance has to be made in the matter of capital funds. We should get adequate funds and in the charge of dividend to the General Revenue, an allowance should be made for that or it should be made up in some other way.

SHRI R. T. PARTHASARATHY (Tamil-Nadu): Sir, I am only on a particular point which the Minister has very ably replied. I would like to put only one question by way of clarification. The hon'ble Minister referred to the loss on uneconomic lines. I stated the example of the hilly track between Mettupalaiyam and Ootacamund. The rail fare is something excessive. You are charging a special rate and that is not giving adequate revenue to the Railways. Why should the Government not think of making the rail fare on hilly tracks like Simla-Kalka and Ootacamund-Mettupalaiyam on par with ordinary railway line? What prevents him from doing that?

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): You can answer in the end.

SHRI GULZARILAL NANDA: Yes, Sir. I can answer that later on. There are one or two things around these things or individual places, that some-

[Shri Gulzarilal Nanda]

thing is happening in some way. These are covered by the general considerations which I have dealt with.

I have got in my hand a summary of the points which Members raised regarding other things and I will deal with some of them in the time left with me.

Certain points were made having a bearing on the financial situation of the Railways. One question pertains to dieselisation. An hon'ble Member suggested that doing away with steam engines would save us some of the luxury investment because we could as well do with locomotives for which we have production capacity. Why have we to go out and try to have diesel engines which will mean import of crude oil, which means expenditure incurred in terms of foreign exchange, components and other things and, therefore, it is very costly for the nation from the national angle and from the point of view of commitments in other countries. The hon'ble Member is here and I have taken up his question. I was going to say that if a worker loses his employment I feel disturbed. Therefore, I would not like any person engaged in the mines to lose his employment, and I will think of ways of avoiding that. And if that has per force to happen he should not be on the streets in a country where industry is developing. It is not that in India people live in a jungle so that they can go and have their food anywhere through his personal labour. In a complex society what does a person do when he is out of employment, whether he is a small person or a big person? He does not have reserves and big bank balances. Therefore, employment to him is a vital major consideration in our country, what to speak of a socialist country. Therefore, I would certainly be deterred from doing anything simply by the consideration of unemployment which is avoidable in this sense. I have got figures. I will take up the whole question of dieselisation which is so important and is being raised in many places.

Sir, diesel engines have the following advantages. In the first place we have to compare the advantages and the disadvantages and the dispensability and the indispensability. It can haul heavier loads than the steam engines. It can accelerate. It puts up speed quickly and slows down also in lesser time. No

stops are required for taking water as in the case of steam engines. On account of the above factors the average speed in diesel traction is higher and is more by 50 per cent. on the broad gauge. The total traffic that can be carried with a given number of engines is higher with diesels than with steam engines on account of higher average speed, heavier load hauling capacity. As more traffic can be carried with lesser number of trains, additional works such as doubling of the line capacity involving capital outlay can be avoided to a certain extent. This is a very important factor. The operating costs are significantly lower on diesel oil traction. The operating cost includes interest, depreciation, capital, maintenance, fuel consumption, staff engaged, etc. (Now these are the considerations. One thing more. Diesel engines can be used more intensively because they require less periodic attention for repairs and time for servicing. When the total number of trains or the total number of wagons and the total tonnage of material in a particular section increases the traffic can be managed with the same number of engines up to a certain limit, but beyond that limit we require traction like diesel or electric capable of putting higher speed.

A suggestion was made by the hon'ble Member: "Why not have two steam engines or three steam engines instead of one?" This arrangement calls for a considerable amount of co-ordination. In the first place, these are technical difficulties and the locomotives have to be stopped frequently for cleaning and taking water. But, apart from that you must have taken notice of the fact that there is a persistent demand for dieselisation. I was told by an hon'ble Member here on this side, Shri Jagat Narain, not to neglect Punjab altogether. "Do we not deserve any dieselisation at all?" he asked. That means there are certain advantages in that which cannot be secured otherwise. You want more speed. You want more trains running. All these things cannot be managed, Sir, without more modern methods of traction. And this is one such method.

SHRI GULZARILLAL NANDA :
Has anybody opposed dieselisation?

SHRI GULZARILAL NANDA :
There was a whole speech against dieselisation.

SHRI KALYAN ROY : Perhaps it is to satisfy the American lobby.

SHRI GULZARILAL NANDA : We are concerned with dieselisation. I may tell the hon'ble Member that we do not have to depend very much on any lobby. I shall give the figures.

SHRI ANANT PRASAD SHARMA : Is there some lobby for dieselisation?

SHRI GULZARILAL NANDA : He thinks so. Electrification is an acceptable alternative. But this is economically justified only when the level of traffic exceeds a certain limit.

Regarding diesel traction, again, there is a certain amount of flexibility which even electrification will not be able to bestow. Now regarding the other incidental questions about diesel engines—it needs foreign exchange and all that—diesel locomotive manufacture has been set up within the country. So there is no import of them. Diesel locomotives are produced at Varanasi and Chittaranjan. The indigenous content of the locomotives manufactured at the Diesel Locomotive Works, Varanasi, has increased progressively from about 20 per cent in 1964-65 to as much as 80 per cent in 1969-70. Except for certain highly sophisticated items, the bulk of the items are already manufactured within the country and attempts are being made constantly—towards reduction of the foreign exchange content. Also at not too distant a date we shall be in a position to enter the export market in the field of diesel locomotives. So that is the economic aspect. Both from the angle of balance of payments and also from the point of view of economic considerations...

SHRI KALYAN ROY : What about oil?

SHRI GULZARILAL NANDA : Regarding oil, it was very much in my mind for the purpose of answer. Crude oil is not being imported primarily for producing diesel oil for the Railways, but for other important items like kerosene, etc. Reduction in the consumption of high speed diesel oil by the Railways, therefore, will not by itself influence the level of the imported crude oil. The consumption of high speed diesel oil by the Railways represents 12 per cent of the total consumption of HSD oil and 1.5 per cent of the total consumption of petroleum pro-

ducts in the country. And the projections made till the end of 1973-74 indicate that this position is likely to continue even at that time. Crude oil is imported to meet the demands for several products—petrol, HSD oil, naphtha, kerosene, etc. A certain quantity of HSD oil, a natural by product in the refinery, gets produced and optimum use has to be found for the same. It is not therefore an additional draft on our resources. Hon. Members may be interested to know that the Railways make a much more efficient use of diesel oil than the roadways. Diesel is used for road transport also. Diesel rail transport is approximately six times more efficient than the road transport. Therefore, use of diesel for rail transport is a much more economic proposition.

Regarding unemployment in collieries, it is true that in the last six years, coal consumption has been reduced from 17.44 million tonnes to 16.29 million tonnes. As against this reduction of one million tonnes, the total production of coal in the country went up by 8 million tonnes. Therefore, there is hardly any cause for complaint that unemployment arose because of a lower production of coal. Other factors are there and they have to be dealt with separately. This was a question raised by the hon. Member who is in the labour movement. I have to show great consideration for that because I have to make claims on them in respect of many things to better the conditions in the Railways, and the labour movement will have to make a big contribution to the various things.

Regarding the other points, about finance, it was said that this increase in fares, etc., is a kind of indirect taxation. Now that expression loses right of the fact that taxation is secured for something with no direct return. May be a country invests money and offers benefits for the people. But this is a charge for a service, a charge at less than cost. The question of indirect taxation, therefore, has no relevance at all in this case.

Now there are other questions which I shall take up. The question of passenger amenities is there. Maniben Patel made a moving appeal to me. I will bear that in mind. I have that in my own heart, that feeling and that intention. I will say something at the end about the precise programme that

[Shri Gulzarilal Nanda]

I have in mind. I know about the difficulties of passengers, especially the third class passengers. Therefore, everything possible will be done. The question of additional resources apart, there is so much that can be done by using the existing resources which are now being applied in various directions. Therefore, maximum utilisation of the resources which are now being utilised for various purposes is the direction in which I would move. Personal visits, of course, will be there. Nothing will be taken for granted. I will have seen carefully and extensively all that is happening in the railway system, on the passenger side, on the goods side, stations, etc. I will have seen all that personally, so that nobody has to tell me something which I have not known myself personally with my own eyes.

SHRI ANANT PRASAD SHARMA :
Labour side also.

SHRI GULZARILAL NANDA :
Has the hon. Member to remind me about labour?

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): But he has raised certain labour questions in his speech.

SHRI GULZARILAL NANDA :
Maniben Patel and other hon. Members were mentioning about the difficulties of the passengers. It is really awful that water should fail. Particularly in hot weather, if water fails, what will a person do? Lights failing, pilferage and thefts, these are things which those who really undergo these agonies can realise. I shall see what has to be done about it. There is the question of catering, for example. I do not have any personal experience because the kind of food that I take does not call for any recourse to catering outside. I carry some fruits or a little something. That would suffice for me. But now possibly I will have to consume the kind of stuff which was produced by the lady and see exactly what it means, or at any rate have it properly examined and then do something about it. I have some concrete suggestions for catering and I will tell you what I propose to do about it. But the matter is very much in my mind.

Regarding labour, the hon. Member may not have to wait for long. His staff is my staff because he works at

the other end and I was also working at the other end in the INTUC as President. Actually there is no conflict of interests. If we really see that the Railways make more money, that they avoid loss, that they avoid corrupt practices and malpractices and the loopholes, etc., then they can get more, and they should get more. Their difficulties should be solved and this is my intention. I have myself complained about the grievances machinery. I used to ask "Why is it that the complaints do not have some kind of a conclusion? Why have they to go on interminably?" May be things have improved, but I will have to look into that also, and see that this machinery works properly. Participation has been something, but I have tried to bring to the notice of the employers this matter through our tripartite machinery. We have reached certain decisions and certain recommendations have been made. It has not progressed as fast as I hoped it would. But now I will be called upon to act with authority as to what is being done. Participation is a two-way traffic. It is not simply what the hon. Member has said, that the Director and others take tea, they feel they are in a very good atmosphere and that is all about it. It is not that. Some participation will have to be conceived in real, genuine, practical, terms. I will try to do that. And then about the delays in the representations of the workers. I am very much conscious of that. Why should there be any delay? You have the staff. You have everything. You do not have to spend anything more to give a reply more promptly. Then, associated with delay is corruption. I am not talking of delays in the matter of workers' representations. I am talking of delays of all kinds, of the question of quarters not being enough, of the training for workers, etc. These are things which we will certainly have to do.

Then I come to one or two questions about the administration. The Railway Board is very much in the minds of Members. I saw that in the Lok Sabha and I see it here. The Board is one part of the administration. We have to judge the administration as a whole and see where lies the real difficulty. Is it at the highest level? Is it at the middle level? Or, is it at some lower level? These are things which should be examined very thoroughly. And it is the responsibility of the top level also to see why and how the

things at the lower levels are not done properly, why the people at the lower levels are not functioning properly. That there is a great deal of complaint, a sense of grievance, is evident. But it may be that there are good replies to some of the cases. A number of cases are residuary and call for an investigation or an inquiry. And I think this will have to be done soon. About the Board, as I have explained before elsewhere, please do not talk as if there is some magic in removing the Board. Then what? They must consider it in terms of the functions that it has to do. If you remove the Board, who will do those functions? Some other arrangement will have to be made and some other mechanism will have to be provided. Therefore, we have to go into it a little more thoroughly as to where the shoe pinches and what the matter is. And I will try to do that. In the same context there was the question of saloons. I think this has some importance. But we are possibly—may be, I cannot say immediately because I have not yet examined this thoroughly—over doing it. At least I know this much (*Interruptions*) Out of 1200,900 are inspection coaches. They are four-wheeler coaches. When people have to go in them, there is no element at all of any luxury in them or any comfort in them. They are inspection carriages where a person has his office, residence, etc. because he has to go along the line. Please do not exaggerate the figure. So, out of 1200 there are 900 inspection carriages. And we have 300 left. Now, out of these 300 we shall try to see if we could reduce some. There must be a check. The people concerned should see to it that the use of saloons is very much limited, restricted, to the functional aspect. There is a functional aspect of it. But it does not mean that simply because a person is entitled to go by a saloon, he must always travel by a saloon if the same purpose can be served by going by First Class, and may be, also by Second Class or even Third Class. Therefore, I would expect the members at any level to have recourse to all kinds of facilities, Third Class, Second Class or First Class. If necessary, let them go even by air-conditioned class or even in a saloon, depending upon the need and the occasion. And I hope that I will, try to set an example in that direction.

(*Interruption*)

There is one other matter which has figured very prominently, very fre-

quently, in the debate here and also in the other House, and that is the question of corruption. I was asked, because of some kind of experience which I have got myself in dealing with this problem, that I may be able to help in that. I am very glad that in this House mention was made of the Sadhu Samaj or the Bharat Sevak Samaj or the Sadachar Samithi. It was in real, good spirit, not some kind of a ridicule. I have to be very cautious in my expression when I am replying to the questions of honourable Members. But I would say there should be an enlightened criticism. And so far as the Bharat Sevak Samaj is concerned, I will not say anything because there is an inquiry and we have to await the outcome of that inquiry. If anybody has erred, let him suffer, let him go to prison. But I would say good work has been done there. About the Sadachar Samithi I will not give details here now; but if something is to be done, if corruption means that hundreds of crores of rupees could be saved by stopping it, by plugging the loopholes, then, we will have to take action and I will have to consult honourable Members as to how to do that. I will do whatever I can. I will be available to Members always.

I have taken up many of the questions here. Now, there is the question of security. We have to guard against pilferages, loss of loose property, destruction of property. All this involves the question of security and law and order. I have today received reports of assaults on our drivers and others. But then this is a national problem. I cannot do it. My Railway Protection Force cannot do all that. Something has to be done about it. At any rate, whatever means are available with us, whatever machinery we have, whatever strength of force we have, it has to be deployed effectively to assure the protection of passengers and goods. I have some ideas of how and what is going on in the railways, how people take out things. It appears as if their only profession is just to rob the railways and the passengers and their goods. May be, as I said, vested interests have grown around this evil of corruption. All this is going to be a difficult job. But we have to do that.

Now, I want to say in conclusion...

श्री जयशम्भूप्रसाद यादव : इसको रोकने के लिए क्या कोई नई स्कीम बनाई है ?

SHRI GULZARILAL NANDA: I am going to say something now. After the honourable Member has heard me, then, he can ask me further questions. I have not been long enough in the Railway Ministry to claim that I have known everything about it, and that all the ideas which I am now putting forth are all that need to be done. May be, it is a limited approach.

In the limited time I have for the study of the conditions of the railways and the problems of the system, I have reached some conclusions for a programme of practical action which are necessarily of a tentative character at the moment. They will be given a firm shape in the course of a few weeks. These are the ideas, the proposals and programmes :

1. Best use will be made of any information and new suggestions emanating from the employees or other source which may lead to increase in efficiency, avoidance of loss, reduction of expenditure, increase in earnings, detection of offences and improvement generally. I shall have a sum allocated for the purpose of rewarding these services in a suitable manner. I shall have a cell in my office which will look after the direction of this activity to which I want to give personal attention to the extent required. We shall do our best to assure protection to those who co-operate with the railways in this programme.

2. A well-organised system of surprise checks will be developed in which there will be association of the officials at all levels, the Railway Minister and the Members of the Railway Board will participate in it. the outcome of these checks will not only be prompt and adequate action against erring individuals but will form the basis for reform in methods and organisation of the railway system.

3. Similarly complaints which are received at any point or level of the system will be given prompt attention; and made the occasion for all necessary rectification wherever called for.

4. I shall seek the cooperation of the Members of Parliament in making the Consultative Committees for Railways as purposeful as possible. Cooperation of the Members will be enlisted for reforms and for securing

effective implementation of the programme of reforms and improvements which is approved of.

5. The whole organisation at the level of officers including the set-up of the Board will be reviewed and changes in composition and structure will be made if warranted consistently with the requirements of efficiency and in the light of recommendations of the Administrative Reforms Commission and other bodies. Appropriate deployment will be made of any such staff which is found to be surplus.

6. The whole question of use of saloons will be re-examined. Their use will be restricted to the minimum compatible with the essential needs.

7. I will approach voluntary social organisations to set up a consortium of their representatives to make arrangement for catering of some selected sections of the Railways. The system will be extended depending on the results. The existing catering contractors will be warned to improve their catering service and subject to contractual limitations action will be taken against those and, if necessary, their contracts will be terminated if due improvements are not effected. Encouragement will be given to those who render satisfactory service. Towards the same, action will be taken in respect of departmental catering.

8. Full advantage will be taken of the advice and co-operation of the various Railway Users' Committees and other forums.

9. I am going to appeal to the workers in all parts of the country to make their utmost contribution towards raising levels of efficiency and effecting economies and it is my intention that a substantial part of the savings which will thus result will be allocated for the purpose of increased provision of workers' quarters and better maintenance of the houses. I am giving directions to the officials concerned to properly look after the maintenance of colonies in which the workers are being housed now and to effect all the necessary improvements as speedily as possible.

10. I shall take various steps to make our goods transportation as attractive to the users as possible by speeding up delivery and eliminating malpractices in the course of transit.

11. Immediate thought will be given to removal of deficiencies in respect of passenger amenities, especially for the III class passengers, and in particular in the matter of lighting, drinking water and sanitation.

Then, Sir, the question of priorities has a very important bearing on creating a sense of justice and avoiding a sense of grievance so far as the activities of the Railway Ministry are concerned. Ticketless travel has got to be tackled and it is a very important problem. Greater attention will be paid on more vulnerable sections which are danger hazards. For these programmes I seek the co-operation of all sections of the people, Members of Parliament and other leaders and also the student community, the youth of the country, will be associated with the activities of the Railways. I cannot say that these programmes are very big or they amount to something quite big, but we have got to make a beginning and for implementing these programmes we will have to seek the goodwill and help from Parliament and other quarters, for which I can see abundant signs. I thank you, Sir.

SHRI R. T. PARTHASARATHY : Sir, I would like to repeat my question. I ask the hon. Minister why, in view of the great loss which the Railways are suffering, loss of traffic, in the hilly regions—I mentioned Ootacamund, Mettupalayam, Simla and Kalka—they are not thinking of reducing the railway fare to make it on a par with the ordinary railway fare. This is a special fare which they are charging for the third class as well as for the first class. They could bring it on a par with the ordinary third class fare so that there will be a fare competition, if at all it is possible, between the rail traffic and the road traffic. That is number one.

Secondly, I would like to know the assistance which the Railway Ministry has got from the International Monetary Fund or the World Bank by way of loans. In view of the withdrawal of the increase in the fares and freights by the hon. Minister, how does he propose to meet this loss or make repayment of these loans, whether he is going to ask the Central Government to release some more money? How does he propose to fill up this gap? I would like to have a clarification on that.

SHRI G. RAMACHANDRAN (Nominated): Mr. Vice-Chairman, you will remember I had given my name as one of the speakers but I withdrew it because there were too many speakers. I only wish to make the briefest observation and take two or three minutes. May I say to the hon. Railway Minister that we have seldom heard on the floor of this House a more realistic and understanding reply to the debate on the Railway budget? He took us into confidence as no other Railways Minister has taken us into confidence in regard to the realities inside the Railways, the limitations and the problems. But he ended up by giving certain much needed assurances and I have not the slightest doubt that he will have our co-operation in implementing those assurances. But the best thing about the whole speech was that he made no tall promises. I wish him the best of luck.

SHRI ANANT PRASAD SHARMA : Sir, first of all I would refer to the question and the answer given about the deteriorating financial health of the Railways Ministry. Sir, the hon. Minister has mentioned two or three remedies, plugging of the loopholes, elimination of waste and removal of corruption. Then the fourth thing he mentioned was about improvement in the operational efficiency of the Railways. Sir, in the course of my speech I had mentioned two things, the problem of upgrading the railway employees and the problem of casual workers of the Railways. I do not know whether all the remedies suggested by the hon. Minister would be possible unless these two things are taken into account. Secondly by adopting these measures how much loss is going to be made up?

श्री जगदम्बी प्रसाद यादव : गंगाजी के कटाव में, गंगा जी की चपेट में पूर्वोत्तर रेलवे का मंशी स्टेशन आ गया है, आपकी जांच-पड़ताल हो रही है, कभी कहा जाता है कि गंगा जी को डाइवर्ट किया जायेगा, कभी कहा जाता है कि स्टेशन को डाइवर्ट किया जायेगा। इन दोनों में आपने क्या तय किया है, किस तरह से तय किया है और यह कब तक किया जायेगा; क्योंकि वहां की जनता बड़ी धनैनी से उसकी राह देख रही है?

श्री नकीराम (हरियाणा): मैं जानना चाहता हूँ कि मंत्री जी ने जो घाटे वाली लाइनों को बंद करने का जिक्र किया (*Interruption.*) अगर यह नहीं कहा तो मुझे कुछ नहीं कहना है, लेकिन अगर यह कहा है और रेल को यह घाटा इस लिए होता है कि लोगों को टिकट नहीं मिलते, और इस वजह से वे लाइनें बंद की जा रही हैं तो मैं कहूँगा कि वहाँ पर सबसे पहले टिकट मुहैया करने का बंदोबस्त किया जाये।

दूसरी बात मुझे यह कहना है कि नन्दा जी अब पक्के हरियाणा के हो गये हैं और यह भी जानते हैं कि हरियाणा के कैपिटल में कोई ट्रेन नहीं है। तो वहाँ के लिये ट्रेन चलाने से रेलवे को काफी फायदा होगा। माननीय मंत्री जी हिसार से चडीगढ़ के लिए अगर ट्रेन चलायें तो रेलवे को फायदा होगा और लोगों की दिक्कत भी मिट जायेगी। यह एक बड़ी अच्छी बात होगी।

तीसरी बात, कोयले और डीजल की आने वाली शक्ती में कमी पड़ जायेगी, ऐसा मालूम पड़ता है। तो क्या मंत्री जी गैस कमीशन से और प्लानिंग कमीशन में मिल कर पता करेंगे कि किस प्रकार जल्दी से जल्दी ब्रह्मपुत्र पर बिजली पैदा की जाये ताकि उस ज़माने में आपकी ट्रेनें बिजली से चल सकें।

DR. (MRS.) MANGLADEVI TALWAR (Rajasthan): I congratulate the Railway Minister for withdrawing his original proposals. He had increased the third class fares and freights. Also I want to congratulate him for giving a detailed answer and also assurances to improve the working of the Railways. At the same time, I would like to tell the Minister that the middle class people travelled in the air-conditioned third class Delux and other trains. Why did he not see his way to reduce those increase fares which he had put on them?

SHRI GULZARILAL NANDA: The most important among the questions raised was by the hon. Member about Mansi. When I came on the scene, there were some people who came to me on deputation on that question and I personally was rather perturbed when I saw the problem—the erosion and

also the big risk and hazard of the whole of that place being affected, that erosion going so far as to wipe out the railway track and the highway on the other side and all the other consequences flowing therefrom, I felt that here was going on some kind of a struggle as to who was going to be responsible for doing this. The Railway is not responsible. Our track we can move a little further and we will be safe. Then is it the State which has to do it or is it the Irrigation Ministry that has to do it? I said: 'What is it? It is the nation that is going to suffer the loss. It is not the Railway Ministry'. I thought that I must immediately have a conference. I spoke to Dr. Rao and he spoke also to me in this connection and we have fixed a conference on the 13th or in another 2 or 3 days of all concerned—the Irrigation Ministry, the State and ourselves, we will all try to see what should be done. Who is to do is the second thing. The party to do it must do it but what should be done is important. I will go and visit that place also.

Then I will take up the other questions. Regarding any suggestion made to me here about reducing any fare anywhere, I am not going to answer it now. Whether any reduction is possible in spite of all that I said is a different matter but if there is anything, certainly it will have to be considered. About how much we are getting from the International Monetary Fund, etc. that has no bearing on this. That has been explained in the Budget speech. All those figures have been given. What we withdrew in the matter of increase of fares is not affecting the foreign exchange resources. Therefore it has no bearing on that.

Then the second part is, I thank you for what you have said because that was all that I could do from the bottom of my heart.

Then there is the hon. Member who is going to pester me in the coming days, I am sure, with all the things that have to be done for the working class, which I will willingly do, if I can. About casual workers, I do believe that there is too much of this casual worker and there are too many people on casual work. It cannot be avoided or helped. When there is construction and then when it is completed, they are casual. While there is construction, they can be there because we cannot give them permanently work. They build the

houses and we put them in the houses to live in. Now we cannot help them. They have to go and build other houses elsewhere but although the work may be intermittent—I had a look at the problem—but if the people are to be there for years and years, something has to be done in order to give them some kind of security and some kind of prospects have to be opened for them if they have to be there. They are made temporary after a few months—six months or so—but there they remain. I cannot give any precise answer as to what can be done but the problem is in my mind. Regarding up-grading, if it means promotion quota, etc. then I have seen the figures and we will see what more can be done.

My Haryana is the last thing mentioned. Gujarat is not a very big State but Haryana is a small State also. The two together will be less than a normal State.

SARDAR RAGHBIR SINGH PANJHAZARI (Punjab) : Punjab also. (*Interruptions.*)

SHRI OM MEHTA (Jammu and Kashmir) : India as a whole.

श्रीमती विद्यावती चतुर्वेदी : महोबा-खजुराहो लाइन के लिए मैंने कहा था ।

SHRI GULZARILAL NANDA : I shall keep all these suggestions in mind. Thank you, Sir.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : In the difficult task, Mr. Nanda, you have the good wishes of this House. The House stands adjourned till 11 A.M. tomorrow.

The House then adjourned at eighteen minutes past six of the clock till eleven of the clock on Friday, the 13th March, 1970.