

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

SHRI P. C. SETHI : Sir, I move :

"That the Bill be returned."

*The question was put and the motion was adopted.*

MR. DEPUTY CHAIRMAN : The Minister of Railways.

SHRI BHUPESH GUPTA : What about the statement on the attempt on Mr. Jyoti Basu's life ?

SHRI OM MEHTA (Jammu and Kashmir) : After this.

# THE APPROPRIATION (RAILWAYS) BILL, 1970.

## AND

# THE APPROPRIATION (RAILWAYS) NO. 2 BILL, 1970.

THE MINISTER OF RAILWAYS (SHRI GULZARILAL NANDA) : Sir, I beg to move :

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1970-71 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

I also move :

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1969-70 for the purposes of railways, as passed by the Lok Sabha, be taken into consideration."

*The questions were proposed.*

MR. DEPUTY CHAIRMAN : We have got a large number of speakers. We have to finish before 6.15. Five minutes each at the most, please.

SHRI A. P. CHATTERJEE (West Bengal) : Why ?

MR. DEPUTY CHAIRMAN : We have to report back of Lok Sabha.

SHRI SUNDAR SINGH BHANDARI (Rajasthan) : The Lok Sabha is sitting up to 7.

SHRI OM MEHTA (Jammu and Kashmir) : Even in that case we will have to pass it by 6.15.

MR. DEPUTY CHAIRMAN : Five minutes each, please.

SHRI R. T. PARTHASARATHY (Tamil Nadu) : Mr. Deputy Chairman, I am happy to speak from the opposition benches for the particular reason that we have in the Railway Minister one not only with a head but who applies his heart as well in judging the problems that are before the Railways. Today I propose to confine myself to three aspects of Railway administration, namely, the capital investment, the conversion of metre gauge into broad gauge, and the utility and the uses of the diesel and electric engines in relation to the steam engines, and I do hope that at the end of the debate the hon. Railway Minister will be pleased to look into these problems and give a satisfactory reply to the hon. House.

Sir, the Railways are reported to have suffered a loss of about Rs. 30 crores or to suffer a loss during the year to the tune of Rs. 30 crores. But during the last three or four years if statistics had been taken, in spite of the increase in passenger fares and freights, we have not gone further to improve and to augment the railway finances. That is because of the foremost reason that the increase in input has not brought about a corresponding physical output as a result of that input. Sir, I would invite the Railway Minister's attention to the fact that in the first two Plan periods Rs. 700 crores of railway capital have been invested and the freight traffic originating in the first ten years was 63 million tonnes. In the Third Plan period the railway capital increased by Rs. 1500 crores and the freight traffic lifted by 47 million tonnes. In the last three years the railway capital increased by Rs. 420 crores but the tonnage lifted only to the tune of 1 million. In simple arithmetic we could say that in the first ten years of planning an input of Rs. 11 crores enabled incremental traffic of 1 million tonnes. In the Third Plan period this same output required Rs. 30 crores of investment. If we take into consideration the last three years, the relative input for the same output amounted to Rs. 420

crores. This according to me, Mr. Deputy Chairman, is a disturbing feature of the railway economy, and it requires careful thinking and not merely an explanation that the other Ministries gave the Railway Ministry some wrong factors about their requirements which the Railway Ministry meticulously followed. I would very much like the Railway Minister to make an intelligent assessment and also application of all these factors when they plan for the next one year or two years or five years, as the case may be, because the increase in input has been so disproportionate that it practically kills the railway economy.

I would also take the case of railway wagons, the four-wheeler wagons. This is another pertinent example in which the Railway Ministry have bungled or are bungling and they are going to bungle in the future. As a Member of Parliament it is my duty to bring it to their notice and I am afraid the Railway Minister will not have a satisfactory reply when I place the facts before the House. With reference to the wagons in the first ten years, that is in the first two Plan periods, 169,000 wagons have been purchased; in the Third Plan period it was 150,000; during the last three years it was 55,300. Linked to tonnage lifted, about 2500 additional wagons enabled lifting of an additional 1 million tonnes in the first ten years. This figure rose to 32,000 in the Third Plan period, and very nearly 56,000 in the last three years. On top of this; I am very sorry to say that this Ministry is going to add 200,000 to 300,000 wagons in the Fourth Plan period for an additional traffic of 45 million to 60 million tonnes.

MR. DEPUTY CHAIRMAN : You conclude now.

SHRI R. T. PARTHASARATHY : Surely the Ministry has already wagon capacity to the brimful. They cannot cheat those economists who are in possession of these facts, and unless these wagons already in existence are going to be fully utilised—and prudent investment principles would require that—I am afraid the wagons that are purchased will practically be useless and even you will not have the place to station these wagons with reference to the yard facilities in the various railway stations. May I request the hon. Railway Minister through you, Sir, to

have a second look at this vital project, namely, the proposed capital investment with reference to the wagons and defer it until they had utilised the existing capacity fully and reduce the total addition proportionately. I do not want the Railway Ministry to be a small beggar going to the Government of India who have already earned the name of a big beggar.

MR. DEPUTY CHAIRMAN : Please wind up.

SHRI R. T. PARTHASARATHY : I want more time. I am the only speaker on my side.

MR. DEPUTY CHAIRMAN : You have taken seven minutes.

SHRI R. T. PARTHASARATHY : If you ask me to sit, I will sit.

MR. DEPUTY CHAIRMAN : Because we have other Members also to speak.

SHRI R. T. PARTHASARATHY : The other speaker from my party has not come.

MR. DEPUTY CHAIRMAN : The Minister should have time to reply to your points. If you do not want the Minister to reply, then I have no objection. At 6.25 we have to close the discussion anyway. There are a number of speakers.

SHRI R. T. PARTHASARATHY : The other point I would like to bring to the notice of the Railway Minister is about certain new railway lines which are practically useless. I will only bring to the notice of the hon. Minister the Udaipur-Himmatnagar line, the Guna-Makshi line and the much talked of Rajgarh line. These three will continue to be monumental examples of non-utility. Take the case of Katni-Singrauli railway line which is to be completed at a cost of Rs. 24 crores. The coalmines that are in this area are yet to be developed to generate the 4 million tonnes of traffic expected, and the demand for this is yet to be created in this sector, and yet the investment of Rs. 24 crores, according to me, has been very thoughtlessly made on this railway line.

I would also invite the Railway Minister's attention to the Bailadilla-Waltair railway line which they would

[Shri R. T. Parthasarathy.]

like to utilise for the transport of iron ore, and they would like to invest Rs. 7 crores or Rs. 8 crores with reference to its electrification. Japan has been the only customer in this respect, but Japan has already taken the bulk of its iron ore from Australia. They have entered into a long term agreement with that country. Japan is trying to put her hand in a number of places all over the world with reference to iron ore, whereas India has entered into an agreement with Japan only on an annual or biennial basis. I wonder whether Japan will ultimately keep up her contract and take the entire iron ore from this sector as additional export, otherwise the entire line will be a waste and there will be no traffic potentialities. Even if it is electrified, practically it will be a dead cause, and we will not be able to disturb that from that particular area.

MR. DEPUTY CHAIRMAN : That will be enough now.

SHRI R. T. PARTHASARATHY : Since you have rightly pulled me up with regard to the time, I would take this opportunity to request the hon. Railway Minister to cry a halt to his electrification of the Bailadilla-Waltair Section unless and until he is so sure that the Japanese would import, as per the agreement, the entire iron ore from the particular area.

I take this opportunity to appeal to the Railway Minister to work out a plan for the conversion of the metre gauge into broad gauge in a five year plan as far as possible. If there is economic imbalance in the various parts of the country, it is because of the metre gauge railway lines. There should be a phased programme and unless the entire metre gauge is converted into broad gauge, there will be no big industries; big industries will not be able to come up in those areas by which the economic imbalance there can be removed.

I take this opportunity of appealing to the Railway Minister to see that the Madras-Egmore-Tuticorin metre gauge section and the Ernakulam-Quilon section are converted into broad gauge and the new railway line that would be coming up in a short time, namely the one connecting Kanya Kumari, should also be a broad gauge line.

MR. DEPUTY CHAIRMAN : Mr. Lokanath Misra. In any case, we will

have to call the hon. Minister at 6.25 I would request all the Members to conclude within five minutes so that we can accommodate other Members also.

SHRI LOKANATH MISRA (Orissa) : Since we are running short of time, I would not deal with matters which do not belong to my State. The Appropriation Bill, of course, affords a very elaborate field for discussion. But since we are short of time, I will confine myself only to the railway lines in my state.

Firstly, I have been pressing the hon. Minister for giving us a daily Utkal Express from Delhi to Bhubaneswar or Puri. They have given us a bi-weekly express which reaches Bhubaneswar in 48 hours' time and Puri in 52 hours' time. It is not an express train. The time should be shortened. Unless it is shortened, it is no use giving an express train. Nobody goes that way. People prefer to travel even *via* Calcutta; even though they have to wait at Howrah Station for eight hours, they prefer this line because everything is available—food and train connection. Apart from that, they are sure reaching their destination even before time, even before they arrive by the Utkal Express... (Interruptions) My time is so short that I cannot afford to retort to interruptions.

Therefore I would urge upon the Railway Minister to give us a daily express which could cover the distance in a much shorter time.

Then, the Hyderabad-Howrah Express should run *via* Jharsuguda and Titilagarh. That has been discontinued. If it is restarted, it should run *via* Jharsuguda and Titilagarh. This is my second point.

The third point is about the Bimlagarh-Talcher line. A survey was taken up but it is not being kept to schedule. It should be expedited so that we could have the line early.

The fourth point is that the Cuttack-Paradeep line was promised to be completed by 1971. It has been held up now, I do not know for what reasons, Mr. Nanda's predecessor had promised some of the Members of Parliament from Orissa that it would be completed by 1971. If it has been delayed due to some inefficiency in the Railway Ministry, it is very unfortunate for us and I hope that Mr. Nanda, having taken

over the Railway Ministry, would kindly pay some attention to this and try to complete it by 1971.

Mr. Nanda has roused the expectations of the people through some newspaper publicity given, by checking the railway trains in the third class compartments and other compartments. I hope he will be able to do something. We have been complaining year after year about difficulties of the third class passengers and even other passengers. I have seen; I have travelled in trains which do not have bulbs in the evening, even up to late night time. I have travelled in trains which do not have bulbs in third class, inter class, in second class and even in first class. I hope that after Mr. Nanda has physically visited the different stations travelling by trains, he would look to the comforts of the passengers.

Then, Sir, the Bhoothalingam Committee had given an economic survey report in which they have said that the economically backward areas should have priority in having railway lines. In Orissa, there are three districts which are economically backward. They are Kalahandi, Bolangir and Phulbani. If the hon. Railway Minister could think of connecting Bolangir with Gopalpur via Berhampur, then all these three economically backward districts could be connected. . . . (Interruptions.) For the information of Mr. Chatterjee, Orissa, has had only these two railway lines which could connect Howrah with Madras and Calcutta with Bombay. It has had no other line, and there has not been a fresh line yet. They are going to have it—a short line of about 40 miles between Sambhalpur and Bolangir. But that is not enough. We want much more. And I would urge upon the hon. Minister that he would kindly take into consideration the points that I have mentioned.

One more point—the Railways financing the road transport undertakings which have been nationalised. Orissa has one such nationalised road transport and they are not competing with the Railways. They run their buses in other sectors which do not compete with the railways. They have six lakhs of rupees invested in that nationalised road transport. Now, with the nationalisation of the banks and the socialistic orientation of this Government in general, I hope that this

nationalised road transport undertaking of Orissa would get some attention and the necessary recommendation from the Railway Ministry so that it could improve its fleet of buses and develop its running.

**श्री शीलमद्र याजी (बिहार) :** माननीय डिपुटी चेरमैन महोदय, मैं रेलवे विनियोग विधेयक का समर्थन करता हूँ। मुझे खुशी है कि रेलवे के इतिहास में सर्वप्रथम मजदूर आंदोलन से संबंध रखने वाले व्यक्ति रेलवे मिनिस्टर हुए हैं, और चूंकि रेलवे हमारी सबसे बड़ी भारी कामशियल इन्डस्ट्री है, जो नेशनल-लाइज्ड इन्डस्ट्री है और इसमें हमारे 13 लाख कर्मचारी काम करते हैं, तो हमें आशा है कि नंदा जी ऐसे समाजवादी विचारधारा के नेता और रेलवे मंत्री अब समाजवाद का नमूना रेलवे में दिखलायेंगे और कम से कम जो आफिसर लोग हैं, जो ब्यूरोक्रेट लोग हैं, उनके और जो 13 लाख कर्मचारी हैं दोनों के बीच में एक सद्भावना, एक ब्रदरहुड, कामरेडशिप लाने की कोशिश करेंगे और मुझे विश्वास है कि ऐसी बात उनके जमाने में होगी; क्योंकि इसकी बड़ी आवश्यकता है।

दूसरी बात यह है कि बार बार इस सदन में भी और उस सदन में भी हम लोगों ने मांग की है कि रेलवे में कई श्रेणी के लोग हैं, हजारों श्रेणी के लोग हैं और उनका वेतन बोर्ड पे कमीशन अलग बनना चाहिये। लेकिन सरकार ने हमारी मांग को माना नहीं और हम रेलवे पंथी साहब से दख्खास्त करेंगे कि जब गवर्नमेंट पे कमीशन बैठे तो कम से कम रेलवे के जो कई लाख कर्मचारी हैं, उनकी मांगों को देख कर अलग से उसकी रिपोर्ट लिखावाए; क्योंकि जो सेंट्रल गवर्नमेंट के और भी कई लाख जो कर्मचारी हैं, उनके साथ रेलवे कर्मचारियों को मिला देने से, उन रेलवे कर्मचारियों को जिनको और कर्मचारियों से ज्यादा काम करना पड़ता है, मुसीबत झेलनी पड़ती है। तो उनको एक सतह में लाने से उनको कभी-कभी नुकसान उठाना पड़ता है, इसलिये इसको हमारे रेलवे मंत्री महोदय देखेंगे।

[श्री शीलभद्र याजी]

इसी के साथ-साथ मैं नंदा जी से उम्मीद करूंगा कि सबसे पिछड़ा हुआ इलाका जिसमें पांच छः राज्य पड़ते हैं, नेफा, नागालैन्ड, मणिपुर, त्रिपुरा, आसाम और नार्थ बंगाल वगैरह, वहां जो एन० एफ० रेलवे है, उसमें अभी तक 2,000 क्वार्टर्स कच्चे क्वार्टर हैं और हर साल दो, तीन सौ मकानों में आग लगती है... 6 P.M.

और आग लगने के बाद नुकसान होता है और रेलवे कर्मचारियों की प्रापर्टी भी जल जाती है। इसलिए मैं यह निवेदन करना चाहता हूं कि उनके मकान पक्के बनाये जाने चाहियें, जिससे आग के द्वारा नुकसान न होने पावे।

इसके साथ ही साथ मैं यह भी निवेदन करना चाहता हूं, चापरसुख-सिलघाट ब्रान्च लाइन को जिसको आप मार्टिन कंपनी से लीज में लेकर चलाते हैं, उसको नेशनलाइज्ड किया जाना चाहिये। इस लाइन से रेलवे कर्मचारियों को कुछ भी फायदा नहीं होता है, इसलिए इसको ले लिया जाना चाहिये, क्योंकि रेलवे कर्मचारियों को वहां अभी भी पुरानी सुविधाएं मिलती हैं।

मैं यह भी निवेदन करना चाहता हूं कि तिनपुखिया, मर्यानी और बदरपुर रेलवे कालोनी में जहां पर रेलवे कर्मचारी रहते हैं, वहां पर फिल्टर वाटर नहीं मिलता है, ड्रेनेज का सिस्टम नहीं है और भी दूसरी सुविधाएं उन लोगों को नहीं मिलती हैं, जिन्हें तुरन्त करने की आवश्यकता है। मुझे आशा है कि माननीय मंत्री जी इस बात की ओर जल्दी ध्यान देंगे।

इसी के साथ-साथ जो सिगनल में काम करने वाले कर्मचारी हैं, टेलीकम्युनिकेशन के कर्मचारी हैं, जो लोग काम करते हैं, जिस तरह से सब जगह ओवर टाइम काम करने पर भत्ता दिया जाता है, वैसे ही उन लोगों को भी ओवर टाइम काम करने पर भत्ता तथा रात्रि भत्ता दिया जाना चाहिये।

हमारे रेलवे मंत्री जी ने कहा कि नई रेलवे लाइनों को बनाने के लिए हमारे पास पैसा नहीं है। तो मैं उन्हें एक सलाह देना चाहता हूं कि देश की सुरक्षा के लिए जहां पर नई रेलवे लाइनों का निर्माण करना आवश्यक है, वहां सुरक्षा विभाग से पैसा मांगना चाहिये और उस पैसे को ले कर मणिपुर और त्रिपुरा ने जो कि हमारे सीमावर्ती इलाके हैं, वहां पर रेलवे लाइन बनाई जानी चाहिये। आज उस इलाके में रेलवे लाइन बिलकुल भी नहीं है। वहां के लोगों ने रेल तक नहीं देखी है। इसलिए मैं यह निवेदन करना चाहता हूं कि अगर देश की सुरक्षा करनी है, तो त्रिपुरा और मणिपुर में रेलवे लाइन बनाई जानी चाहिये। आप इन प्रांतों में रेलवे लाइन न बनाइये, जहां पर लाइने मौजूद हैं, लेकिन जहां पर अभी तक कोई भी रेलवे लाइन नहीं बनी है, वहां पर आपको जल्द से जल्द तथा सुरक्षा की दृष्टि से भी रेलवे लाइन बनानी चाहिये।

अभी हमारे पारथ सारती साहव ने बख्तियारपुर राजगिर लाइन को बंद करने का सुझाव दिया है। इस लाइन को लड़ाई और झगड़ा करके गवर्नमेंट आफ इंडिया से बनवाया गया था और आज हमारे माननीय सदस्य कह रहे हैं कि उसे बंद कर दिया जाय। इस लाइन में नालन्दा और राजगिर के ऐतिहासिक नगर आते हैं। तो मैं रेलवे मंत्री जी से निवेदन करना चाहता हूं कि अगर इन लाइन से आमदनी नहीं होती है, तो देश में और भी बहुत सी लाइने हैं, जिनसे आमदनी नहीं होती है। इसलिए अगर वे उनकी बात पर चलेंगे तो इससे हमारे देश को नुकसान होगा। उनकी बात को कबूल नहीं किया जाना चाहिये।

इन शब्दों के साथ मैं इस विधेयक का स्वागत करता हूं।

श्री मान सिंह वर्मा (उत्तर प्रदेश) : उपसभापति महोदय, कहना तो बहुत है लेकिन समय बहुत कम है। प्रतिवर्ष यही हां पर हमारे सम्मानित सदस्यगण रेलवे के विषय में शिकायतें करते हैं और अपने अनुभव यहां पर

उपस्थित करते हैं, परन्तु समय बीत जाता है कुछ हो नहीं पाता और दूसरी प्रकार की शिकायतें आ जाती हैं? मैं अधिकन कह कर माननीय मंत्री जी का ध्यान केवल उनके प्रशासन की ओर दिलाना चाहता हूँ।

यह सौभाग्य की बात है कि श्री नन्दा जी के आने से कुछ आशाएं और कुछ अपेक्षाएं उभरी हैं। वैसे तो होता यह रहा है कि रेलवे बोर्ड के जो उच्च पदाधिकारी हैं वे ऐसा समझते हैं, मिनिस्ट्री को और मिनिस्टर को भी जैसे वे अच्छे हैं और वे जैसा चाहें उस तरह का खेल उन्हें खिलाते हैं। हम लोग यहां पर जो प्रश्न करते हैं, उन प्रश्नों का जवाब ऊलजलूल वं देने हैं और उसको वैसे का वैसा मंत्रीगण यहां पर रख देते हैं। हम लोग जो शिकायत करते हैं, उन शिकायतों का किसी प्रकार से निराकरण नहीं होता है। हम लोग जो पत्र भेजते हैं, उन पत्रों का भी कोई एकनालेजमेंट तक नहीं आता है। एम० पी० के साथ जब यह व्यवहार होता है, तो ज नता की तरफ से, जनसाधारण की तरफ से जो शिकायतें आती हैं उनका क्या बनता होगा उनका मैं एक उदारहण मंत्री जी के सामने रखना चाहता हूँ। आपके यहां जो नादर्न रेलवे के डी० एस० हैं, उनके यहां किसी अनियमितता के कारण जो मुझे शिकायत मिली, उस शिकायत को मैंने मंत्री जी इस समय जरा सुनने की कृपा करें, उस शिकायत के बारे में मैंने डी० एस० को पत्र लिखा और डेढ़ महीने तक उस पत्र का एकनालेजमेंट तक नहीं आया। किसी के साथ ज्यादाती हुई थी और उस ज्यादाती की ओर मैंने उनका ध्यान आकर्षित किया था। इसके पश्चात् मुझे मजबूर हो कर यहां पर प्रश्न करना पड़ा। जब उन्होंने देखा कि राज्य सभा में यह प्रश्न आया है, तो उन्होंने डेढ़ महीने के बाद दो तीन दिन हुए मेरे उस पत्र का एकनालेजमेंट भेजा। यह स्थिति आज हमारे उच्च पदाधिकारियों की है।

हापुड़ स्टेशन पर मैंने एक शिकायत लिखी थी कि फर्स्ट क्लास कारिडोर में अनअथा-

राइज्ड यात्री सफर कर रहे हैं। मैं यह नहीं कह सकता हूँ कि जो अटेन्डेन्ट या गार्ड चली हैं, उनके कनाडेक्स से या उनकी राय से, उनकी सहमति से यह होता है, लेकिन कोरिडोर जो हैं वह कभी कभी भर जाती है। एक दिन मैं लखनऊ से आ रहा था तो वहां पर कोरिडोर में बड़ी सख्त भीड़ थी और फर्स्ट क्लास में अनअथा-राइज्ड यात्री सफर कर रहे थे। मैंने गार्ड को बुला कर कहा तो उसने कहा कि मैं कुछ नहीं कर सकता हूँ। हापुड़ स्टेशन पर उतरकर मैंने इस संबंध में कम्प्लेन्ट दर्ज की और उस कम्प्लेन्ट के संबंध में कई महीने तक, छः महीने से ज्यादा दिन हो गये, आज तक कोई एकनालेजमेंट तक नहीं आया और उस पर कोई कार्य-वाही नहीं हुई। यद्यपि रेलवे का नियम है कि जो शिकायत करेगा, एम० पी० के अतिरिक्त जो साधारण व्यक्ति भी शिकायत करेगा, तो उसको यह बतना दिया जाना चाहिये कि जो आपने कम्प्लेन्ट की है, उस पर क्या ऐक्शन लिया गया है। किन्तु मैं यह निवेदन करना चाहता हूँ कि इस केस में किसी प्रकार का कोई ऐक्शन आज तक नहीं लिया गया। इसलिए, यह आपका विनियोग विधेयक है, जो करीब 17 अरब रुपये का विधेयक है, उसमें से लगभग आठवां हिस्सा प्रशासन के ऊपर खर्च किया जा रहा है, लगभग  $2\frac{1}{2}$  अरब रुपया प्रशासन के ऊपर दिखलाया गया है, अलग, अलग मदों में। तो प्रशासन के संबंध में जो इस प्रकार की शिकायतें आती हैं, वे शिकायतें बहुत अंश तक ठीक हो सकती हैं, उनका निराकरण हो सकता है, यदि आप थोड़ा सा अपना प्रशासन ठीक कर लें।

आज इस बात की आवश्यकता है कि आपका प्रशासन ठीक समय पर, ठीक प्रकार से कार्य करे और इसलिए आप भी इस बात को मानेंगे कि जो उच्च पदाधिकारी हैं, अगर वे ठीक प्रकार से कार्य करेंगे, एलर्ट, रहेंगे, इनरजेटिक रहेंगे, समय से काम करेंगे, अनुशासन रह कर काम करेंगे, मेहनत से काम करेंगे, तो नीचे वाले जो स्टाफ के कर्मचारी हैं, वे भी उसी ~~प्रकार~~ में काम करेंगे। किन्तु हम देखते हैं कि जो

[श्री मानसिंह वर्मा]  
बड़े-बड़े पदाधिकारी हैं, वे सैलन में चलते हैं मुगलों की तरह रहते हैं और राजा महाराजाओं की तरह उनका व्यवहार होता है और नीचे वाले जिस प्रकार का कार्य करते हैं, वह आपके सामने है। यदि आपने इस तरफ ध्यान नहीं दिया तो प्रतिवर्ष इस प्रकार की शिकायतें आती ही रहेंगी। इस बात का मुझे बड़ा क्षोभ है कि जो हाइएस्ट वाडी कंट्री की है, संसद और जो उसके माननीय सदस्य हैं, जब वे किसी बात को कहते हैं, यदि वह समझा जाय कि सदस्य गैर-जिम्मेदार हैं, वे अपने अधिकार को नहीं समझते हैं, अपने प्रिविलेजों को नहीं समझते हैं अपनी जिम्मेदारी को नहीं समझते हैं, वे बकवास करते रहते हैं, तो इसका मुझे बड़ा क्षोभ है, जब हम लोग किसी को लिखते हैं तो उसका कोई संतोषजनक उत्तर नहीं मिलता है।

(Time bell rings.)

क्योंकि समय बहुत कम है, परन्तु मुझे कई प्वाइंट पर आपका ध्यान दिलाना है। यह संतोष की बात है—मैंने अभी कहा—कि एक ऐसा व्यक्ति आया है जो जनसाधारण के हृदय को समझता है, उनकी कठिनाइयों को समझता है, उनके प्रिविलेज को समझता है, अनुभव करता है और वह स्वयं ही उनकी कठिनाइयों को दूर करने की कोशिश करेगा।

दूसरी बात मुझे कैटरिंग के संबंध में कहना है और आपका ध्यान इस तरफ दिलाना चाहता हूँ। मैंने बार बार और पिछले वर्ष भी यह बात कही थी और इस वर्ष भी अनेक हमारे सदस्यों ने इस तरफ आपका ध्यान दिलवाया है कि कैटरिंग की तरफ आवश्यक ध्यान नहीं दिया जाता है। मैं यह पूछना चाहता हूँ कि आप का जो भोजन हमको ऊपर मिलता है, रेलवे कैटरिंग में ऊपर जो खाना मिलता है, वही क्वालिटी आप ईमानदारी से बतलायेगा कि आप रेल में भी सप्लाई करते हैं? यहां पर भी रेट 1.85 या 1.89 पैसा है और यही रेट वहां पर भी है, लेकिन यह ईमानदारी की बात है कि क्वालिटी में बड़ा अन्तर होता है। आप स्वयं जाकर इसको देख लें। अगर चाय

पीजिये तो उससे उल्टी होने लगती है। खाना इतना गन्दा होता है, उसकी क्वालिटी इतनी खराब होती है और कितनी चीजें नहीं मिलती हैं बहुत से स्थानों पर तो यह बात मेरी समझ में नहीं आती है कि एक तरफ तो आप समाजवाद लाना चाहते हैं, जनसाधारण व्यक्ति को अच्छी चीज देना चाहते हैं, सुख देना चाहते हैं, सुविधाएं देना चाहते हैं और दूसरी तरफ यह दशा है। मैं यह नहीं कह सकता कि भ्रष्टाचार के कारण है या किसी ओर कारण से। इस प्रकार से आपका प्रशासन चल रहा है कि जिससे जनता में क्षोभ बढ़ रहा है और उन्हें संतोष उत्पन्न नहीं होता है। बराबर घंटी बज रही है, तो मैं समाप्त कर रहा हूँ। मैं मंत्री जी को फिर याद दिला देना चाहता हूँ और अपील करता हूँ कि जो मैंने बातें कही हैं, उन पर वे ध्यान देंगे।

श्री रेवती कान्त सिंह (बिहार) : उप-सभापति महोदय, चूक समय बहुत कम है, इसलिए मैं ज्यादा समय नहीं लूंगा। मुझे संतोष है कि रेलवे मंत्री ने बजट भाषण में जो तीसरे दर्जे के किराए को बढ़ाने का प्रस्ताव किया था, उसको उन्होंने वापस ले लिया। जो सरकार, जो रेलवे प्रशासन तीसरे दर्जे के मुसाफिरों की सहूलियतों में कोई वृद्धि न कर सके, उनको साधारण सहूलियत भी न दे सके, पैसिजर्स की एग्जिक्शन्स में कोई सुधार न कर सके, उस प्रशासन को किराया बढ़ाने का प्रस्ताव करने का कोई हक नहीं था। मुझे संतोष है कि उसे उन्होंने वापस ले लिया।

दूसरी बात मैं यह कहना चाहता हूँ—सम्भवतः अब दो-तीन दिन की मेरी सदस्यता है और शायद रेलवे के बारे में मेरा यह अन्तिम भाषण है—इस सदन में—कि 1967 में मैं यहां आया और तब से रेलवे मंत्रालय और रेलवे के मंत्रियों का ध्यान खींचता रहा हूँ कि रेलवे में काम करने वाला जो मिनिस्ट्रीयल काडरों का स्टाफ होता है, उनके अन्दर करीब 86 परसेंट स्टेगनेशन है। पिछले 15 वर्षों से वे लड़ रहे हैं, मांग कर रहे हैं कि इस स्टेगनेशन

को दूर करने की कोशिश की जाय। हर रेलवे मंत्री ने बार-बार आश्वासन दिया कि इसे दूर किया जायगा। पिछले साल के बजट में भूतपूर्व रेलवे मंत्री ने अपने बजट भाषण में कहा, पुनाचा साहब ने भी कहा था, लेकिन निकला क्या? खोदा पहाड़, निकली चुहिया। इस बार बजट भाषण में कहा गया कि जो दो वर्ष से ज्यादा स्टेगनेट हो रहे हैं, उनको एक इन्क्रीमेंट दे दिया जायगा। इसमें भी कहा गया कि 400 से ज्यादा वेतन पाने वालों को 30 रुपये दे दिया जायगा। समाजवाद की बात आप करते हैं। जो बेचारा कम पाने वाला है, चौथे दर्जे या तीसरे दर्जे का कर्मचारी है, उसको एक इन्क्रीमेंट देंगे 2 रुपए, 3 रुपए, 4 रुपये या 5 रुपये का लेकिन जो ज्यादा पाने वाला है, 400 से ज्यादा पाने वाला है, उसका जो रेगुलर इन्क्रीमेंट है 20, 25 रुपए का उससे भी ज्यादा 30 रुपए दिए जा रहे हैं। यह समाजवाद है? स्टेगनेशन दूर करने का यह तरीका नहीं हो सकता। उसका एकमात्र उपाय यह है कि ग्रेडेशन का कोटा बढ़ाया जाय, प्रमोशन का कोटा बढ़ाया जाय। मेरे पास फिगरस हैं, मैं समय नहीं लेना चाहता, नहीं तो मैं बता सकता हूँ कि सरकार का जो दावा है कि मिनिस्ट्रीरियल काडरों में 50 परसेंट प्रमोशन का एवेन्यू दिया गया है वह गलत है, वास्तव में प्रमोशन का 10 परसेंट ही एवेन्यू मिला है, 86 परसेंट स्टेगनेशन है। मैं रेलवे मंत्री का ध्यान इस ओर खीचना चाहता हूँ कि इस समस्या का ध्यान जल्द से जल्द होना चाहिए, नहीं तो फ्रस्ट्रेशन बढ़ता है।

श्रीमान, मैं सिर्फ रेफरेंस के तौर पर कह देना चाहता हूँ—पिछली बार भी कहा था—कि टिकट चेकिंग स्टाफ बरसों से कहता आ रहा है कि हम टिकट चेक करने वाले हैं, हम दौड़ा करते हैं, हमारी एकमात्र डिमान्ड है कि हमको रनिंग स्टाफ मान लिया जाय, लेकिन उनको रनिंग स्टाफ नहीं माना जाता। मुझको आश्चर्य है बराबर इसका आश्वासन दिया जाता है, लेकिन ऐसा होता नहीं है।

एक बात की ओर मैं और ध्यान खींचना चाहता हूँ। जब 1967 में मैं यहाँ आया था, उस समय नार्दन रेलवे के कोच अटेंडेंट्स जो फर्स्ट क्लास में होते हैं, उनकी सर्विसेज काम-शियल साइड से बदल कर मेकेनिकल साइड में कर दी गई थी। मैंने उस समय यह सवाल उठाया था कि हिन्दुस्तान में और किसी जगह में ऐसा नहीं हुआ, सब जगह कोच अटेंडेंट्स कामशियल साइड के एम्प्लाइज हैं, नार्दन रेलवे में ऐसा क्यों हुआ। मुझे जवाब दिया गया कि इस पर विचार किया जा रहा है कि उन्हें पुनः कामशियल साइड में लिया जाय, लेकिन उन्हें नहीं लिया गया, बल्कि सेन्ट्रल रेलवे में भी जो कामशियल साइड में थे, उनको मेकेनिकल साइड में डाल दिया गया। मैं समझता हूँ कि रेलवे में सारी जोनों में इस तरह की साजिश चल रही है और इससे उन गरीबों के प्रमोशन के एवेन्यू रुक रहे हैं। इतना ही नहीं, कोचिंग अटेंडेंट्स का जो ड्यूटी चार्ट दिया गया है, उसमें 17 काम हैं, साफ करने से झाड़ू लगाने से, पंखा बनाने और बत्ती बनाने के सारे काम हैं। मैं पूछना चाहता हूँ कि क्या यह फिजीकली पासिबिल है कि एक आदमी झाड़ू लगाने से पंखा बनाने का काम भी करेगा और पेंसिजर्स की एमेनिटीज को भी अटेंड करेगा? यह अफसरों की मनमानी है। इसको रोकना चाहिए, रेलवे मंत्री को देखना चाहिए।

मुझे खुशी है कि रेलवे मंत्री इनकागनीटो घूम कर रेलवे के प्रशासन की बुराइयों की जांच कर रहे हैं। लेकिन उस जांच में उनको तब तक सफलता नहीं मिल सकती, जब तक कि रेल के छोटे मजदूरों को वे संतुष्ट नहीं करेंगे। अगर छोटे मजदूरों में असंतोष रहेगा, छोटे-छोटे मजदूरों में डिस्कन्टेंट रहेगा, तो उस हालत में इनकागनीटों जांच कर लीजिए, वह सिर्फ अखबार का प्रचार होगा, विज्ञापन होगा, जिससे आपको सफलता नहीं मिलेगी। इन शब्दों के साथ मैं अपनी बात समाप्त करता हूँ।

SHRI A. P. CHATTERJEE : Sir, I shall only, within the short time at my disposal, pose certain questions ; nothing



[Shri A. P. Chatterjee.]

more than that. Now I shall pose the first question. As far as the accounts staff are concerned, the hon. Railway Minister knows that there are two grades of clerk, CG-1 and CG-2. There is a barrier for promotion from one grade to another. Now these clerks have been agitating that the bar which is there should be removed. At present promotion can be had from one grade to another only on the basis of a competitive examination which I understand, does not prevail anywhere else in the Railways as far as such grades and such categories of clerks are concerned. I understand that the Railway Minister gave an assurance that he will see that there is no stagnation after a particular period of service. But as far as CG-1 and CG-2 clerks are concerned, we know that there are some persons who have been stagnating at the maximum of Rs. 180 for years. The Budget has given them only one increment of Rs. 5. That is not a fair deal at all to them and the Railway Minister should look into this problem.

The second problem which I shall pose before the Minister is this. As far as the NF Railway at Siliguri is concerned, there is a District Engineer's office there. The Central Government is now in the process of taking out many offices from West Bengal. I do not know whether it is also in the course of that process that the Central Government, i.e. the Railway Ministry, is thinking of taking away the District Engineer's office from Siliguri to Assam. As far as the divisional office is concerned, it is already in Katihar. We do not know why the District Engineer's office, which has been so long located at Siliguri, should be taken out from Siliguri to Assam. That is the second question that I am placing before the Railway Minister.

The third question which I am placing before the Minister is again in regard to Siliguri, the Siliguri railway employees. Formerly these employees used to get what is called "bad climate allowance" or "tarai allowance." Some old employees are still getting it. But the new employees who are being recruited are being deprived of this allowance. Now the funny part of this is that if the old people who are getting this "tarai allowance" somehow or other get transferred from that place and ultimately come back to that place

on re-transfer, they will be deprived of that allowance. I do not understand this kind of funny treatment as far as this allowance is concerned. If it is "bad climate allowance" it must be available to all, not merely to the old incumbents.

The next point which I am placing before the Minister is that there is one T. P. Mukherjee in West Bengal in the steel cell. Now a scandal has already arisen in regard to his continuance in that office. He has been there for more than 12 to 13 years. Now the Railway Minister must see why this particular officer should be placed for such a long time in such a sensitive cell. You know the steel cell is a cell from which steel is distributed to different units of the railways. It is a very important cell. And the Deputy Director, Mr. T. P. Mukherjee is there for the last 12 to 13 years. It is time that Mr. T. P. Mukherjee was transferred from this particular cell to another cell. Already various feature articles have appeared in some of the papers in West Bengal. I may refer to one such feature article appearing in *Basumati* some days ago.

Lastly, I also say this. One thing has very much been gnawing us. We have been travelling from Delhi to Calcutta and back on the Rajdhani Express and I cannot but mention before the Railway Minister that more than 50 per cent of the passengers who travel on that train are Bengalis. Yet announcements are made either in Hindi or in English. And the music that is generally played through microphone in the compartments is what is called the Beate music or Jazz which is generally sung in America and Britain among certain categories of people with long hair and all that. And that is also done through the microphone in the Rajdhani Express. When more than 50 per cent are Bengalis, why cannot that be done in Bengali also? Why cannot the announcements be made in Bengali also?

MR. DEPUTY CHAIRMAN : Please finish now.

SHRI A. P. CHATTERJEE : I conclude by saying that the Railway Minister has become the Harun-ul-Rashid. The Railway Minister often goes out unannounced. He says he has not announced, but last time...

MR. DEPUTY CHAIRMAN : You must finish it now.

**SHRI A. P. CHATTERJEE :** I am finishing my speech. Last time I found that in Bombay everybody spotted him out. I do not know whether he had announced it or not before going there and I do not make any comment on that. But as my predecessor speaker said, the Railway Minister has now become the Harun-ul-Rashid in the Railway Ministry. But after all, the railway administration cannot be toned up unless the lower cadres of the employees who are already smarting under some grievances are properly dealt with. However well he may go about, nothing will be solved, nothing will happen. After all, the railway administration does not depend upon the railway officers who live in airconditioned chambers and never go out. Some railway officer is reported to have asked, "Is there electrification from Calcutta to Kanpur?" or something like that. He never even knows that. He always signs some notes without even knowing what its contents are. Sir, these are my points.

**SHRI K. CHANDRASEKHARAN** (Kerala) : Mr. Deputy Chairman, I shall first deal with two matters arising out of the one-day token strike in September, 1968. So far as that strike is concerned, although various types of actions were taken against the Central Government employees including the employees of the railways, almost every action has been withdrawn. But I do not understand why the criminal cases registered against the railway employees and pending in the various criminal courts in the country, are still not withdrawn. More serious cases of a political nature including the involvement of criminal offences arising out of the Telengana bandh and various other bandhs in various other States have already been withdrawn, but these cases against the railway employees have not been withdrawn. I, therefore, appeal to the Railway Minister as also to the Home Minister to see that these cases are withdrawn as early as possible.

The second thing is that we have promulgated two legislations to counter the 1968 September one-day token strike. One is of a general nature in the Essential Services Maintenance Act and the second is with particular reference to the Indian Railways Act which was amended by incorporating Sections 100A and 100B in the Railways Act. These provisions in the Railways Act bring large-scale restrictions on the rail-

way employees. The Essential Services Maintenance Act also brings in a lot of prohibition and restriction in their normal service conditions. I would, therefore, appeal to the Government to consider the repeal of the Essential Services Maintenance Act and taking away of Section 100A and 100B from the Indian Railways Act.

Thirdly, I would suggest to the Railway Minister to gear up the consultative machinery within the railways. I would also suggest the setting up of an *ad hoc* tribunal as the third tier of the permanent negotiating machinery. This suggestion was adopted as early as 1951. Cases which are not resolved at the first and the second tiers are to be taken up at the arbitration level as per the 1951 Agreement. But the third tier is not being worked out and cases which are not resolved at the first and the second tiers are not sent for arbitration as agreed to in 1951.

Then, so far as the North-East Frontier Railway is concerned, there has been a large-scale damage in that railway particularly in the Damoham-Changrabandha section due to the floods in October 1968. And this railway line is not being worked and on account of that there is large-scale unemployment in that area. I would, therefore, suggest to the Railway Minister that the restoration of this particular line in the North-East Frontier Railway should be done immediately.

Then the Railway Minister had announced on the floor of the other House, I believe, on the 23rd February 1970 that one increment would be granted to all Class III and Class IV employees who are stagnating at the maximum for more than two years. I understand that the Railway Board has diluted this announcement in the matter of implementation.

Lastly the Third Pay Commission is looking into the question of the emoluments and service conditions of the railway employees also. I would appeal to the Government and the Third Pay Commission to give adequate consideration to the recommendations of the All-India Railwaymen's Federation.

One more point with regard to my State and I am done. I have been repeating on the floor of this House the necessity for a daily Bombay-Cochin express train service. The honourable Minister who was previously in charge

[Shri K. Chandrasekharan.]

of this Ministry had made certain additions to the trains that are now run between Madras and Cochin and Madras and Bombay and provided some additional carriages. But the benefits provided there are inadequate. I would, therefore, suggest to the Railway Minister to implement the assurance which his predecessor Railway Minister had given at Bombay that there would be a daily express train service to and from Bombay-Cochin. Thank you.

MR. DEPUTY CHAIRMAN : That is all...

SHRI BHUPESH GUPTA (West Bengal) : Here is Mr. Suraj Prasad who wants to speak and there are some others also who want to speak on this. Please allow them.

MR. DEPUTY CHAIRMAN : It is already nearing 6.30 and we have to send Messages to the Lok Sabha. The Lok Sabha is waiting for our Messages.

SHRI BHUPESH GUPTA : But then, why did they not do it earlier?

MR. DEPUTY CHAIRMAN : You see today is the last day.

SHRI BHUPESH GUPTA : I know that today is the last day for us. But what about the Lok Sabha? The Lok Sabha should have remembered it. What do they think of us?

MR. DEPUTY CHAIRMAN : I would appeal to honourable Members not to press for more time today. But I can give them five minutes extra tomorrow if they want to speak on any motion.

SHRI BHUPESH GUPTA : This is very interesting. You say today you starve and after a month you can get your food...

MISS M. L. M. NAIDU : (Andhra Pradesh) : Mr. Deputy Chairman, I thought I also could get a chance. I wanted to speak.

MR. DEPUTY CHAIRMAN : Please listen to me. If it is the desire of the House that all the honourable Members should speak, then, each Member should take only one minute each and mention only one point, one question; otherwise; we will not be in a position to finish this business in time.

SHRI BHUPESH GUPTA : Mr. Deputy Chairman, please do not turn this debate into a farce, one minute each, one question. I should like to know how much time the Minister takes to utter a single word. Therefore, let them all speak.

MR. DEPUTY CHAIRMAN : In that case the honourable Minister need not reply. There will be no time for him to reply.

SHRI DWIJENDRALAL SEN GUPTA (West Bengal) : We know his reply.

श्री मान सिंह वर्मा : यह मदन है या तमाशा है। लोक सभा ने जो गलती की है और ऐन वक्त पर इस चीज को जो भेजा है, इस की सजा हमको क्यों मिलनी चाहिए? यह तमाशा क्या है।

श्री उपसभापति : आप बैठिये। मैं बतलाना चाहता हूँ कि लोक सभा का कोई कमर इसमें है, ऐसा मैं नहीं समझता। लेकिन यहां पर जिस सब्जेक्ट के लिए जो समय नियत किया जाता है, उस समय के अंदर वह सब्जेक्ट खत्म नहीं होता और उसके कारण ही इस तरह के मौके सदन में आते हैं। हमको देखना चाहिए कि जिस बिल के लिए एक घंटे का समय नियत किया जाता है, उसे पास करने में हम ढाई और तीन घंटे लगाते हैं। तो इसका दोष लोक सभा को देना उचित नहीं है। हमको पहले स्वयं को परख लेना चाहिए कि जो समय हमने जिस विषय के लिए रखा है उसमें हम अपना डिस्कशन खत्म करते हैं या नहीं।

SHRI BHUPESH GUPTA : Sir, your Hindi has improved very much.

श्री नान सिंह वर्मा : यह आपके परखने की चीज है, हमारे परखने की चीज नहीं है।

MR. DEPUTY CHAIRMAN : Mr. Suraj Prasad is from the Communist Party; I am giving him a chance for two minutes.

श्री सूरज प्रसाद (बिहार) : उपसभापति महोदय, मैं दो तीन सवाल इस रेलवे बजट के सम्बन्ध में उठाना चाहता हूँ। पहली बात मैं यह कहना चाहता हूँ कि बिहार में दो छोटी रेलवेज, लाइट रेलवेज हैं जो कि फतवा से

इसलामपुर और आरा से सहसराम तक चल रही है, आरा से सहसराम तक जो रेलवे लाइन है, उसकी दूरी 60 मील है, लेकिन उतना जाने में 6 घंटे लगते हैं और उसका भाड़ा ढाई गुना है और उसमें कोई अमेनिटीज नहीं है। वहाँ की इस लाइन का सवाल बार-बार उठाया गया कि इस छोटी रेल लाइन को, इस लाइट रेलवे को, सरकार अपने हाथ में ले ले, यह मार्टिन बर्न कम्पनी की लाइन है, लेकिन अभी तक सरकार ने उसको अपने हाथ में नहीं लिया उसका राष्ट्रीयकरण नहीं किया। हमारे यहाँ से दो-दो मिनिस्टर हो गये हैं, श्री जगजीवन राम जी वही के रहने वाले हैं, वह पहले थे, डा० राम सुभग सिंह भी वही के रहने वाले हैं, वह भी रेल मंत्री थे, उनके सामने यह बात उठाई गई, लेकिन उन्होंने भी इसका राष्ट्रीयकरण नहीं किया और अब जो नये समाजवादी मिनिस्टर हैं, उनसे मैं कहूँगा कि उनका दिमाग उस तरफ जाय।

दूसरी बात मैं यह इस सम्बन्ध में कहना चाहता हूँ कि सरकार कुछ चीजें खरीदती है और यह समाजवादी मंत्री है, लेकिन समाजवाद में सिर्फ यही नहीं है कि चीजों का राष्ट्रीयकरण कर लिया जाय, बल्कि उसका अर्थ यह भी है कि मनेजमेंट में मजदूरों का हिस्सा होना चाहिए, किन्तु करोड़ों रुपये का माल रेलवे द्वारा खरीदा जाता है, लेकिन उस खरीद में कोई भी मजदूरों का प्रतिनिधि उसमें नहीं रहता है।

*(Time bell rings.)*

तीसरी बात इस सम्बन्ध में जो मैं कहना चाहता हूँ वह यह है कि रेलवे कोलियरीज से कोयला खरीदती है, लेकिन बहुत सी कोलियरीज ऐसी हैं, जिन्होंने कि वेज बोर्ड के फैसले को लागू नहीं किया है, तो मैं सरकार से कहूँगा कि जो ऐसी कोलियरीज हैं, जिन्होंने कि वेज बोर्ड के फैसले को लागू नहीं किया, उनका कोयला उसे नहीं खरीदना चाहिये।

एक बात और कहनी है। चितरंजन और पेरम्बूर दोनों ही रेलवे के कारखाने हैं, मगर इन दोनों कारखानों को रेलवे विभाग के अन्दर में रखा है, उसका ही वे एक भाग है। तो मैं सरकार से कहना चाहूँगा कि इन दोनों को अलग से फैक्ट्री के रूप में ट्रीट किया जाय ताकि मजदूरों को उससे काफी बेनिफिट मिल सके।

**SHRI HAMID ALI SCHAMNAD** (Kerala) : With due respect to the Chair, may I express my views? I will not take long time.

Sir, while supporting the Appropriation Bill may I express that the amount may not be misappropriated either by the Railway Board or by the Government as it is being done so far? Another thing is that South India is being neglected very badly. When Mr. P. Govinda Menon was there, we were hoping that he would do something for the South but unfortunately he has gone away. But now I am quite sure that the new Railway Minister will do something for the South. Sir, in South India, Madras, Mangalore, Calicut, Tanjore, we have got no catering facilities and we have no dining cars. If a man wants to see a dining car, he has to come to the North India to see those facilities. Another thing is that condemned bogies are being shunted to our side. I have got my own experience. Once I was travelling in a passenger train in the third class and I had to use my umbrella during the rainy season because water was coming inside it. So I hope the Railway Minister will kindly go to the South and travel in the third class to see the difficulties of the passengers there. Then, Sir, what is the fate of the third class waiting rooms? They are worse than jail cells; even jail cells are better than the third class waiting rooms on many stations. You may go to Calicut, Mangalore or anywhere in the South. People purchase tickets and stay there in those conditions. So I hope the Minister will be able to do something in the matter. Thank you.

**SHRI GULZARILAL NANDA** : Mr. Deputy Chairman, Sir, there is a rigorous time-limit which I have to observe and therefore I may not be able to deal with every point, but I shall find ample opportunities of giving due satisfaction

[Shri Gulzarilal Nanda]

to the Members in the matter of their suggestions and their demands. Therefore, if I disappoint myself now because I cannot deal with everything, I hope that is not going to matter very much.

Several Members said that I have roused great expectations. I shall try to see that Members meet me and I shall also seek contracts with them so that we can make the best use of the brain power which we have here in this House as also in the other House, because without their co-operation, not much progress can be made. We have also to enlist the co-operation of the lower formations. One asset which I can utilise is my association with the working class and the measure of confidence that they have in me. Therefore I have also a responsibility towards them to do something for them. As an employer in the Railway Ministry I have to see to it that the Railways function well and make their two ends meet at least. Therefore economies will have to be effected and the loopholes will have to be plugged. The questions of promotions, stagnations, quarters for the workers and other things which were raised here will receive our full and prompt attention. Not only the lower formations but also the workers at other levels, at higher levels, their co-operation will have to be enlisted. Regarding passengers I have found very much in the course of the last few days—their sufferings etc.

SHRI BHUPESH GUPTA : You have travelled ticketless.

SHRI GULZARILAL NANDA : I have got my M.P.'s pass with me.

Then, Sir, I am very grateful to Mr. Parthasarathy for his constructive suggestions and wholesome advice that he gave. The only thing is that his figures are not quite accurate and if I had the time, I could have explained to him that the capital inputs are not really so excessive, considering the increase in prices that has occurred and if we reduce them to a uniform level, we will find that the inputs and periods have been reduced and not increased.

Regarding wagons also he has given a much bigger figure than actually it is. The main point is that replacements are to be made of the overaged rolling stock and other equipment. It is a very large proportion according to the figures

which he has cited and he has not taken care to ensure the correctness of his figures. Our programme is not as big as the hon. Member has thought it is. All the same I welcome all this. Particularly regarding certain suggestions about the places which are called backward—only I will say they were neglected. The backward areas within a State, which is not developing, had not had the full opportunity of developing. The hon. Member said I have a socialist outlook. Whatever it is, it means that those who are left behind will receive prior attention. That will always be my great concern and I must leave the subject for the time being.

MR. DEPUTY CHAIRMAN : The question is—

“That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1970-71 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration.”

*The motion was adopted.*

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

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

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

SHRI GULZARILAL NANDA : I beg to move—

“That the Bill be returned.”

*The question was put and the motion was adopted.*

MR. DEPUTY CHAIRMAN : The question is—

“That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial Year 1969-70 for the purposes of railways, as passed by the Lok Sabha, be taken into consideration.”

*The motion was adopted.*

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

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

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

SHRI GULZARILAL NANDA : I move—

“That the Bill be returned.”

*The question was put and the motion was adopted.*

THE LEADER OF THE HOUSE (SHRI K. K. SHAH) : I want to convey my thanks to the Chair and to all sections of the House for co-operating in getting these Bills passed today with great expedition.

SHRI SUNDAR SINGH BHANDARI : On this occasion I would like to say that the way we have been asked to pass such Bills, the Leader of the House will take note of and see that better arrangement of business is made for the future.

SHRI BHUPESH GUPTA : I have a submission. Now the Bill is passed ; no difficulty. The point that has been made is very relevant. We have co-operated but with great reservations. I hope the business will be so arranged that we are not placed in such a situation again.

SHRI K. K. SHAH : I accept it.

MR. DEPUTY CHAIRMAN : I also thank the hon. Members for extending their co-operation to me in conducting the business today in a proper manner so that we could finish the financial business within the time limit that was fixed for it. At the same time I also share the feelings expressed by hon. Members. I hope that in future Government will see that the business of both the Houses is arranged in such a manner that no House, the Lok Sabha or the Rajya Sabha, will be put to such a strain and difficulty as this House has been put on this occasion, and the hon. Members also will not be put to such a difficulty. I would request the hon. Leader of the House that he should see in future that the Government pays more attention to this matter also.

SHRI BRAHMANANDA PANDA (Orissa) : The silent Members of the House have also co-operated with the Chair so that in future also they may be kept silent.

MR. DEPUTY CHAIRMAN : My thanks are more due to the silent Members because they are not creating any trouble for me.

SHRI BHUPESH GUPTA : We must thank you. In a critical situation you conducted the business of the House with youthful cheerfulness and very well. Besides your Hindi was very good.

#### STATEMENT BY MINISTER RE ATTEMPT ON THE LIFE OF SHRI JYOTI BASU, FORMER DEPUTY CHIEF MINISTER OF WEST BENGAL

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI VIDYA CHARAN SHUKLA) : Sir, according to information received from the State Government there was a deplorable incident at the Patna railway station today at about 8.15 A.M. when an unknown assailant fired a shot at Shri Jyoti Basu. Shri Jyoti Basu escaped unhurt, but one Ali Imam, who had come to receive him, was hit by a bullet and was killed. The assailant made good his escape. Immediate investigation was undertaken and one Surendra Prashad has been arrested by the police on suspicion. Investigation is in progress.

The Home Minister spoke to the Chief Minister, Bihar, this morning and requested him to make a thorough probe into the matter. The State Government have informed that necessary security arrangements have been made for Shri Jyoti Basu. Arrangements have also been made to maintain peace in the town. The Home Minister also spoke to Shri Jyoti Basu and expressed his deep concern. I am sure the House will join me in unreservedly condemning resort to violence, which undermines the very basis of democracy and democratic institutions.

SHRI BHUPESH GUPTA (West Bengal) : We express our satisfaction that the life of Mr. Jyoti Basu has been saved—almost he was on the point of being killed—but at the same time, Sir, we are sorry that somebody else, a citizen of ours, has been killed. Now I think the Statement is not at all adequate. I can understand the Government making an interim Statement, but I should think more facts would come.