

[Shri K. R. Ganesh]

of a socialist society. Even a democratic society cannot comprehend the incompatibility of having Rajahs, of having these antediluvian and outdated privy purses. I hope Sir, that this Parliament will have the wisdom to see that these privileges and these anachronistic rights that the princes have got are done away with so that some of the long-awaited changes can be brought about in the society.

I am thankful to hon. Members and. . .

SHRI MAHAVIR TYAGI : I give you the credit for being clever and vigilant.

SHRI K. R. GANESH : . . . I hope that the House will give its approval to this Bill

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 services of the financial year 1970-71, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

MR. DEPUTY CHAIRMAN : Let us 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 K. R. GANESH : Sir, I move :

"That the Bill be returned."

The question was put and the motion was adopted.

THE APPROPRIATION (RAILWAYS) NO. 3 BILL 1970

THE MINISTER OF RAILWAYS (SHRI GULZAR LAL NANDA) : Sir, I move :

"That the Bill to authorise payment and appropriation of certain further sums from

and out of the Consolidated Fund of India for the service of the financial year 1970-71, for the purposes of railways, as passed by the Lok Sabha, be taken into consideration."

Sir, it is a very simple proposition. It does not require any elaborate introduction. The purpose is to provide, out of the Consolidated Fund of India, moneys required to meet some supplementary expenditure, and if you refer to the Schedule, there is one item for Rs. 2,000 under the head 'Miscellaneous Expenditure'. This is voted by Parliament, and the need has arisen from the fact that we have accepted two more surveys for which provision did not exist. Now a token provision has been made which totals about Rs. 2,000. The rest of the three demands are charged on the Consolidated Fund. They all arose out of certain court decrees which could not be anticipated. Therefore, it is a very simple thing.

The question was proposed.

SHRI BABUBHAI M. CHINAI (Maharashtra) : Sir, I rise to make a few points arising out of this Appropriation Bill. It is not my desire to take time also. It is really a pleasure that I see my one-time revered leader, Mr. Gulzarilal Nanda, piloting this small Bill. It is my privilege that I can, on this occasion, bring to his kind notice two or three small matters so that he may look into them.

Sir, Mr. Nanda is considered to be a watchdog of the down-trodden people. He has done much for them. But of late, since he has taken charge of the Railways, instances have come to my notice that poor people are being harassed a little more usual. I am going to quote one incident which took place in which indirectly I myself was a little interested. The pass of a peon who was travelling in Bombay by a season ticket from Grant Road to Church Gate expired on Sunday. On Saturday he forgot to take the money from the office, and on Monday morning he travelled, really speaking, unauthorised, from Grant Road to Church Gate. He himself offered to the Ticket Checker that his pass had expired and he will be going to his office and buy

a fresh pass again. He wanted to pay for his ticket because he forgot to pay at the Grant Road station. Will you believe, Sir, the peon was detained and fined Rs. 10? He was not allowed to move from that place. He requested for some facility to communicate with his office so that he could ask them to send some money to pay to the Railway authorities. He telephoned to me. I was not at the residence. My son was there. He rushed to the station and paid Rs. 10 and got him released. My appeal to the hon'ble Minister is to tell his officers to see the situation for themselves and then decide in favour of the underdog.

The second point is in connection with the running of trains. We know there is a general complaint about the late running of trains. We are also being told that looking at the overall picture the late running of the trains has been reduced. But the hon'ble Minister forgets to tell us that even though the late running of trains might have been reduced, the time taken between one station and another station has not been reduced. It is sometimes longer in spite of the fact that in some cases the speed has been also increased. We are in an era where we require fast travel. In aeroplanes we started with Dakotas, now we are going to have Jumbo jets. Similarly when we want to travel by train, we do not want to travel as if by a goods train. The times have changed. The engines have changed. From engines we have come to diesel engines. All these changes are taking place. But in regard to speed, timings and other things, we are where we were. Therefore, I would appeal to the hon. Minister to look into it and see that those who travel by train feel more comfortable and they reach their destinations sooner than they do now.

Now, in regard to the railwaymen's strike which took place at Siliguri, I want to read out a PTI message which is really very interesting and surprising. It is from Siliguri, dated August 2.

"The North-east Frontier Railway employees at Siliguri and New Jalpaiguri called off their 11-day old strike at 2 P.M. to-day following a decision of their

co-ordination committee to do so. Meanwhile officers of the North-east Frontier Railway at an emergency meeting last night at Maligaon Railway headquarters 5 miles from Gauhati, decided to submit their resignations in protest against the Railway Ministers decision to condone the wilful absence from duty of those who participated in the illegal wild-cat strike."

Sir, this is the situation so far as discipline in the Railways is concerned. I would appeal to the hon. Minister that when a question of discipline comes up, he should be very careful. After all, if all these big public organisations are to run efficiently, they will have to maintain a certain degree of discipline. I do not want for a moment to say that he should be harsh, that he should go out of his way to punish them. But discipline is the banner every organisation should have.

Lastly, the point I want to make is in connection with the Jhund-Kandla railway. For the last 24 years we have been pleading for this area which is a backward area of Kutch. Now when we wanted a railway line from Ahmedabad to Bhuj, first we were told "No traffic. Nothing will be given." We went on pleading and afterwards it was given. In the case of the Kandla-Jhund railway, when Shri Lal Bahadur Shastri came there, we demanded it and he sanctioned it on the spot. When the Jhund-Kandla railway was half done, we approached the Government and said "Why don't you take this from Gandhi Dham to Bhuj?" We got the same stereotyped reply—"There is no traffic; we will not give it." Now, Sir, Bhuj is the capital of Kutch. I am prepared to challenge the Railway authorities and say that if they have this line there from Gandhi Dham to Bhuj certainly there will be enough passenger traffic and enough goods traffic also. It is high time that they changed their attitude. I would request the hon. Minister not to be always guided by the Railway Board which has nothing but a static attitude to everything. They seem to have nine commandments to be applied and even if one of them is not there they will say "No we will not do it."

[Shri Babubhai M. Chinai.]

There is another problem about Kutch which we must not overlook. It is a border State. From the military point of view also you have to see that a railway line goes right through it; otherwise in times of danger when we have a neighbour who is always threatening us who is always prepared to show his teeth to us it will be difficult for us to maintain communications and, therefore we must have a railway line to Bhuj.

MR. DEPUTY CHAIRMAN : Now you please wind up.

SHRI BABUBHAI M. CHINAI : Mr. Deputy Chairman, you know that rarely do I speak on any other subject except economy. But now this is a subject on which I wanted to speak and I took special permission for it. I will not take more than a minute. I would, therefore, request the honourable Railway Minister kindly to accede to the request of the Kutch people. It is a backward area. You have so long treated them as if they should remain backward always. Just as other people who are citizens of this country, the people of Kutch have a privilege to come up and join with others. This area also has an equal right with others. Therefore, in all humility I plead with the honourable Minister that he should accede to the request of taking this line from Gandhinagar to Bhuj so that the people of Kutch would feel happy. After the experience that we have had, whether it was a metre-gauge from Ahmedabad to Bhuj, whether it was from Ihund to Kandla, I challenge everybody, whether it is the Railway Board or any Minister of the Railway Ministry, that I shall see and I promise that it will be a paying concern if you take a line from Gandhi Dham to Bhuj. I hope the honourable Minister will accede to the request made on behalf of the people of Kutch.

SHRI ANANT PRASAD SHARMA (Bihar) : Mr. Deputy Chairman, it becomes very difficult for me to speak on railway matters especially after Nandaji has become the Railway Minister.

SHRI N. G. GORAY (Maharashtra) : Why ?

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

SHRI ANANT PRASAD SHARMA : I am telling you why. Nandaji has been our leader in trade union movement. I had expected that after he took over the railway administration there would be great changes in the working system of the railways as well as in the conditions of service of the 14 lakh railwaymen working on the Indian Railways. In this connection I would like to draw the attention of the House to certain important matters relating to the railwaymen in this country. When the appointment of a Pay Commission was recommended by the National Labour Commission, it was recommended for the industrial workers of the Government of India. The Government of India was good enough, was benevolent enough, to appoint a Pay Commission for all the Central Government employees in this country. Well, it was a very good thing. We welcomed it. But the railwaymen have got certain grievances against all the Pay Commissions, whether it was the first Pay Commission or the second Pay Commission. However, we do not like to prejudge things about the third Pay Commission now. But the experience has been that the first two successive Pay Commissions were not able to do justice to the problems of the railwaymen. And that is the reason why there is all-round dissatisfaction even after the appointment of these successive Pay Commissions and the implementation of their various recommendations. Therefore, on behalf of the National Federation of Railwaymen we requested the Government of India to appoint an expert committee within the framework of this Pay Commission—the character of this committee may be bipartite or it may be tripartite, but there should be an expert committee appointed—where the members of the committee should be such as who know something about the specific problems of the railway workers. The Pay Commission usually makes general recommendations regarding the pay-scales. Everybody in this country knows, everybody who has the slightest idea of the working of the railways not only in this country, but all over the world, knows that the strain involved in the working of the railways is much greater than that

in the working of the various other departments. The general pay scales recommended by the Pay Commission cannot be therefore applicable to the railwaymen in this country. Therefore, an expert committee will be necessary to conduct the job evaluations and to fix up the pay scales accordingly. In this connection, we have made a request, but so far nothing has been decided. We have submitted a memorandum to the Pay Commission and we have made it specially clear to them that if an expert committee is not appointed for the railwaymen perhaps it may not be possible for the National Federation of Railwaymen to cooperate with the Pay Commission. This is one of the things that I wanted to bring to the notice of Nandaji. I hope he will take appropriate action and see that an expert committee within the framework of the Pay Commission is appointed.

Secondly, I want to point out that though we have submitted a memorandum to the Pay Commission, it is not known how long they will take to announce the interim relief for the Central Government employees including the railwaymen. I have read with interest the statement made by the Minister of State, Shri Shukla in the other House. I hope that the Railway Ministry, as a Government employer, will urge upon the Pay Commission not only to announce the interim relief as early as possible, but to give it retrospective effect as demanded by the workers.

As I said earlier, though I have some difficulty to speak about railway matters, I will be failing in my duty if I do not mention certain other important points in connection with the working of the railways. I would now say something regarding staff matters. There are two recognised federations in this country and they have got various zonal unions in different zones of the railways. These federations are dealing with the problems of the railway workers. The railway administration deals with these federations at all tiers—whether it is the divisional tier, zonal tier or the national tier. But there are so many mushroom organisations led by important people—I do not like to name any person—who are out to create so many demands. If the demands are

created and if the workers get something we, who are working in the trade union movement, have no objection. But contradictory and conflicting demands are created. On account of these demands difficulties in the running of the railways are created all over the country and side by side lawlessness is also created. The willing workers are obstructed from going to their work and this has been brought to the notice of the Railway Ministry times without number. We have to decide once for all whether we want to run the railways in this country or not. We do want to see the railways working properly. But if the conditions created are such that railwaymen are indiscriminately beaten up and railway property is looted how can the railways work? In this morning's paper I saw that they have started removing even fish-plates. How is it possible to run the railways in this country under such conditions? We have been working all the time for an efficient railway system in the country. But we are very much sorry to say that when such situations are created and when Government succumb to the pressures of those people who are responsible for creating such situations, it becomes very difficult for the workers to work the railways. Therefore, I fully support my friend Shri Babubhai Chinai.

AN HON. MEMBER: He is a great lover of workers.

SHRI ANANT PRASAD SHARMA: Not on that point; but on the point of discipline and maintenance of law and order. I support him. Whereas we do plead that no innocent worker should suffer, whether the worker belongs to this group or that, I do not want that the working of the railways should be confused with the politics of the country. Various political parties want to take advantage by creating confusion in the railways and the railway trade union movement is used as a political platform.

AN HON. MEMBER: What about you?

SHRI ANANT PRASAD SHARMA: You have not seen me working. My difficulty is that you cannot understand that. I have never exploited the trade union movement for political purposes and therefore, I can call upon the people of my party also

[Shri Anant Prasad Sharma:]

to see that we do not mix politics with the railway trade union movement. Therefore Sir, if we have to run the railways efficiently in this country—my friend, Shri T. V. Anandan, will support me; we belong to two different parties and we have still decided to work—we should work in the trade union movement on a non-party basis.

SHRI T. V. ANANDAN (Tamil Nadu): Quite right.

SHRI ANANT PRASAD SHARMA: Therefore, I would urge upon the Railway Minister, in this august House, that this aspect of the working of the railways should be looked into.

Sir, in this connection, I would like to make out one or two points. My suggestion in this connection is that the Railway Minister has to decide once and for all whether he wants to deal with the staff problems through a particular machinery or whether he is going to deal with them through everybody coming to see him. You see, I have got no objection if a particular railway employee, as a Government servant, comes to him for the redressal of his grievances. Let him do it by all means. But, you see, if by forming political organisations in the name of trade unions, people come and create confusion, that has to be stopped and this is my suggestion in this connection.

Sir, I have pointed out to the railway administration that in the railways the biggest difficulty is the staff rules. The rules in the railways governing the conduct and service conditions of the staff, are as old as the Indian Railways. They are more than 125 years old. Most of these rules were framed by our foreign masters. Those rules need change definitely today. It is because the railway staff matters are based on these rules that we cannot bring about any change. Therefore, my suggestion has been that the old rules should be changed and they can be changed only when there is a proper personnel management in the railways. Nandaji will look into this problem, because unless and until you

create a proper cadre, you cannot do justice to the problem. What is the position, Sir, regarding personnel management in the railways? I have been emphasising on the question of personnel management in the railways for long. Railways are the only department where all kinds of people are posted. When a person does not find a place in his own department temporarily for two or three months or six months, he is posted as a Personnel Manager or Personnel Officer. If he is condemned or is considered unsuitable in his department, he is appointed as a Personnel Officer. If he is not liked by his boss, then he is posted as a Personnel Manager. This is how the personnel management is practised in the railways. Therefore, I would like this personnel management system in the railways to be changed. Sir, now I would like to say one or two more things regarding this Ministry.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Now you must finish in a minute or two.

SHRI ANANT PRASAD SHARMA: Sir, I am finishing in two or three minutes. Sir, in this country, it appears that things are considered only when agitation is made or when a movement is launched. Only then things are considered. Sir, I know something of the railways. There was no justification whatsoever for the creation of a Divisional Headquarters at Varanasi. But, on certain political pressures, it was created. I do not object to it now. Let it be there. Then, Sir, again in my presence, Nandaji announced the creation of a Divisional Headquarters at Ranghja in Assam. Sir, we from Bihar have been crying for so many months. As a matter of fact, if Members of Parliament are considered to be any strength in democracy, almost all the Members of Parliament from Bihar—I suppose from all the parties—have supported this demand that there should be a Divisional Headquarters located at Sonapur. We have given sufficient justification also. But, I do not know what Nandaji is doing about it. I think he is waiting for me to launch an agitation as President of the political party in Bihar for creating a Divisional Headquarters at Sonapur and perhaps, he will consider it then.

Sir, this is not a demand from one party, this is a demand from all the people of Bihar and I do not know why this demand should not be conceded.

Now, Sir, I would like to say something about the Railway Service Commission. If you look at the proceedings of the Lok Sabha, you will find that it was almost conceded that the headquarters of the Railway Service Commissions would be located at Danapur. As a matter of fact when Mr. S. K. Patil was the Railway Minister, he made an announcement in the Lok Sabha that he was creating such a wonderful institution at Danapur that it would have the advantage of all the Service Commissions, at least two Service Commissions, one located at Allahabad and another located at Calcutta. But do not know whether Nandaji has cared to examine that it is nothing more than a letter-box. Only an assistant Secretary has been provided there and it is functioning only as an examination centre. The people are undergoing so many difficulties. Sir, I emphasise that this demand has already been conceded in principle; already there is a Commission working. What is required is to have a full-fledged headquarters of the Commission in order to remove the difficulties of the people.

Sir, the last thing that I want to mention here is about the Shahdara-Saharanpur Light Railway. I have read Nandaji's assurance with interest. He has said that he is going to see that those employees who had been working there in that Railway are provided alternative jobs by the Indian Railways if they are found suitable or some of them might be absorbed by the State Government. But I will request him to consider this problem in a different way. These 1200 people for no fault of theirs are going to be thrown out of employment. What is meant by 'suitability'? They have been working in the Light Railway. I agree that they cannot be found as suitable as those working on the broad gauge. Therefore some of them may be thrown out of employment. My request will be that not a single person should be thrown out of employment. Firstly I do not know why it should be closed; the Indian Railways can easily take

it over but even if on some grounds he thinks that it should be closed, he should see that not a single person is thrown out of employment. If a person is found less efficient, he should be given further training and brought up to the required standard and absorbed by the Indian Railways or the State Government. (Time bell rings) I thank you, Sir. With these observations I support the demand which Nandaji has placed before this House.

श्री जगदम्बी प्रसाद यादव (बिहार) :
माननीय उपाध्यक्ष महोदय, मैं नहीं चाहता कि उन बातों को दुहराऊँ जिनका माननीय सदस्य ने अभी बताया है फिर भी माननीय रेलवे मन्त्री महोदय का ध्यान इस ओर आकर्षित करना चाहूँगा कि जहाँ पर सरकार के पे कमीशन की बात आई है वहाँ यह देखें कि रेलवे स्वयं एक ऐसा विभाग है, जहाँ पर 700 कैटेगरी के लोग काम करते हैं और एक संयुक्त पे कमीशन रेलवे विभाग के सभी कर्मचारियों के लिये उपयुक्त नहीं होगा। साथ ही शाहदरा के कार्यकर्ताओं के लिये उन्होंने जो भाव प्रकट किया है, मैं उसके साथ हूँ और बिहार में जो सोनपुर में डिब्रीजन हैडक्वार्टर की बात कही गई है, उसको भी मैनटेन करना अत्यन्त आवश्यक है। पता नहीं कि बिहार के रेलवे मन्त्री के जमाने में उसको समाप्त करने की बात कैसे आ गई। इसके बारे में आप जवाब दे सकते हैं, लेकिन मेरा कहना है कि सचमुच मैं सोनपुर में डिब्रीजनल हैडक्वार्टर को मैनटेन करना आवश्यक है। मैं एक बात और कहना चाहता हूँ और वह मैंने पहले भी कहा है कि लूपलाइन का मुख्यालय जमालपुर में नहीं बनाया गया, तो फिर लूपलाइन का सुधार किसी भी हालत में नहीं हो सकता। मैन लाइन के लिये काफी गाड़ियों का डाइवर्सन वहाँ में किया जा सकता है और माननीय रेलवे मन्त्री से अनेकों बार इस सम्बन्ध में वार्तालाप हुआ है और निकट

[श्री जगदम्बी प्रसाद यादव]

में भी होगा और मैं चाहूंगा कि उस ओर विशेष ध्यान दिया जाय। वहां पर जमालपुर बर्कशाप है, जहां वार के जमाने में बीस हजार आदमी काम करते थे, लेकिन वह घट कर सात, आठ या नौ हजार वर्कर्स ही रह गये हैं। स्टीम लोकोमोटिव (वाष्प इंजन) समाप्त हो रहा है, इसलिए वहां के मजदूरों को काम नहीं मिलेगा। मैं आग्रह करूंगा कि वहां इलेक्ट्रिसिटी के इंजन और साथ-साथ डीजल के इंजन का काम प्रारम्भ हो और तभी जमालपुर कारखाने का विस्तार हो सकता है।

अब मैं कुछ बातें न्यू टास्क इन दि रेलवेज के 11 प्वाइंट प्रोग्राम के बारे में कहना चाहता हूं। मैं माननीय रेलवे मन्त्री जी का ध्यान उनके 11 प्वाइंट्स के प्रथम, तृतीय और पंचम प्वाइंट की ओर आकर्षित करना चाहता हूं, उन्होंने एक सेल बनाया था जिसकी देखभाल अपने जिम्मे ली थी, लेकिन जैसा कि मैंने अखबारों में देखा और सुना है उससे मालूम हुआ है कि उस सेल को उन्होंने रेलवे बोर्ड के अधीन दे दिया है। पता नहीं यह सत्य है या असत्य है और जहां भी वह दिया गया हो, लेकिन मैं समझता हूं कि जिस मतलब से वह सेल खोला गया था, उस मतलब की पूर्ति नहीं हो रही है। माननीय मन्त्री जी ने यहां जो एक मांग उपस्थित की है वह 2 लाख 70 हजार रुपये की है और मैं सिर्फ एक छोटा सा उदाहरण देना चाहता हूं, जिसके बारे में मोटी-मोटी फाइलें और कागजात मैंने माननीय मन्त्री जी के समक्ष उपस्थित की हैं और हो सकता है कि कल या परसो ही इस पर उनसे वार्तालाप हो, यह 2 लाख 70 हजार रुपये की संचित निधि से लेने की मांग आई है, लेकिन मैं एक जगह का उदाहरण ही और एक केस ही आपके सामने उपस्थित करना चाहता हूं और सिर्फ उसको आप चेक कर लें तो

2 लाख 70 हजार रुपये की यह बचत हो जाती है। इसकी ओर मैंने और अनेक बार अनेक सदस्यों ने आपका ध्यान आकर्षित किया है। रेलवे लेबर कोऑपरेटिव सोसाइटी लिमिटेड, कानपुर के जूही ट्रांशिपमेंट प्वाइंट एवं इलाहाबाद माल गोदाम पर माल चढ़ाने उतारने की जो ठेकेदारी है, उसके बारे में हमने ध्यान आकर्षित किया है। उसके बारे में पहला प्रश्न है नम्बर 274, दिनांक 5-5-69, दूसरा है नम्बर 621, दिनांक 12-5-69, तीसरा है नम्बर 1616, दिनांक 25-8-69, चौथा है नम्बर 406, दिनांक 2-3-70 और पांचवा नम्बर 542, दिनांक 11-5-70। रेलवे का जब अपना स्वयं का काम था, जो उसने कुछ दिन किया था तो वह ज्यादा से ज्यादा छः हजार या सात हजार रुपये महा में हैंडलिंग का काम, माल चढ़ाने उतारने का काम कर लेती थी। लेकिन पता नहीं किस वजह से आपकी जो "कांट्रेक्ट देने वाली समिति" है, जिसको यह पता था कि जिस पार्टी को ठेका दिया जा रहा है, उसका काम ठीक नहीं है और उसके ऊपर एडवर्स रिमार्क था फिर भी उसको 11 हजार 500 रुपये माह पर वह ठेका दिया गया। उसका कलकुलेशन जरा आप करें तो आपको पता चलेगा कि इसमें जो कांट्रेक्ट का पीरियड है, उस कांट्रेक्ट के पीरियड में ही लाखों रुपयों की गड़बड़ी हो जाती है। जिसके ऊपर काफी लिखा पढ़ी हुई है और वह हमने आपके सामने सब रखा है। इलाहाबाद डिवीजनल वाणिज्य सुपरिन्टेण्डेंट और डिवीजनल एकाउंट्स अधिकारी जो इस कांट्रेक्ट समिति के सदस्य भी हैं, के द्वारा यह कार्य सम्पादित किया गया है। इस प्रश्न पर जब मदन में जानना चाहा तो तरह-तरह के जवाब इस पर आये हैं फिर भी जवाब आते आते इतनी बात स्पष्ट हो गई है कि वहां पर गड़बड़ घोटाला हुआ है। तो इन दोनों केसेज में हजारों रुपयों से लाखों रुपयों का घोटाला हुआ है।

उस घोटाले की ठीक-ठीक जांच की जाय, तो जो आज रेलवे के कांसोनिडेटेड फंड से रुपया लेने की या मांग रखी गई है, उसकी पूर्ति हो सकती थी। दूसरा इलाहाबाद डिबीजन के टी०सी० एवं टी०टी०ई० के० झूठे टी० ए० का जो मामला है उसकी ओर मैं आपका ध्यान आकर्षित करना चाहता हूँ। उसके बारे में मैंने आपसे पताचार किया था, अनेक बार और अनेको सदस्यों ने पताचार और प्रश्न किये थे। उसमें भी कितने रुपये का गोलमाल हुआ है, इन दोनों केसेज के बारे में हिमाब करेंगे तो आपको पता चलेगा कि सिर्फ हंडलिंग कांट्रैक्ट और इलाहाबाद डिबीजन की जो फाल्स टी० ए० का फाइल है उसमें बहुत गड़बड़ी है। इलाहाबाद डिबीजन के अन्य केसेज को देखें तो वे बारपट प्रैक्टिसेज से भरे हैं, उनको पकड़ते तो मैं समझता हूँ कि कांसो-लिडेटेड फंड से जो 2 लाख 70 हजार रुपया आप लेना चाहते हैं उसकी कोई भी आवश्यकता नहीं पड़ती।

इसके साथ मैं 11 प्वाइंट प्रोग्राम में से तीन प्वाइंट की ओर आपका ध्यान आकर्षित करता हूँ, उसकी क्या स्थिति है। समय नहीं है, साय रहता तो मैं उसको पढ़ कर विश्लेषण कर देना चाहता था।

लेकिन समय नहीं है। तो मैं नम्बर 1, नम्बर 3 और नम्बर 5 की ओर ध्यान आकर्षित करना चाहता हूँ कि बार-बार चिट्ठी लिखने के बाद भी इसका निराकरण नहीं हुआ। अगर शिकायत का निराकरण न हो तो शिकायत करने वालों का भी दमन होता है। आप जानते हैं अगर किसी उच्च अधिकारी के खिलाफ शिकायत की जाये तो वह सोचता है शायद किसी दूसरे कर्मचारी ने उनके खिलाफ सामग्री दी होगी, नहीं तो माननीय सदस्य के पास बिना सामग्री दिये हुए कहाँ से आयेगा। इसलिये उसका

मस्पेन्शन भी होता है, कैरेक्टर रोल भी खराब किया जाता है और आप देखेंगे तो ऐसे नीचे के कर्मचारियों का ट्रांसफर भी कर दिया जाता है, जबकि जिन लोगों के ऊपर चार्ज है, प्राईमा फेसी केस इस्टेब्लिश हुआ है, जिनका ट्रांसफर हो जाना चाहिये, लेकिन वह नहीं होता है। भ्रष्ट अधिकारी छूट जाते हैं और छोटे निदोष कर्मचारी परेशान किये जाते हैं। और जिनका मैंने अभी भ्रष्ट उदाहरण आपके सामने रखा है, वे अभी भी मौज कर रहे हैं और नीचे वाले बदल दिये गये।

मैं इसी संदर्भ में आपका दूसरा उदाहरण देना चाहूंगा। आपके विभाग में एक ऐसा भी कर्मचारी है, जो साहसपूर्वक आपके विभाग के उच्च अधिकारी के खिलाफ अभियोग को प्रमाणित करना चाहता है। और न्याय चाहता है एक उदाहरण है, जिसका मैंने रिप्रेजेंटेशन भी आपको दिया है, वह है श्री एम० पी० वर्मा, सेनिटरी इन्स्पेक्टर कचरापाडा, जिसने श्री अनिल और श्री राम रतन के बारे में लिखा है, जिनको बड़े क्लास का होने के कारण भी भंगी एपो-इन्ट किया गया था। उसका एपोइन्टमेन्ट 25-1-61 को हुआ। तो उसने सी० पी० ओ० को और जी० एम० को चिट्ठी लिखी यह भंगी का काम नहीं करता है, बल्कि अधिकारियों के घरों में काम करता है। उसकी जांच नहीं की गई और उसके बाद उन्होंने थोट किया 26-10-64 को कि अगर जांच नहीं करेंगे तो वे अनशन करेंगे। तब उस पर एक फैक्ट फाइंडिंग इन्क्वायरी की गई, फैक्ट फाइंडिंग इन्क्वायरी से प्राईमा फेसी केस इस्टेब्लिश हुआ, लेकिन फिर भी रेगुलर इन्क्वायरी नहीं की गई। फिर श्री वर्मा ने 28-12-64 से घोषणा करके 48 दिन का अनशन किया। फिर भी उस पर कोई कार्यवाही नहीं हुई, बल्कि आपके उच्च अधिकारियों ने उसे नौकरी से हटा दिया।

श्री सुलतान सिंह (हरियाणा): मेरा एक पौइन्ट ऑफ आर्डर है, मुलाजिमों के बारे में। एक-एक इन्डिविजुअल केस इस तरह से रखना हाउस के लिए शोभा की बात नहीं है।

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): I think it is better not to mention individual cases.

श्री जगदम्बी प्रसाद यादव : श्रीमन्, माननीय मंत्री नन्दा जी ने जो 11 पौइंट का प्रोग्राम रखा है...

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): You can write to the Minister about particular cases. (Interuptions).

श्री जगदम्बी प्रसाद यादव : मैं कह रहा हूं, आप शायद इससे परिचित नहीं होंगे। एक सेनिटरी इन्स्पेक्टर को इतनी हिम्मत है, एक बार नहीं अनेक बार, जिसने अनशन किया है, पार्लियामेन्ट के सामने अनशन किया है और जांच कराने की मांग की है। उसने कहा है चाहे मुझे फांसी दे दो, नौकरी से हटा दो, लेकिन जांच करा दो कि जिस आदमी को आपने एपाइन्ट किया है वह भंगी का काम करता भी है या नहीं। इतना ही नहीं उसको प्रलोभन देकर नौकरी में लेना चाहते हैं। वह इन्साफ चाह रहा है और मैं भी चाहता हूं कि नन्दा साहब इन्साफ करें। अगर आप इन्साफ नहीं करते तो वह कहां जाए। दो-दो बार 48 और 45 दिन का अनशन किया है...

उपसभाध्यक्ष (श्री अकबर अली खान) : आपने नन्दा जी की खिदमत में लिखा था।

श्री जगदम्बी प्रसाद यादव : हां, पौथी लिख कर के दिया है। लेकिन सवाल यह है कि हम उनके सामने यहां इसलिए रखना चाहते हैं कि जो उनका रेलवे बोर्ड है, उसके कारण इतनी धांधली हो रही है, लाखों रुपये की चीज पकड़-पकड़ कर दी जाती है, लेकिन बोर्ड के अधिकारी

उसको छिपाने का प्रयास करते हैं। करप्शन को रोक कर जो उसका लाभ रेलवे को होना चाहिए वह उनका विभाग नहीं होने देता। इसलिए मैंने चाहा कि नन्दा जी इसको देखें।

इसके बाद श्रीमन्, यह जो इलाहाबाद डिवीजन में भ्रष्टाचार व्याप्त है, यह एक जगह की बात का मैंने उदाहरण दिया है। हर जगह यही होता है। आपके बड़े-बड़े अधिकारी हैं जिनका नाम भी आप चाहें तो कह देने के लिए तैयार हूं, आप उनके विषय में क्या कर रहे हैं? एक छोटा सा अधिकारी जो डट कर कुछ निवेदन करना चाहता है तो नौकरी से हटा दिया जाता है, रोटी के लिए मुहताज हो जाता है और जो भ्रष्टाचार में लिप्त है, वह मौज कर रहा है। फिर भी वह आदमी हटा है न्याय पाने के लिए। मैं इस ओर मंत्री जी का ध्यान आकर्षित करना चाहता था।

(Time bell rings)

श्रीमन्, मैं अब रनिंग स्टाफ के बारे में निवेदन करना चाहता हूं; क्योंकि यह सवाल बार-बार इस सदन में उठता रहा है और मैंने भी कई बार इस के बारे में सवाल किये। रनिंग स्टाफ का मतलब यह है कि जो स्टाफ गाडी में चलता है और काम करता है, उसको रनिंग स्टाफ कहा जाता है। लेकिन जो गाडी में चैकिंग करने वाले कर्मचारी होते हैं, अटेन्डेन्ट होते हैं, उन्हें रनिंग स्टाफ में नहीं माना जाता है और उन्हें रनिंग स्टाफ की तरह वे सुविधाएं नहीं दी जाती हैं, जो और कर्मचारियों को दी जाती हैं। हमारे शर्मा जी रेलवे के एक बड़े लेबर लीडर हैं और कल अगर वे रेलवे मिनिस्टर हो जाएं और उधर की कुर्सियों में बैठने लगें तो वे भी भूल जायेंगे कि रनिंग स्टाफ क्या है।

श्री अनन्त प्रसाद शर्मा : लेबर की तरफ से हमने कहा है कि इन लोगों को भी रनिंग स्टाफ में माना जाना चाहिए। हमने भी यही बात कही कि जब कोई लेबर लीडर रनिंग स्टाफ के बारे में

कहता है तो जब वह रेलवे मिनिस्टर बन जाता है तो उस बात को भूल जाता है।

श्री जगदम्बी प्रसाद यादव : इसीलिए तो मैं यह कहना चाहता हूँ कि अगर आप जैसे नेता भविष्य में मिनिस्टर बन जायेंगे तो आप भी भूल जायेंगे और इसीलिए मैं आपको सावधान कर देना चाहता हूँ। मैं यह निवेदन करना चाहता हूँ कि जो रनिंग स्टाफ है, उसके बारे में ठीक-ठीक न्याय होना चाहिए और उनको भी रनिंग स्टाफ में माना जाना चाहिए, जिस तरह से और कर्मचारियों को रनिंग स्टाफ में माना जाता है। अगर आप इन चीजों का फैसला नहीं करेंगे तो उन लोगों की तकलीफ का निराकरण नहीं हो सकेगा।

इसके साथ ही साथ मैं यह भी निवेदन करना चाहता हूँ कि चैक स्टाफ वालों का एक प्रदर्शन यहां पर आया था और वह रेलवे मिनिस्टर साहब से मिलना चाहता था, लेकिन रेलवे मिनिस्टर साहब ने उनसे मिलने से इन्कार कर दिया। रेलवे मिनिस्टर श्री नन्दा जी पब्लिक के नेता हैं और अगर कोई आदमी अपनी डिमान्ड लेकर उसे मिलने के लिए आता है, तो उन्हें मिलने से इन्कार नहीं करना चाहिए; क्योंकि अपनी डिमान्ड पेश करने का तो उनको राइट है।

श्री गुलजारी लाल नन्दा : मैं इंडिविजुअली मिल चुका हूँ।

उपसभाध्याक्ष (श्री अकबर अली खान) : अब आप खत्म कीजिए।

श्री जगदम्बी प्रसाद यादव : मैं खत्म करने जा रहा हूँ और एक दो बातें और निवेदन कर देना चाहता हूँ। हमारे यहां एक बहुत पुराना और छोटा स्टेशन है, लेकिन छोटा स्टेशन होने के नाते जितनी उसमें सुविधाएं होनी चाहिए, उतनी सुविधाएं प्राप्त नहीं हैं। मैं इस समय बरियापुर स्टेशन के संबंध में कह रहा हूँ।

स्टेशन में जितनी सुविधाएं होनी चाहिए उतनी नहीं हैं। मैं इस सम्बन्ध में एक उदाहरण देना चाहता हूँ। उस स्टेशन की जो बिल्डिंग है उसकी छत टूटी है। जब उसकी मरम्मत करने के लिए कहा गया था तो उसकी माइक्रोस्कोपिक रिपेयर की जाएगी, यह कहा जाता है। उसके दूसरे साइड पर शैंड नहीं था। जब इसके लिए कहा गया तो एक छतनुमा शैंड बना दिया गया जिसमें पानी, हवा और धूप बराबर आती रहती है। जब लैट्रीन बनाने के लिए कहा गया तो लैट्रीन बना दी गई, मगर उसमें पानी की व्यवस्था नहीं की गई। उस स्टेशन में दो, तीन पार्लियामेंट के सदस्य उतरते हैं और करीब आधे दर्जन असेम्बली के सदस्य चढ़ते और उतरते हैं। दूसरे लोगों की बात तो छोड़ दीजिए, जब हम लोगों के कहने पर भी किसी तरह की सुविधा नहीं प्रदान की जाती है तो और के कहने का क्या हाल होता होगा। वहां पर फर्स्ट क्लास का कोई वेटिंग रूम नहीं है। केवल वहां पर एक छोटा सा वेटिंग रूम है। जब फर्स्ट क्लास के वेटिंग रूम के बारे में कहा जाता है तो उसी वेटिंग रूम में फर्स्ट क्लास का साइनबोर्ड लगा दिया जाता है। इसी तरह से जब हम महिलाओं के लिए वेटिंग रूम के बारे में कहा जाता है तो उसमें महिलाओं का साइनबोर्ड लगा दिया जाता है। इसी तरह से जो वहां पर थर्ड क्लास का वेटिंग रूम कहा जाता है, वहां पर है ही नहीं। जब किसी गाड़ी के आने के बारे में सूचना मांगी जाती है तो कहा जाता है कि हमें इसके बारे में कोई सूचना नहीं है, क्योंकि कंट्रोल रूम में खराबी है। इसलिए मैं रेलवे मिनिस्टर से निवेदन करना चाहता हूँ कि जमालपुर एक बड़ा भारी जंकशन है, वहां रेलवे का बड़ा कारखाना है। और वहां पर वायरलैस की व्यवस्था की जानी चाहिए ताकि गाड़ियों के आने जाने के बारे में जल्दी से सूचना मिल सके।

इसके साथ ही मैं एक बात और कहना चाहता हूँ कि बड़हड़वा तक तो डबल लाइन हो गई है, अगर इस डबल लाइन को क्यू

[श्री जगदम्बी प्रसाद यादव]

तक बना दिया जायेगा तो इससे वहां की जनता तथा रेलवे को बहुत फायदा होगा। जैसा अभी हमारे माननीय सदस्य श्री चिनाई जी ने कहा कि जबइ स तरह की मांग की जाती है तो रेलवे की तरफ से कहा जाता है कि यह इकोनोमिकल नहीं है, मायेंकिल नहीं है, लेकिन वास्तविकता यह है कि जब योजना बन जाती है तो कार्य पूरा हो जाता है। फिर वह सब शर्तें भी पूरी हो जाती है।

आपको मालूम ही होगा कि उन क्षेत्रों में जितने भी नदियों के पुल बनाये जाते हैं, उनके लिए पत्थर की पूर्ति जमालपुर के पत्थरों से ही की जाती है और जब तक डबल लाइन वहां तक नहीं होगी, तब तक पत्थरों की ढुलाई में बड़ी मुश्किल पड़ती रहेगी। इसलिए जब तक क्यूल तक डबल लाइन नहीं होगी, तब तक काम वहां पर चलना मुश्किल है। लूप में इस समय 12 गाड़ियां जमालपुर से सुल्तानगंज तक चार दफा चलती हैं, जमालपुर से मुंगेर तक चार दफा चलती हैं और जमालपुर से कजरा तक चार बार चलती हैं। इस तरह से लूप-लाइनों में जो दूसरी गाड़ियां चलती हैं उनके आने-जाने में देरी हो जाती है। इसलिए मेरा निवेदन है कि जमालपुर तक डबल लाइन का होना बहुत ही जरूरी है और आशा करता हूं माननीय मंत्री जी इस ओर अवश्य ध्यान देंगे।

SHRI ANANT PRASAD SHARMA : Sir, I may point out . . .

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : You need not. When you become Minister you can point out.

SHRI ANANT PRASAD SHARMA : Jamalpur is a very important place and double line is justified.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : This is not the right way.

श्री निरंजन वर्मा : अजी, बिहार में जमालपुर ही क्या गांव भी इम्पॉर्टेंट हैं।

श्री जगदम्बी प्रसाद यादव : श्रीमन्, हम माननीय रेलवे मंत्री का ध्यान इस ओर आकर्षित करना चाहेंगे कि जब तक जमालपुर के ऊपर विशेष ध्यान नहीं देंगे, तब तक रेलवे का भी सुधार नहीं होगा। वहाँ जनता के लिए सुविधाओं की बात जो करते हैं वह बिल्कुल असम्भव सी है। इसलिए छोटे स्टेशनों का उदाहरण देकर मैंने यह कहने की कोशिश की है कि जो छोटे-छोटे स्टेशन पड़े हुए हैं उनको देखें और जमालपुर वर्कशॉप का भी हिसाब करें; क्योंकि वह सचमुच ऐसी जगह है जहां पर ऐसे कारीगर हैं कि जब जिस तरह की मशीन बनाने की बात हो, वे वैसी बना सकते हैं। द्वितीय महायुद्ध में बम का खोल बना कर दिया। 1965 में मीडियम दर्जे की क्रेन बना कर दी। अपने यहां जो टिकट छपते हैं, उसके लिए मशीन बनाने के लिए कहा गया, तो टिकट छापने की मशीन बना कर दी, ऐसे कारीगर हैं कि किसी भी तरह की मशीन उनको दिखा दी जाए, वे उस मशीन को बना देने में सक्षम हैं। इसलिए मेरा आग्रह है कि रेलवे मंत्री उस ओर ध्यान दें तथा जमालपुर कारखाने में डीजल एवं विद्युत् इंजिन का भी काम अविलम्ब प्रारम्भ कराया जाय।

SHRI ANANT PRASAD SHARMA : I was supporting his demand for making Jamalpur a double line.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Mr. Kulkarni.

DR. B. N. ANTANI (Gujarat) : Have you called Mr. Kulkarni ?

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : After him I will call you.

SHRI A. G. KULKARNI (Maharashtra) : I have no objection. Let him speak.

DR. B. N. ANTANI : I am sorry the Railway Minister is not here now, I wanted to say something about him.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : The Deputy Minister is there. If you want, you may speak.

DR. B. N. ANTANI : Mr. Vice-Chairman, after the assumption of office as Railway Minister, I have been observing the Railway Minister, Shri Gularilal Nanda, and as I am privileged by age, I have been making some psychological studies of the man's evolution as Railway Minister. May I tell you, when he did it, I was very enthusiastic, very optimistic? I assured him of my co-operation. Since you have evolved your eleven-point programme, we shall give you sufficient time to see that it is implemented and offer you every co-operation in your efforts. Two months have elapsed. I think the Rail Bhavan's second storey is such an infectious storey that as long as the Minister is out of the orbit and aura of the rooms of the Members of the Railway Board, he is a brave man, he is a patriotic man, he is inspired by the spirit of service, but the moment he enters that Bhavan he becomes corrupt and is absolutely a spoilt man and we lose all hopes about him. This is my experience. I will tell you that only last week I had put a question . . .

SHRI N. G. GORAY : It is a very serious charge.

DR. B. N. ANTANI : How much time have I got, so that I can limit my speech?

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Ten minutes

DR. B. N. ANTANI : What happened? Only last week I had a question. Mr. Deputy Minister, note it down. I asked a question : On how many stations on the Kandla-Deesa Railway are platforms not built? I had a reply that all stations have got platforms. Now, I have been travelling every day. Let the Minister travel with me and I will show to him that it is a misleading thing and it is misleading the House. It is absolutely an incorrect answer. I will only cite one instance. There is a station

called Chitrod. Mr. Minister, note it down. Then, I will catch hold of the ears of the Members of the Railway Board who mislead you people in giving the answers in the House. Now, what happened? There is no platform built and now Chitrod is the gateway to the eastern part of Kutch and the border area. When passengers want to get down, they have to jump and there are accidents every week.

Yet the answer is all platforms are built. Why are you succumbing to everything prepared by the Railway Board people without verification and misleading the House? This apart, I will now draw the attention of the Railway Minister to one principle to which I always adhere in my public duty as a Member of the House. I consider this great nationalised institution like the Railways as a great public trust and all the members from the Railway Minister down to the lowest servant are the trustees and beneficiaries of the people. The test of the efficiency of the working of this trust is how much advantage does it do to the people. What is the answer today? Are people happy with the Railway administration? What is the test for the extension of railways all over the country? Electrification of the line Virar to Ahmedabad, for that you can get millions of rupees, but to satisfy the primary need of a backward area like Kutch, where after twenty years of struggle we have succeeded in getting a broad gauge railway up to Gandhidham, in order to serve the entire western part of Kutch including the area which is given away to Pakistan in the Rann, you refuse to extend it, you bring forward the same vicious justification of financial aspect and no traffic. As my friend Shri Babubhai Chinai has assured you, I assure you on behalf of the people of Kutch you build this railway on a loan basis to the people of Kutch and when we make profit, you do not come to share that profit and appropriate it; you see what a paying proposition it is. It is all an excuse for not doing anything to keep Kutch backward, and there is a political motive behind it, and I charge like that, and it is because there is the Hitendra Desai Government there. I am leading the people of Kutch for the last

[Dr. B. N. Antani]

fifty years, and I know when there was no railway in Kutch, they used to say railways will not pay. You see what things have been done. What happened? Mr. Poonacha visited Kutch. He gave us a public assurance that as soon as he returned to Delhi, with the opening of Lok Sabha, he would announce the extension of the broad gauge railway from Gandhidham to Bhuj, the capital. The misfortune of the people of Kutch was that there was a change in the Ministry, and with the change in the Ministry your manners change; even manners change. Immediately another Minister comes. Shri Ram Subhag Singh says :

हां, खाना खिलाएंगे । When I said that the proof the pudding is in the eating, he said, "It is ready: the pudding is being cooked". Shri Ram Subhag Singh is in opposition. Now comes Nandaji. When Nandaji visited Kutch, he promised the people of Kutch. "You join us and I will give you the railway up to Bhuj". We did not join and the result is that this extension is not being given to us today. The Minister had made that offer to the people with whom he had accompanied. I am prepared to name the person, Dr. Mehta, an erstwhile Member of the Rajya Sabha. He took him to Kutch. The Minister himself is a gentleman, a man of public service.

The Railway Board saw the time-table and said, "Oh! that train from Ahmedabad to Bhuj is not running properly. It should be cancelled", and it was cancelled. (*Time bell rings*) Now what can I do?

AN HON. MEMBER : He is making important points

DR. B. N. ANTANI : I am not in the habit of asking for more time, I will sit down. But my blood boils, my heart bleeds. I am not a man who indulges in destructive criticism. I am not a man who will raise any issue of an individual or a *bhangu* or a cook of a General Manager, because I have been a Dewan, I am used to such services. This is happening in the world. But I rise to speak only when there are materials. Why are we being denied?

What is our fault? Sir, I brought a deputation from Kutch. We took away the Railway Minister from the orbit of the Railway Board. And he agreed and said that this train was an important train. The moment we took a deputation, the same vicious circle with beautiful suits. . .

SHRI T. V. ANANDAN : You should not blame them.

DR. B. N. ANTANI : I am an ill-clad person. They said, it was not a paying proposition. The Railway Minister, however, was able to issue an order immediately that that train should be continued. That train is continued, and today there is a demand for another train. And yet it is a paying proposition.

So, if the Railway Minister succumbs to the Railway Board officials, I tell him, there will be no end. I can tell him, we are as practice, as bold, as you are, and you will see that the people of Kutch will co-operate with you. Our patience is lost. We, in Kutch, never believe in destructive campaigns or destructive activities. In the name of honouring international obligations, by arbitration, you gave away a part of Kutch to Pakistan. We have forgiven you. We never rose in rebellion. You are today in that House. Two days later you will come here to undo the same agreements, contractual obligations. At that time, Mr. Chavan said, the hon. Member does not understand. Yes, I am a fool at the age of 80. He says that there is a difference and distinction between internal agreement and international agreement, between mother and mother-in-law. Very well, Mr. Chavan justified that.

Sir, I pray to the Railway Minister, do not tax our patience unnecessarily. There is no justification. Last week on the 18th and the 19th, the entire Kutch was closed. This is not an emotional thing alone. This is our heart. As long as the broad gauge railway does not come to Bhuj, the people of Kutch will consider that they are being insulted, humiliated and undone and that the greatest injustice is being done to them without any justification. I would once again pray to the hon. Minister to rise

above this vicious aura and orbit, the Railway Board, and be the Gulzarilal Nanda that you are; we are as patriotic as you are, and we shall cooperate with you.

SHRI A. G. KULKARNI : Sir, I have only two or three points to make on this Appropriation Bill for the Railways. Particularly, I am worried—and I may draw the attention of the hon. Minister—about the staggering amount of pilferages now-a-days, which is mentioned in the Reports of the Railway Administration. Particularly, Sir, I was very sorry to read very recently in the Library the Lal Committee's Report on pilferage. Recently I also made the charge in this House that the Railway administration of the unscrupulous traders or whoever they are, they have created a vested interest in pilfering or stealing goods from the railways.

It is something staggering. I do not know whether this figure is correct. But only yesterday the figure showing the claims settled was about Rs. 97 crores or whatever it is.

SHRI GULZARILAL NANDA : It is Rs. 11 crores.

SHRI A. G. KULKARNI : It is Rs. 11 crores. The total claims are round about Rs 50 crores. Whether that amount is correct or not, I do not know. But I got the figure from the Library. The Railway Administration has the liability of Rs. 50 crores worth of claims to be settled, and every year claims worth Rs. 10 crores are paid. You will see what type of justice the poor people will get for their stolen material from the Railways since in this pilferage there is the co-operation from the Administration at the lower level or whatever class it is.

Sir, I draw the attention of the Minister to the very staggering and dark feature of this new trend developing in the Railway Administration. Particularly, in my constituency, Sangli-Miraj line, I find even workshops of the Railways are tampered with. The best imported machine tools are sold in the industrial estates round about Kolhapur and Sangli. Even copper and nickel are available. What can I say? Everything is stolen in such a way that it is being sold

in the open market. I do not have the figure on all-India basis. But it is for the Minister to find out and put down these unscrupulous people created by power own administration.

I wonder if the 11-point programme is still there or not. I understand that the entire thing has been transferred. I do not see any repudiation. It has been transferred to the Railway Board, or is everything again going to the Moghul Darbar? Have courage at least and pursue that 11-point programme. In that programme you have mentioned this stealing business and pilferages.

Mr. Nanda is a selfless and an honest patriot. He is not out and out a politician; he is Gandhian, and I have got great belief in his ability to meet the demand of the smaller people. This complaint comes out of a long correspondence between him and me about difficulties to the small-scale industries out of this pilferage business. I will give the instance of small workshops producing goods worth Rs. 50,000 to Rs. 1,00,000 per month where Rs. 5,000 is invested out of the working capital in preferring claims against the Railway Administration for short weight of raw materials like pig iron, etc. Recently I saw a photo in the Hindustan Times where big heaps of pig iron stolen by some unscrupulous traders or unscrupulous servants of the railways are shown in the Bhilai steel yard. Nandaji gave a reply to my letter. Why, Sir, I want to complain to him is that his reply did not stand the scrutiny of a worker. What did the reply say? I quote :

"As regards deletion of amendment of Rule 118 of the I.R.C.A., Goods Tariff No. 32 part-I, pertaining to re-weighment as suggested, it is pointed out that this rule has been framed with a view to eliminating indiscriminate re-weighment of incoming wagon load consignment because the re-weighment process involves considerable shunting operations."

When I am pleading to you on behalf of the small-scale industrialists who cannot at all justify their investment in preferring claims against the Railways, it is for you to find out some way.

[Shri A. G. Kulkarni]

I again replied to the Minister that this was not the way, that he was only quoting a rule given by some subordinate officer in the Railway Board. I requested him to apply his own mind and find out whether it was possible for the small-scale industrialists to invest funds out of the working capital taken at 12 per cent and get claims from the Railways after two or three or four years. I again request the Minister that he should apply his own mind. This is basically the responsibility of the Railways. The steel or pig iron is being loaded at the Hindustan Steel, a public sector workshop and it is also not that they do not know how steel is loaded in the wagons and whether weighment is made. It is a public sector organisation and the Railways are also a public sector organisation; and the recipients are the small-scale industrialists. It is a chain of business. So, here the Minister has to apply his own mind

Then I want to draw your attention to another problem which is a very important problem, and it is what is known as rationalisation of freight structure. Sir, rationalisation of the freight structure is a very big subject. I cannot deal with it within the short time available to me. But as I said, the Railway Minister is a Gandhian and he knows the principle of helping the handicrafts industry. Sir, from my constituency musical string instruments *Tambura* and *Sitar*, go to Bombay for being exported abroad, to Paris and other places. Now these craftsmen who manufacture them used to take them by train to Bombay, putting them in the place where luggages are put in the third class compartments. Some ingenious Railway officer found out that they should be charged. Now a package of four *Sitars* is charged about Rs. 50 or Rs. 60. And what is the craftsman going to earn? And these are ultimately going for export. They are not meant for indigenous sale in Bombay, Poona, Allahabad, Delhi or somewhere else. So this is a case where the question of rationalisation of freight structure needs to be looked into by the Railway Minister.

Now, I come to the last point. This was done during the period when Mr. S. K.

Patil was the Railway Minister. Now from Poona to Miraj it is being made a broad-gauge line, and from Miraj to Hubli also it will have to be made a broad-gauge line. And one day or other you are going to make it broad-gauge up to Goa also, because of the movement of manganese ore, iron ore and forest products. Now right from Poona up to Miraj and Kolhapur and Sholapur, the entire zone has been tagged to Secunderabad. Sir, you come from Hyderabad; so please do not think that I am saying this from some other point of view. The natural aspiration of the Maharashtra community is that the divisional office must be located in Poona. Our entire approach is that if we have a complaint, we must either go to Secunderabad or to Hubli on the other side. I do not want to say anything about Mr. S. K. Patil, because I know what interest and what love he has got for Maharashtra. So I do not want to comment adversely on this matter. I would make a request to Nandaji that this is the opportune time—the broad-gauge line is being laid; it is going to be inaugurated—when this type of re-thinking will have to be done to meet the natural aspirations of the Maharashtra community living between Poona and Miraj, Kolhapur and Sholapur on that side and Konkan, Panvel, etc. up to Goa.

This can be met only when the headquarters is shifted to Poona.

SHRI KALYAN ROY (West Bengal) : Sir, it is true that the present Railway Minister was a Labour Minister before. But perhaps this is also a tragedy. Let him himself ponder over this. Has he been able to bring his outlook as the Labour Minister into the Railway Ministry or has he been unashamedly inheriting more or less the same bureaucratic attitude which was criticised so severely by other Members? We have seen that there have been two strikes, one in the North-Eastern Frontier Railway and the other in the South-Eastern Railway. And he promised that there would be no victimisation. There was an understanding as the strikers went back. And what did they find? What happened to the solemn promises, assurances, which were given by the Railway Minister who was the Labour Minister before and who, I think, would

share my indignation against any victimisation or harassment of the labour? He perhaps could not control those top officers who were bent upon taking blood. The strikes today in the railways are the result of long-standing grievances which are today blowing up the lid because in the last nearly twenty years the railway workers were really suppressed. It is not only the bureaucracy of the Railway Board. Why should I be one-sided? The railway unions which were functioning were neither democratic nor progressive, and in many respects we found the trade union bureaucrats as equally corrupt as some of the high officials. Nandaji has today to fight against both, both against the bureaucracy in the trade unions which even today suggests the Syndicate—shouting for law and order—in other words they want to suppress the new upsurge of democratic movement in the railways—with the help of bureaucracy in the railway administration. Nandaji should fight against both vested interests.

Sir, in this report of the Railway Ministry it has been stated that the Railway Protection Force continues to assist some State Governments in dealing with the law and order problems pertaining to the railways. We are absolutely opposed to it because we have seen the Railway Protection Force failing to protect the pilferage, failing to protect the railways from dacoities, which are happening everyday in the railway compartments where the railway passengers are feeling so unsafe. It is surprising that the attendant, the first time when he comes, requests the passengers to lock the doors well from inside. Such is the condition of our railways. If the Railway Protection Force, which is supposed to improve the conditions of the railway safety, is today utilised to assist the State Governments to suppress democratic movements, well, there will be more thefts, there will be more pilferages. Unfortunately, I have also to bring the question of horrible discrimination which has started and started under this Ministry against the State of West Bengal. It is not only the people of West Bengal who are saying this; this is being said by those who produce coal, the mine-owners. I would like to draw the attention of the House—in fact I raised this

question in Parliament the other day—to a statement made by the Chairman of the Indian Mine-owners Federation. What he said was—

“I would like to state that it has been the policy of the Government to give protection to the collieries in West Bengal and outlying fields for continuity in the maintenance of their buyers. The policy has been confirmed at various occasions in the meetings of the Coal Advisory Council and in the meetings with the Railway Board officials. This decision was basically to ensure that the collieries in West Bengal do not lose their current markets which are mostly in northern and eastern India and similar other outlying fields—in other words southern fields—for, the movement of coal is restricted to Madhya Pradesh and Maharashtra area. Recently the railways have started and allowed the movement of rakes from Madhya Pradesh collieries to north India via Delhi and Bilaspur. This is contrary to the promises given to the metal industry from time to time by the railways. If this is allowed to continue, all the mining collieries in West Bengal which are already crushed under the burden and have insufficient demand will lose their existing collieries resulting in a complete shattering of the economy.”

This is a very serious matter and deserves immediate action or intervention to stop any further movement of coal of outlying fields to Northern India. When asked whether this was true, the Minister said not only yes in his reply dated 31-8-1970, that is, yesterday, but added that the movement of Central India coal has recently been permitted on the Western Railway up to Agra and the regular movement of Central India coal will be considered as soon as the partial doubling work is completed. The number of wagons in use is 225 which are moving surreptitiously and clandestinely against all the assurances and promises. These are being taken away from West Bengal to Madhya Pradesh. Is there not a political understanding behind it? Is it done to satisfy the Madhya Pradesh Government or is it also to get more money for the Congress ruling party from the

[Shri Kalyan Roy]

Worahs who are dominating the Madhya Pradesh coal fields today? Is it not a fact that these new tycoons—the K. Worahs—who are capturing the Madhya Pradesh coal fields, are financing some Congress leaders and that is why their coal is taken and shifted to the Northern India? It is a very serious charge I am making. What I am saying is that this supply of wagons to Madhya Pradesh is against all the assurances given to us. It has a very nasty political and financial smell in it.

Shri Nanda is a good breeder of points. Sometimes we get 11 points, sometimes 10 points. All the passengers are confused with so many points coming from so many sources. So many brochures and so many pamphlets are published with nice colours. They look very good. But what is his real fuel policy? That has been raised not by me. It has been raised by his honourable colleague Dr. Triguna Sen. The other day we had a meeting of the consultative committee for mines and fuel. This question was raised there. There Dr. Triguna Sen referred to the discussion he had with the Ministries of Railways and Irrigation and Power and said that 'if we go in for electrification instead of dieselisation, coal would be used for production of power'. He made it very clear that he was against this reckless dieselisation policy followed by Shri Nanda on the instructions and at the inspiration of the officials of the Railway Board and the American lobby. Dr. Triguna Sen has not agreed with the way the Railway Minister has chosen to go. Is this very healthy? Is this collective responsibility, What is the real fuel policy? It is no use sending one officer to the coal dumping ground at the collieries. I want Shri Nanda to see what is happening there. Now officers in the collieries are demanding more money from the mine owners stating that now 'we have the economic drive, and unless you give us more money than what you used to give, we will write a letter cancelling the order issued in your favour'. Mere corruption is entering into the coal fields. I would like to have a statement from the Minister as to what his

real fuel policy is. I do not think that it reflects the view of the Cabinet at all. This reckless dieselisation should stop. It is surprising that in a country where there is so much coal, the number of electric locomotives is 500 as against 994 diesel locomotives. And electric locomotives are cheaper than diesel locomotives. This point has to be clearly stated by Shri Nanda. Sir, I would also point out that I have come across a strange anomaly here also. It was stated on 31st August 1970 by the Railway Minister, in answer to question No. 680 by Shri K. C. Panda and Shri M. K. Mohta, that the amount of compensation paid by the railways for pilferage or loss of goods carried by the railways was Rs. 433.76 lakhs in 1968-69 and in 1969-70 it went up to Rs. 487.29 lakhs. But, in the Report of the Railway Board, the net amount paid by way of compensation for pilferage of goods and damages is shown as Rs. 9.36 crores as against Rs. 7.22 crores in 1967-68. It is not a question of any fantastic amount of compensation which is also a part of the organised looting of the Indian treasury, of the money of the poor tax-payers, but it is something else. Where are the correct figures. Are you having two or three or four kinds of figures

Sir, now, this is my last point. It is about the question of setting up the Divisional Headquarters. I fully share the agonies of the hon Members of Parliament. But, I want to draw the attention of the hon. Railway Minister to one meeting on the 14th May 1969, when the administrative authorities, the North-East Frontier Railway, the Railway Minister and Shri Parimal Ghosh, and top Ministers of U.F. Government were there and it was decided that a new Divisional Headquarters would be set up at New Jalpaiguri because there is one new Divisional Headquarters at Ranghia and there is one at Katihar. But, unfortunately, Jalpaiguri, which is a tea centre, where the headquarters, the entire headquarters of the business of Northern Bengal is located, is excluded. Certainly, some bias is there, some attitude is there, because of which deliberately New Jalpaiguri is being excluded from the map of the Divisional Headquarters. I

would like the hon. Minister, particularly in view of the assurance, solemn assurance, given on the 14th May 1969, to assure that there will be a Divisional Headquarters in New Jalpaiguri. Why is it not being done?

Sir, this is my last point. It is true, Sir, that not only the railway problems are not being properly looked into, but also there is the attitude of the high officials to the various complaints of the responsible citizens of the country which are not being looked into, but are brushed aside. So, taking as a whole all the questions, I say, the railway administration has not improved during the last one year which has led to strikes. The strikes can not be smashed, by the police or by the Railway Protection Force; but, you have to understand sympathetically why the railway workers go on strike, why they are discontented, why they are protesting against the lack of amenities, why they are protesting against the corrupt transfers, against the lack of hospital and other facilities, against the dangerous automation that is coming in now and so on. So, taking all these together, I would request the hon. Minister—I know he was not a bad Labour Minister; but the Railway Board and the corrupt bureaucrats are there who have lost touch with the railway men—to see to these—and he has to fight these—and he has to assure once again that there will not be harassment and victimisation of the strikers who took part in Siliguri and in the great 'bandh' and he should not discriminate so openly, so nakedly, so blatantly, against West Bengal. In West Bengal, the number of the unemployed is about three million. Should I go back to Bengal and say, "You have three million unemployed and under the Nandaji's Railway Ministry, you will have another one lakh in Asanol and other coal mines?" Thank you, Sir.

श्री बी० एन० मंडल (बिहार) : उप-सभाध्यक्ष जी मैं मंत्री जी का ध्यान कुछ बातों की ओर खींचना चाहता हूँ। सबसे पहली बात जिसका मैं जिक्र करूंगा वह यह है कि पोस्ट वार रिकॉस्ट्रक्शन में एक प्रोग्राम

था कि बीहपुर स्टेशन को मधेपुरा स्टेशन से और मधेपुरा स्टेशन को बीरपुर से जो कि नेपाल की सीमा पर है उसको मिलाया जाय। लेकिन पोस्टवार रिकॉस्ट्रक्शन प्रोग्राम के बाद फर्स्ट प्लान में वह नहीं लिया गया, सेकेंड प्लान में भी नहीं लिया गया, थर्ड प्लान में भी नहीं लिया गया और फोर्थ प्लान में भी नहीं लिया गया। क्या इसका यह कारण है कि चूंकि वह एरिया बैंकवर्ड एरिया है और बैंकवर्ड एरिया होने के कारण से लोगों का कोई एजिटेशन नहीं हो सकता है, सरकार का कुछ हो नहीं सकता है, इसलिये वह नहीं लिया जाता। इसलिये मैं चाहता हूँ कि मंत्री जी इस बात की ओर ध्यान दें कि जो-जो पोस्टवार रिकॉस्ट्रक्शन का प्रोग्राम था, उसको फिर से लें और बीहपुर स्टेशन को मधेपुरा स्टेशन से कनेक्ट करें और मधेपुरा स्टेशन को बीरपुर से कनेक्ट करें जो कि नेपाल के बार्डर पर है और यह करना डिफेंस के प्वाइंट आफ व्यू से भी अच्छा होगा।

एक दूसरा प्रोजेक्ट मेरा यह भी है कि कोपड़िया स्टेशन को बिहारीगंज स्टेशन से सोनबरसा होकर मिलाया जाये; क्योंकि वह बहुत बैंकवर्ड एरिया है और जूट का इलाका है। उस इलाके में रेलवे लाकर डेवलप करने से जूट का कारोबार अच्छी तरह से चल सकता है और इसलिये जरूरी है कि कोपड़िया स्टेशन से बिहारीगंज स्टेशन तक एक लाइन डाली जाये।

कुछ दिनों पहले यह जिक्र हुआ था कि जहां-जहां मीटर गेज लाइन है, वहां उसको ब्राडगेज लाइन में कन्वर्ट करना चाहिये और इसी सिलसिले में यह भी प्रस्ताव था कि बरौनी से कटिहार तक या गोखपुर से कटिहार तक, ब्राडगेज लाइन बनाई जाये। इसके लिये कहा जाता था कि मर्वे हो रहा है, लेकिन वह सर्वे कब खत्म होगा मालूम नहीं। मैं मंत्री जी से यह जानना चाहूंगा कि

[श्री बी० एन० मंडल]

इस डाइरेक्शन में अभी तक कुछ हो पाया है या नहीं, कब तक उसका कॉन्स्ट्रक्शन होगा। एक कठिनाई वहां पर और भी है। एक कोसी फास्ट पैसेन्जर है, जो बरौनी से बनमनखी जाती है, यह जोगबनी जाने वाली गाड़ी में जोड़ कर एक ही इन्जन के जरिये स्टार्ट होती है। मनसी में यह गाड़ी कट जाती है। मेरा एक सुझाव है जो मैं पहले भी दे चुका हूं कि एक सेपरेट इन्जन होना चाहिये बरौनी टू बनमनखी, जिसको कोसी फास्ट पैसेन्जर कहते हैं। उसके लिये सेपरेट इन्जन की व्यवस्था बरौनी से हो और उसको बनमनखी तक ले जायें।

एक और बात निवेदन करना चाहता हूं कि जो मधुपुरा से कटिहार तक या सियोल तक लाइन गई है, उस में ओवरक्राउडिंग रहती है। उस ट्रेन में बोगी और बढ़ानी चाहिये। वहां पर चैकिंग बगैरह का कोई प्रबन्ध नहीं रहता है, इसलिये वहां वैंसी टिकटलैस ट्रेवलिंग होती है और बहुत कन्जेसन हो जाता है। मैं चाहता हूं, मंत्री जी इस पर भी अपना ध्यान दें।

दो ट्रेनों के बारे में मेरा सुझाव है। जो ओ० टी० रेलवे गौहाटी तक जाती है उसको बढ़ा कर डिब्रूगढ़ तक ट्रेन ले जानी चाहिये और दूसरी ट्रेन जो कि 27 अप है वह मरियानी तक गाड़ी जाती है, उसको भी बढ़ा कर तिनसुखिया तक ले जाना चाहिये।

रेलवे में जो चोरियां होती ह, उसके लिये जो रेलवे का स्टाफ है वह जिम्मेदार होता है, वह खुद ही उस चोरी में शरीक रहता है। वह चोरी करवाता है और हमको ऐसा भी मालूम है कि झूठा क्लेम कम्पेन्सेशन के लिये करने की भी साजिश करते हैं। इस तरह कोर्ट में कम्पेन्सेशन के झूठे केस दायर किये जाते हैं, जिसमें रेलवे वाले शामिल रहते हैं।

मैं चाहता हूं कि एक मेल या एक्सप्रेस ट्रेन जो कि मेल लाइन पर चलती है, उसको डाइवर्ट करके मनसी से सहरसा और मधुपुरा होकर या तो कटिहार या जोगबनी तक ले जाएं। इतने मेरे सुझाव हैं और मैं चाहता हूं उन पर मंत्री जी ध्यान दें।

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : I would request Members to co-operate with me and take not more than five minutes.

SHRI SASANKASEKHAR SANYAL (West Bengal) : Mr. Vice-Chairman, Sir, there are not very many people in Bengal and outside who do not know that there is a very important railway junction at Ranaghat on the Eastern Railway. The Assam Mail and the Darjeeling Mail used to pass from there. In the British days it was a glamorous station and the first class European-cum-Indian style canteen was there. Of course it has lost much of its glamour but it is there situated in the centre of the main building. For some years past I have been watching that some of the boys of my age are clothed with the usual livery of the Railway canteens, dirty, not washed.

I asked them what was their remuneration. He said : 'Some cups of tea and 15 paise commission per rupee'. On that basis I put a question to the Railway Minister about the number of canteens at the Ranaghat Junction, the details of the remuneration and the nature of the tenure, etc. because I thought that after I have heard these things, I would pass on the matter to my trade union friends but do you know the reply ? It was a staggering reply :

"No Railway canteen exists at Ranaghat Junction."

SHRI CHITTA BASU : It is very much there.

SHRI SASANKASEKHAR SANYAL : It may be unauthorised but it is part of the Railway building and it is under the Railway supervision. Even if it is not so, the Minister might have said : 'Yes, the canteen is there but not managed by the Railways.' If somebody takes that food and

gets cholera, will he not be responsible? He might have given the answer: 'Yes, there is a canteen but it is not directly managed by us.' He says that there is no canteen. I wonder if there is any Gulzarilal Nanda at all in existence. On the 13th of August I wrote a letter disclosing all the facts and asked for further information in the matter and he gave a reply on 17th August to say:

"Dear Shri Sanyal,

I am in receipt of your letter of 13th August regarding canteen at Ranaghat junction.

With kindest regards,"

Why do you not kindly say that you are making further inquiries into the matter?

SHRI GULZARILAL NANDA: This is an interim reply. As soon as a letter is received, before saying anything about it, we acknowledge it.

SHRI SASANASEKHAR SANYAL: I accept that position but I tell you that I am an old timer. I had my old days when I was very much arrogant and obstinate but after all I am now shed of that. I have just become a balanced man but still, does he not think that giving this misleading information comes under the question of contempt of this House or against the privileges of this House? I leave this matter to him without further dribbling on it.

My second point is, I gave him another question. There is an electric line from Calcutta to Krishnagar. Probably you have not been to my side. So many mangoes are there, you do come there. They are as sweet as the persons of that place. Up to Krishnagar there has been electric traction and double line but beyond that there is Murshidabad. My father is from Nadia and my mother is from Murshidabad and my district is Nadia Murshidabad. Now there is a question of extending the line because Murshidabad is strategically very important, it is a border not only of Bengal but also of the whole country. Talks were going on and in answer to my question in the last session—he was not the Railway Minister probably then—here was a reply:

"The matter is being considered and steps are being taken."

Will he kindly let me know the position because I am very old and I do not want to die before certain things have been done. Will he kindly either extend my life by 20 years or see that within the reasonable span of five years more, he will get this extended up to Murshidabad completely so that a long overdue thing is done?

The Railways can take a line or give a line. There is a Consultative Committee everywhere. Instead of making that Consultative Committee merely a sitting body for meetings and discussions now and then in a perfunctory manner, let the Committee be converted into a functional agency. The Railway employees cannot check anything.

They cannot prevent pulling of the chains. They cannot do anything for the amenities of the passengers. So, let the Consultative Committee be converted into a functional body. Let them have out-door duties on the railways. Let them look into the tracks and the traffic so that, as the people's representatives, they can go to the people in the different areas and say to them, "Please do this. Please do not do this. This is an experiment which is worth trying." I hope he will consider this suggestion.

SHRI G. A. APPAN (Tamil Nadu): Mr. Vice-Chairman, Sir, for the last two years I have been ventilating my grievances against the Railway Board and the Railway Ministry about the treatment meted out to these poor Scheduled Caste people in the Services. Next to the industries, Government employs the majority of the people in India—I am comparing the employees in the industries and in the Government—and the Railway Board and the Railway Ministry are the major employers in this connection. Government Orders and Government Notifications have come in respect of giving promotions in various respects to the Scheduled Castes and the Scheduled Tribes. I had been speaking about this to the then hon. Minister, our revered Nandaji's predecessor, and I have given expression to my views previously also on the floor of

[Shri G. A. Appan]

this House during the time of the then Railway Minister. But he had not been very attentive to many of my points, to many of my grievances arising out of the irregularities committed by his officials concerning the Scheduled Castes and the Scheduled Tribes, though he looked into one or two of those points. I am very very happy now to see that, despite his age, the present Railway Minister Nandaji is very very active. He also gives thought to the responsibilities that he owes to his Ministry to equal the trust that has been imposed on his worthy shoulders and broad breasts.

Mr Vice-Chairman, Sir, I should say here that Madras State (Tamil Nadu) has not been sufficiently developed in respect of railways. When I see very very big stations this side and that side, my heart throbs and burns that my State has not been developed to an equal extent in the matter of railways. This I have been telling the Railway Board but, in spite of my repeated four or five speeches on the floor of the House, nothing has been done to convert the metre-gauge lines, namely, Madras-Trivandrum, Madras-Rameswaram and Madras-Tinneveli-Tuticorin lines, into broad-gauge lines. I have also requested the Government to open a broad-gauge railway line from Tinneveli to Cape Comorin. This has also not been attended to.

Mr. Vice-Chairman, Sir, when I was a student, in 1924 or 1926, there was a proposal to open a line from Usilampatti to my place Srivilliputtur and then also up to Watrap. But this has been abandoned. I do not know why. This is a very vital line which will certainly bring very much revenue to the Government, to the Railways, and it will benefit the poor people in those areas. I request the hon. Minister to kindly see what has happened to this railway line from Usilampatti to Srivilliputtur and Watrap and when he will be able to implement my suggestion for the conversion from metre-gauge to broad-gauge the railway lines running from Madras to Trivandrum, Madras to Rameswaram, and from Madras to Tinneveli and Tuticorin, and a railway line from Tinneveli to Cape Comorin.

Mr. Vice-Chairman, Sir, though the present Railway Minister Nandaji has taken charge of this Ministry only the other day, so to speak, he has done very well. But I am afraid the officers are not sufficiently cooperating with him, and I beg to say that they are not only the officers in the Railway Board or the Railway Department, but the officers throughout, I mean even those who are not in the Railway Board. They are not useful to him to interpret the constitutional aspects in respect of Scheduled Castes and Scheduled Tribes. Mr. Vice-Chairman, Sir, may I request the hon. Minister for Railways to institute a cell in the Railway Board comprising Members of both Houses of Parliament to look into the grievances of the Scheduled Castes and Scheduled Tribes and see how the Government Orders in favour of the Scheduled Castes and Scheduled Tribes have not been implemented from its inception in 1955 or so? If he can do it, he will be a true Gandhian. I think it is not very difficult. Unfortunately, he has a very trusted lieutenant in Mr. Ganguli. Wherever I have been, many people speak pleasant things about Mr. Ganguli. But there are many people, who create jobs and afterwards reserve them for people of their own community, people of their own religion. And I have been telling you, Sir, if there is a Mathur as the Head of a Department, Mathurs are appointed to the posts, and if there is a Menon as the Head of a Department, Menons are appointed to posts. It goes on like this.

Mr. Vice-Chairman, Sir, please excuse me; this is a very very important thing. The Government officers should be true to the job that is entrusted to them. Let them not be selfish; let them not deceive themselves and deceive the poor public. Of course I have put forward a number of proposals to Nandaji and I request Mr. Nanda to look into all those things and write to me if it is not possible for him to institute a cell immediately, at least with five people, to go to every place where people are employed and to know their grievances. And the officers who have done it wantonly should be penalised and dismissed and even their pension should be stopped. Unless there is some moral check,

things would not improve. I would also appeal to the officers : let them not deceive themselves; let them strengthen the hands of the Minister and see that they are honest to the trust that is reposed in them.

SHRI PRANAB KUMAR MUKHERJEE (West Bengal) : Mr. Vice-Chairman, Sir, when Mr. Nanda came forward with his eleven-point programme for the betterment of the Indian Railways, there was an apprehension that perhaps this eleven-point programme will have the same fate as the Sadachar Samiti or the Bharat Sevak Samaj had when he put forward his ideas as Home Minister. In fact the same thing is going to happen. For instance, it has been pointed out in the eleven-point programme that better relations should be established between employees and the authorities. I am citing one instance to show what sort of better relations have been established after the eleven-point programme was put forward by the Minister.

SHRI CHITTA BASU : Not the ten-point AICC programme ?

SHRI PRANAB KUMAR MUKHERJEE : On 29-7-1970 a serious accident took place in Howrah in the Goods Inspectors' Office. A railway engine along with 43 wagons crashed into the office shed. Four workers were injured and a complaint was lodged with GRI for investigation. Immediately the high officials rushed in and they asked the clerk not to insist upon investigation and the whole matter was tried to be hushed up. Fortunately the officials who were working there for their own safety and security lodged a complaint with the Divisional Superintendent through a mass petition. That is how the higher authorities, the high-ups in the Railway Administration are dealing with their employees.

There is another instance. The Minister himself gave an assurance that no victimisation will take place in the case of the strike, whatever be the reasons. I may not agree with the reasons for which the strike took place but I am totally opposed to any sort of victimisation, particularly when the Minister gave a categorical assurance that no

victimisation will take place. But some of the railway officials, the high-ups, had the guts to say that they will resign if the Minister tried to implement his assurance. That is how the Indian Railways function.

It has been pointed out by hon. Members of the House how the claims for compensation for pilferage are increasing year by year, how the rates for passenger traffic and the freight rates are increasing year by year. And all these amounts are utilised to meet claims for pilferage which are increasing as a result of inefficiency and impotency of the railway authorities. Sir, it has become an almost alarming feature to travel by railways. It has been pointed out by an hon. Member on the floor of the House that the Railway Protection Force should not be taken away for the task of maintaining law and order in the State.

May I point out to the Minister that there is a clear and categorical provision in the Constitution of India, where under article 257 special power is given to the Union Government to issue necessary directions to the various State Governments for the maintenance of railway property ? May I know from the Railway Minister whether any such direction has been issued to the State Governments, when 39 squattings took place on the railway track, as per the statement of the Railway Minister ? When wild-cat strikes took place, when railway officials were manhandled, when the operating staff were manhandled, when the stations were ransacked, when special power is given to the Government of India under article 257, was any direction issued to the State Governments, which the Government of India is competent enough to do ? Not only that. On various occasions the problems of West Bengal have been brought on the floor of the House. In this connection I want to have a categorical assurance from the Minister in regard to the circular railway and tube railway. Some time back, immediately after taking over the Railway portfolio and after joining the Railway Ministry, Nandaji said that there was no possibility of having a circular railway in Calcutta. After some time he amended his statement and said there was

[Shri Pranab Kumar Mukherjee]

a possibility. Again, confusion came about as to whether there will be a tube railway or a circular railway. May I know from the Minister whether they have fixed any date by which time the circular railway will be completed? By what time will the tube railway be completed? Have you undertaken the survey work? Have you allotted any money in the Budget for the circular railway or are you merely giving assurances only to hoodwink the people of Bengal? In this connection one very salient point has been referred to by Mr. Kalyan Roy and that is about the head office in New Jalpaiguri. There is no question of establishing a zonal office at Jalpaiguri. Another office, which is already existing in Siliguri, is being shifted. All of us know what an alarming situation regarding unemployment has arisen in West Bengal and the Government of India is precipitating a crisis by shifting offices either from Calcutta or from Siliguri and creating more unemployment in the State.

Another point to which I would like to draw your attention is...

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Last point.

SHRI PRANAB KUMAR MUKHERJEE : It is about the Light Railways.

SHRI SASANKASEKHAR SANYAL : On a point of order, why do you say that it is the last point? He will live very long.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Please, let him go on.

SHRI PRANAB KUMAR MUKHERJEE : It is about the Light Railway. On various occasions Ministers have said so many things, but they have no clear and categorical policy with regard to the Light Railways. It is high time they had a fixed policy. Only the other day the employees of the Howrah-Sheakhala Light Railway and the Howrah-Amta Light Railway held a demonstration. A few thousand men are

going to be unemployed. The present management have categorically stated that they are not in a position to run the Railway. May I know from the Minister when they will take a decision about the Light Railways and when they will take over the management and run the Light Railways, so that a large number of people are not thrown out of employment and the already ruined economy of West Bengal is not further ruined?

SHRI MULKA GOVINDA REDDY (Mysore) : Mr. Vice-Chairman, Sir, Mr. Gulzarilal Nanda, after taking over the Railway Ministry, tried to reorganise the Consultative Committees for different reasons. I welcome that. But I would have appreciated him more if he had thought of reorganising the railway zones. The present zones, as they are, are not functioning very efficiently and properly and some of them are very unwieldy. I, therefore, urge that he should take up the question of the reorganisation of railway zones. I would impress on the Railway Minister that it is imperative and urgent that a new railway zone should be created in Mysore State with Bangalore as headquarters and such of the areas that are now in the South-Central Railway and in the Southern Railway may be transferred to the new zone.

Secondly, Sir, it has been said and argued, and without much result, that the conversion of the metre gauge railway lines in the South into broad gauge should be taken up on a phased programme. They are doing it bit by bit. It is necessary, if we have to have proper transportation and quicker transportation of goods from the North to the South and from the South to the North, this should be taken up immediately and it should be done on a war footing. The transportation of goods is not very encouraging if it is run through railways because of different points where they will have to unload and reload. If there is only one gauge, that is broad gauge, it is easier and quicker and much of the pilferage will be stopped. Therefore, in order to see that the railways take more goods for carrying them from one place to another and in order to see that the goods

that are meant for railways are not attracted by the road transport, they should take up this conversion of metre gauge into broad gauge.

I would also urge that the speeding of trains deserves to be considered and it can be done if there is phased dieselisation and electrification of railways. In fact when the Mysore Railways were under the Mysore Government, there was a proposal to electrify Mysore-Bangalore railway line, and I do not know why it has been given up by the Railway Ministry. When power is abundant in Mysore and Mysore is supplying power to Goa, Madras and Kerala, why not this power be utilised by the Railways for electrifying the railway line between Mysore and Bangalore?

I would like to add, Mr. Vice-Chairman, that new railway lines should be taken up. There is a proposal in this Bill that some of the new railway lines are going to be taken up. But I would like to urge that Chitradurga-Rayadurga line, Chamarajanager-Satyamangalam line and Hubli-Karwar line should be taken up. Karwar is very important because of the fact that it is a very good port and for exporting ore from Karwar port it would work cheaper, and this can be done if Hubli-Karwar line is taken up. Mr. Vice-Chairman, we have been asking for extending the broad gauge line from Miraj to Bangalore via Hubli, Harihar and via Guntakal. If it is done, there will be quicker transportation and quicker running of railway trains from Bombay to Bangalore via Guntakal and via Hubli, Harihar. This should be taken up and it will also help Goa port.

Lastly, there is one railway stores in Mysore. The work of this railway stores in Mysore is expanding and adequate staff is not given. Sometimes railway goods are brought to Mysore and again from Mysore stores they are dispersed to different areas. Instead of duplicating the matter and delaying the transportation of these goods, they should consider having another stores in Bangalore proper.

Mr. Vice-Chairman, this is the largest public undertaking in India, and if we are

really bent upon having better results and better performance and efficient performance, we should keep the railwaymen contented. They have been agitating that interim has to be given to them like other Central Government employees. They are asking for interim relief, and the Third Pay Commission is going into this question, but before the Third Pay Commission gives its recommendation the Railway Ministry should take up this matter and see that some interim relief is announced immediately.

And I believe that the announcement of such an interim relief to the railway workers is going to improve the working of the Railways. I would therefore urge that the Minister will, while replying to this debate, make an announcement giving interim relief as was demanded by the railway employees.

Lastly, in 1968, the Central Government employees struck work; many employees of the Railways did take part in the strike, and for peaceful strikes and for peaceful demonstration which they undertook on the 19th of September, 1968, some of them are still not reinstated. And there are some cases still pending against the employees for their participation in the strike. They were not involved in any violent activity. In Mysore State there are still cases pending against these railway employees. Even though the Railway Minister made a statement some time back that they would all be reinstated, that there would not be any victimisation and that all cases would be withdrawn, unfortunately in the State of Mysore, in some Divisions, particularly in Bangalore and other Divisions, these cases are still pending, and these railway workers are asked to come to the Divisional Headquarters where the District Magistrate sits every week. And so much inconvenience is caused, and they have to spend so much money for that. So, I would ask the Railway Minister to advise the State Governments including the Mysore Government where such cases are pending, that they should be withdrawn immediately.

Thank you.

श्री श्याम लाल यादव (उत्तर प्रदेश) : उपसभाध्यक्ष महोदय, मैं बहुत संक्षिप्त में अपनी बात कहना चाहता हूं। सब से पहले मैं यह जरूर कहना चाहता हूं और अनुभव करता हूं कि जब से श्री नंदा जी ने रेलवे मंत्रालय का भार उठाया है, तब से उनकी सद्भावना से, प्रयास से इस विभाग में चुस्ती लाई जा सकी है, उसमें दक्षता लाई जा सकी और गाड़ियों के चलने के नियम में और समय की पाबन्दी को लागू किया जा सका है, इन सब कार्यों में उनको कहां तक सफलता मिलेगी यह तो केवल भविष्य ही बतलायेगा, क्योंकि अभी उन्हें इसका भार सम्भाले थोड़ा ही समय हुआ है। यह बात जरूर देखने को मिली है कि जो दुर्घटनाएं पहले रेलवे में हुआ करती थी, उनकी संख्या में कमी हो गई है।

इसके साथ ही साथ मैं एक बात रेलवे के संबंध में यह भी निवेदन करना चाहता हूं कि इस विभाग में छोटी मोटी यूनियनें बढ़ती ही चली जा रही हैं। हमारे यहां बनारस और मुगलसराय उत्तर भारत में रेलवे का एक बड़ा भारी केन्द्र है, जहां पर दक्षिण, पश्चिमी, पूर्व और उत्तर की सब रेलवे मिलती हैं। आज हम यह देख रहे हैं कि रेलवे में यह प्रवृत्ति बढ़ती जा रही है कि अलग-अलग सैक्शनों के, अलग-अलग विभागों और अलग-अलग कैटिगरीज की यूनियनें बनती चली जा रही हैं, जिससे रेलवे के कार्य पर, उसकी दक्षता पर और उसकी गतिशीलता पर प्रभाव पड़ता है। इसका एक नतीजा यह भी होता है कि एक यूनियन दूसरी यूनियन से प्रतिस्पर्धा करती रहती है, जिसकी वजह से तरह-तरह की कठिनायां उत्पन्न होती जा रही हैं और इसकी वजह से प्रशासन के काम में ढिलाई आ गई है। मैं यूनियनों के खिलाफ नहीं हूं, लेकिन मैं यह निवेदन करना चाहता हूं कि छोटी मोटी यूनियनें नहीं बनाई जानी चाहियें।

दूसरी बात मैं रेलवे में जो चोरियां होती हैं, उसकी तरफ रेलवे मंत्री जी का ध्यान आकृष्ट करना चाहता हूं। हमारे मुगलसराय जंकशन में लाखों रुपयों की चोरी रेलवे की हुआ करती है। मुगलसराय में एक बहुत बड़ा मार्शलिंग यार्ड है, जहां पर हर दो और तीन मिनट के अन्दर गाड़ियां कटती और जुड़ती हैं। वहां पर आये दिन जो रेलवे के के छोटे मोटे कर्मचारी हैं, रेलवे प्रोटेक्शन फोर्स के जो कर्मचारी हैं और दूसरे पुलिस के कर्मचारी हैं, उनके बीच में आपस में झगड़ा होता रहता है। दो बार तो वहां पर हड़ताल हो चुकी है, जिससे सारी उत्तर भारत की रेलवे लाइन ठप्प हो गई और गाड़ियों के आवागमन में रुकावट पड़ गई। वहां पर मजिस्ट्रेट द्वारा इन्क्वायरी हुई। जिलाधीश और डिस्ट्रिक्ट मजिस्ट्रेट ने वहां पर जो बयान दिया रेलवे मंत्रालय को चाहिये कि वहां पर जो बड़ी भारी तस्करी हो रही है, उसकी वह जांच करायें।

मैं नहीं समझता कि इस समय वहां पर जो चोरियां हो रही हैं, उनमें रेलवे कर्मचारियों का और रेलवे पुलिस या रेलवे प्रोटेक्शन फोर्स के कर्मचारियों का हाथ नहीं है। जिस तरह की वहां पर रोजाना चोरियां होती हैं, उसमें बिना इन रेलवे कर्मचारियों के सहयोग के नहीं हो सकती। इसलिए मैं निश्चित मत से कहना चाहता हूं कि रेलवे में जो भी चोरियां होती हैं, उसकी पूरी जिम्मेदारी रेलवे कर्मचारियों के ऊपर है, चाहे वे रेलवे के कर्मचारी हों, चाहे रेलवे प्रोटेक्शन फोर्स के कर्मचारी हों और चाहे रेलवे पुलिस वाले हों, बगैर इनके सहयोग के रेलवे में चोरी नहीं हो सकती है।

मैंने देखा है कि मुगलसराय जैसे स्टेशन पर या जहां ऐसे यार्ड हैं जहां गुड्स ट्रेन आया जाया करती हैं, सारे बाजार में रेलवे का चोरी का सामान जाता है, सारा वातावरण

रेलवे की चोरी से प्रभावित होता है, रेलवे के अधिकारी देखते हैं, पुलिस के अधिकारी देखते हैं, लेकिन कोई कार्यवाही करने को तैयार नहीं। इसका कारण यह है कि रेलवे की यूनियन का प्रभाव इतना बढ़ गया है कि रेलवे के अधिकारी किसी के विरुद्ध कार्यवाही करने से डरते हैं। आज एक तरफ माननीय सदस्य यह कह रहे हैं कि रेलवे कर्मचारी जो आन्दोलन कराते हैं, उनके खिलाफ जो कार्यवाही होती है वह वापस कर ली जाय, लेकिन दूसरी तरफ रेलवे के कर्मचारियों की जिम्मेदारी क्या यह नहीं है कि देश के लोगों की सुरक्षा हो, देश के माल की सुरक्षा हो? यही कारण है कि धीरे-धीरे सड़क पर चलने वाला यातायात बढ़ा जा रहा है, मोटर गाड़ियों, ट्रकों से माल ज्यादा ढोया जाता है, ज्यादा सेफ समझा जाता है। बम्बई से, पठानकोट से, शिमला से कलकत्ता और मद्रास तक के माल को आज व्यापारी ट्रक से भेजना ज्यादा सुरक्षित समझा है बनिस्वत रेलवे के। रेलवे कर्मचारियों को सुविधाएं प्राप्त हैं, उन्हें तनख्वाह मिल रही है, उन्हें अच्छे साधन मिल रहे हैं, पास दिया जा रहा है। आज रेलवे के किसी उच्च दर्जे में सफर करें तो बहुत से रेलवे कर्मचारी पास पर चलते मिलते हैं। इतनी ज्यादा सुविधाएं उन्हें सरकार ने दे रखी हैं, लेकिन क्या उनकी जिम्मेदारी कोई इस देश की जनता के प्रति है? उन्हें सारी सुविधाएं दी जाती हैं, तनख्वाह में भी वृद्धि की जाती है। तीसरा पे कमीशन बन बन गया है, इन्टेरिम रिलीफ की बात होने लगी है। भान्यवर, मैं कहना चाहता हूं बड़े अदब के साथ रेलवे मंत्री की सेवा में कि आखिर रेलवे कर्मचारियों की कोई जिम्मेदारी देश के लोगों के प्रति है? क्या रेलवे प्रशासन केवल उनकी तनख्वाह बढ़ाने के लिए है? यूनियन्स के लीडर क्षमा करेंगे, क्या वे रेलवे कर्मचारियों को गैर-कानूनी काम करने के लिए प्रोत्साहित करते हैं,

वेतनवृद्धि की मांग करके या उनकी जिम्मेदारी है, समाज के प्रति शांतिपूर्वक, शिष्टाचार के साथ लोगों की सेवा करने की और रेलवे में जो घटनाएं होती हैं, चोरी होती है उसमें कमी करने की? अन्यथा मैं समझता हूं कि रेलवे पर जो माल की ढुलाई होती है, उसमें बहुत कमी हो जायगी और रेलवे के लोगों की बेकारी और कठिनाई बढ़ जायगी।

वैस्ट बंगाल में बेकारी हो रही है। उसका सम्बन्ध है उस वातावरण से जो वैस्ट बंगाल में बना रखा गया है। वहां कोई शांतिपूर्वक प्रगति नहीं कर सकता, कोई शांति के साथ नहीं चल सकता। वैस्ट बंगाल के जो वामपंथी लोग हैं, वे चाहते हैं कि अव्यवस्था पैदा हो, कानून की मर्यादा भंग हो जाय और लोग हथियार लेकर सत्ता पर कब्जा कर लें, यह आपकी मान्यता है। जब इस तरह की मान्यता होगी तो ला एंड आर्डर डिस्टर्ब होगा, चीजें वहां से हटेंगी, लोग भागना चाहेंगे।

दो, तीन बातें और कहना चाहता हूं। जो चोरी हुई रेलवे के मुगलसराय यार्ड में— मैं रेलवे मंत्री से आग्रह करूंगा— उसमें जो भी दोषी व्यक्ति हों, छोटे कर्मचारी ही दोषी नहीं हैं, गजेटेड अफसर भी इसमें इनवाल्व्ड हैं, उनका भी गेयर है, इसीलिए इनकी बड़ी चोरी सम्भव हुई, केवल छोटे कर्मचारी ही शामिल नहीं हैं, उनके ऊपर भी कार्यवाही होनी चाहिए। रेलवे स्टेशन में, यार्ड में चोरी होती है तो स्टेशन म्युनिटेंट की भी जिम्मेदारी होनी चाहिए, वह दूमरों पर जिम्मेदारी फेंक कर अपने को नहीं बचा सकता। इस तरह की जिम्मेदारी उन पर होनी चाहिए।

वाराणसी में मडुआडीह यार्ड घनी आबादी के बीच है। वहां से धुआं और गर्दा उड़ कर सारे जनजीवन को त्रस्त करता है। इसके

[श्री श्याम लाल यादव]

विरुद्ध कई आन्दोलन हुए, हड़तालें हुई, अनेक बार जनता ने अपनी कठिनाई रेलवे मंत्री के सामने रखी। मान्यवर, मैं आन्दोलन के पक्ष में नहीं हूँ, लेकिन रेल मंत्री से कहना चाहता हूँ कि वे इस बात को देखें कि किस तरह से वहाँ के जनजीवन को सुरक्षित किया जा सकता है। यह काम बहुत जरूरी है प्रेविटी यार्ड का और यह बात आपके देखने की है कि उस काम को कैसे वैज्ञानिक तरीके से करें, जिससे लोगों की जिन्दगी पर इसका असर न पड़े।

इन बातों के साथ मैं दो निवेदन और करूँगा। डीलक्स गाड़ी हमारी चलती है दिल्ली में हावड़ा तक। वह हफ्ते में दो दिन वाराणसी होकर और एक दिन मिर्जापुर होकर जाती है।

6 P. M.

लेकिन उसमें कोयले का इंजन लगता। इतनी तेज गाड़ी, उसको इतने कम समय में पहुँचना और इतने इम्पार्टेंट लोग जिनमें सफर करते हों, वह कोयले के इंजन से चलती है और उससे कठिनाई होती है। इसलिए मेरा आग्रह है कि उसमें डिजिल इंजन लगाया जाय।

श्री कल्याण राय : यू० पी० के 60,000 मजदूर वहाँ काम करते हैं।

श्री श्याम लाल यादव : मान्यवर, इसी लिए वह बंगाल से उनको भगा देना चाहते हैं। इस तरह का आप वहाँ प्रयास कर रहे हैं। इसके अतिरिक्त अपर इंडिया भी एक इम्पार्टेंट ट्रेन है, उसमें भी कोयले का इंजन लगता है। उसमें भी डिजिल का इंजन लगना चाहिए। वह अक्सर लेट चलता है। उसमें और सुधार होना चाहिए। इन शब्दों के साथ मैं मंत्री जी से अनुरोध करूँगा कि इस संबंध में वह कुछ मुनासिब काम करें।

SHRI GULZARILAL NANDA : I welcome, Sir, the keen interest of hon. Members in the administration of the Railways, whether it is to draw attention to a deficiency, or it is a word of appreciation for the efforts which are being made to bring about some improvement, however slight it may be, or it is new demands reflecting the needs of the people in various areas; all that is welcome. My only difficulty is that so many points have been raised—and I have noted them all—and so many issues have emerged in the course of the discussion that it would not be possible for me to do justice to them if I make an attempt now to reply to them, furnish information and satisfy Members in regard to each of those points raised. I, therefore, would submit that in regard to whatever I cannot take up, or wherever I am not able to give full satisfaction, I shall try to meet the requirement in another way, i.e. I shall write to the hon. Members and, if need be, if it is a matter which requires personal discussion, then we can meet and do that also. I have been writing letters and along with the letters I send notes. I have adopted that as a practice both to safeguard my own position personally and also to draw attention to salient points based on such information as I receive. That information may not be accurate sometimes. For instance, one hon. Member pointed out that there is a canteen when we said that there is no canteen. But whenever our attention is drawn to any kind of inaccuracy, certainly we try to ascertain the facts more thoroughly. It is quite possible that inaccuracies may creep into the answers. There are so many letters, so many queries, to deal with every day. The other day, in the course of one day I had about 100 letters from Members of Parliament—or may be a few less. Immediately I try to acknowledge them. Now, if I say that I am trying to deal with them, to enquire into them, it would be superfluous. It can just be taken for granted. First comes acknowledgement. It takes some time to furnish an adequate answer. I am trying to see that the time consumed in the process of enquiry and preparation of replies is reduced, so that these matters are dealt with as promptly as possible.

I shall first deal with a few important matters of general interest. There is the problem of administration of the Railways as it affects the employees and as it concerns the operation of the Railways. The Siliguri strike was first mentioned by the hon. Member, Mr. Chinai, who is not here at present. This is something which must be in the minds of other Members also. It has been pointed out also that I had given an assurance here that there would be no victimisation. That was the point where this started.

I had explained at length the situation in the North-East Frontier Railway and in the South-Eastern Railway where there were strikes at the moment. Everywhere there was anxiety, apprehension, as to how long these strikes would last because particularly in the North-East Frontier Railway it meant disruption of communications with Assam, a very bad thing for this country, for many days and in the South-Eastern Railway affecting the production, movement, of steel, coal, etc. So naturally we were very anxious to see that work was resumed. I made it very plain here in that answer which I gave that wherever there is any indiscipline, lawlessness, violence, intimidation, certainly there will be no toleration of that. The legal administration, the civil administration, the law and order authorities, will certainly take action in such cases. Certainly, the law will have its course. There were demands from the workers of that railway that certain persons who had been arrested should be released. They wanted certain other things to be done thereafter. I said those demands could never be acceded to. Actually the settlement in that railway was this. None of their demands was accepted. But in order that the strike may come to a close soon because it was hurting us in many ways, I said if by a certain hour on a certain date, the workers come back to duty, then there will be no victimisation. Of course, there should not be any victimisation in any case. But what was intended was that there would not be any such penalties which would follow an illegal strike, which is not brought to a close within a certain time-limit given. As a matter of fact very soon thereafter the strike was terminated and according to

the assurance I gave, the workers came back. Just for the sake of participation in the strike, no penalties were imposed except that there was deduction of wages for the days of the strike, which is something which the workers who lose wages will understand what it means. But they invited it on themselves. For those eleven days or whatever the length of time, they lost their wages. It sometimes happens that these are adjusted against their casual leave, but they were not; deductions were made. And there was no offer, no assurance, of any kind that for any breach of law, for any offence committed, we will come in the way of the police or the authorities concerned on behalf of the workers. We have not done so. Therefore, when it appeared in the newspapers—some honourable Members invited our attention to that—that some of the officers threatened that because of something that I did—and to that I made a reference in my statement which I had made here about there being no victimisation—they were going to resign. The officers came here, some of them, and I asked them about it and they said, nothing of the kind had happened. There was no question of any resignation. They were apprehensive of their security and of the conditions in which they were carrying on their work. They were exposed to assaults, harassment, and therefore, they felt that possibly the situation might become worse. I told them. I assured them, that as I was trying earlier also, in the earlier days, I will try to secure for them more secure conditions for carrying on their work. They were quite satisfied. There was no question of any resignation. But that apprehension was genuine because in the few days earlier, in fact, for several weeks, they had been exposed to conditions which were very oppressive indeed. Therefore, the question of discipline did not arise at all as if I had done something or intended to do anything which would undermine discipline.

I believe in discipline very much and I would like to have discipline enforced. But regarding a break in service even when it is done it does not stay. Break in service means something which the workers understand. Almost all their privileges go. I was confronted with a situation where

[Shri Gulzarilal Nanda]

many workers wanted to go. They were not going of their own accord. Whatever it was, if I say 'break in service', it will be for all because who knows who are willing to work and who are not willing. For thousands of workers if there is break in service, then they will ask: "Why do we go back?" Therefore, it was a balanced, proper course taken. My line has always been, even as the Labour Minister and thereafter also, that if something cannot be helped, then it has to be done and there should be no going back on it.

SHRI ANANT PRASAD SHARMA : Why don't you try to find out the genuine cases?

SHRI GULZARILAL NANDA : This is a proper suggestion. But at the moment the position is that a number of persons have suffered from deduction from wages and this may include even those who wanted to go. I have said something about Siliguri. Linked up with it is the question of the recognised unions. This is a great course so far as the labour movement in the railways is concerned. I have spoken to representatives coming to me on behalf of small category of unions. There are scores of them. We cannot keep count of them. I told them: "I say, you are disrupting the labour movement in the railways. What are you doing? How does this help you? For a small gain you are weakening the entire movement". I would, personally, like to have one federation, one strong movement. If it wants to fight, let it fight....

SHRI T. V. ANANDAN : The Communists do not want a strong movement.

SHRI GULZARILAL NANDA : I want a strong organisation of workers. Because of the multiplicity of unions, it is not possible to maintain discipline and continuity of operation in the railways. A few running staff, a few drivers or a few firemen or even train examiners can bring the work of a whole line to a stop. If it is a bigger organisation, then there are certain obligations and that organisation is able to see that there is proper care taken on the basis

of some kind of equity. There was this question: "Why don't you meet these ticket examiners?" I said: "I am going to meet a worker any time, any day and I do meet large numbers of them. But I am not going to meet anyone who comes in as representing a union of those people—other than the recognised federation".

SHRI G. A. APPAN : That is the best way.

SHRI GULZARILAL NANDA : I met them separately. There were several Members of Parliament also. My friends and colleagues who are interested in this will please see what should be the line of policy both in the interests of the nation and the workers themselves. Let us find a way out of this. I have told the federation: "Please find out the reasons why these small unions have to crop up and see that justice is done to every category. Whenever a question comes up, let there be a representative of that category also. Let him also come. Let them not feel that they are excluded." I am trying to find out a way of dealing with the situation.

About the Pay Commission and relief, I saw that reply given in the Lok Sabha. I cannot add to that. I wish and I would like that the case of the railway workers, with whatever special features there are, is very properly explained to the Pay Commission and it is brought out in its fulness. Therefore, anything that needs to be done, I am in favour of that.

SHRI NAND KISHORE BHATT (Madhya Pradesh) : Sir, what about the casual workers in the railways who are paid only Rs. 2.25 per day? These days their conditions of service are not defined. They are having very bad conditions of service. I would like you to enlighten the House on that point also.

SHRI GULZARILAL NANDA : I shall say something about that also after I have dealt with the other points. I will not take up anything in the middle. Those who have already spoken have raised many issues and I have to deal with them first.

About the staff rules, I personally have some kind of an experience of that. When I move about, people tell me, the workers and their representatives, that they cannot keep track of these new amendments, so many amendments to amendments, and I do not know whether the officers know what is happening. Therefore, in the implementation it creates lot of difficulties and I would like to have it rationalised on a sound basis and I will have the co-operation of the Unions, the recognised Unions and the Federations, sitting down to see that we have a proper code now and all those anomalies are removed and that we have something which a person can see and refer to and not remain confused. For months and years payments are not made—arrears of the workers' wages, pensions, over-time, etc. and it hurts me to see that for months and years it goes on. I would like to change the situation with the help of the representatives of the workers and their Unions.

About the Personnel Department, I personally feel that something needs to be done. I would like to look into it very thoroughly. I would like the Federation to bring out fully their case for a separate cadre, with proper opportunities for promotion so that a cadre can be sustained and I should like to do that. We shall sit together and find a way. These Federations have brought to my notice the fact, about non-implementation—that decisions are taken—it is not a question of a new decision—decisions are taken, agreements are reached, but they are not implemented. I have to answer few points about the Railway Board and the railway administration. With regard to the workers' interests there should be prompt dealing with grievances, etc., so that agreements are reached, so that decisions are taken soon and they are implemented properly and fully. And, anything which is coming in the way, I would like to clear that up. There are other things, but I do not want to take the time of the House because this is not a general debate.

Then, there is the question of administration as it affects the operation of the railways. A few things were very much stressed

—malpractices, pilferages, thefts, etc. This is the thing which is worrying me very much. Malpractices affect the railway revenue very much. I realised it very quickly, soon after coming here, and I think there is scope for savings, and a good deal can be saved that way. In a month and a half, the drive that we launched for the purpose of saving coal has yielded, as the reports of the General Managers coming in indicate, about five to seven per cent savings in the issue of coal in five or six weeks. We spend about Rs. 103 crores or so a year. About Rs. 11 crores we are losing now in compensation. It has been rising and it has reached the figure of Rs. 11 crores in respect of the compensation that we pay for thefts, pilferages, losses of consignments, etc. and a little bit in respect of other factors. I think it should not be difficult for the railways to bring it down to half i.e., about five crores—some possibility of helping the people in this direction, the passengers and others, and how can it be done? I had thought that it was very easy, but I find it is not so very easy, because there is a system built up, various interests, various habits, and to shake them up, is not easy. When you touch an interest, well, you find there is a revolt, there is resentment, there is something else. But, that is not going to deter me and with the co-operation of the Members of Parliament, of the people, of the voluntary workers and others, I will do. Our officers and others are doing whatever they can, but there are other things which have got to be done and whatever I have done so far has encouraged me in the belief that this is the right direction, this is the right way, to bring about some kind of a change, some betterment, etc. We want to bring about some kind of reform, some betterment but I cannot say how far it will be possible to do that. The question of cell has arisen. It is being said that it has been transferred to the Board. In the Lok Sabha I made a full statement regarding that. I have watched its working and I found that various problems were there to be attended to; the officials in the cell are there to help the voluntary workers and try to bring them in touch with the Administration so that whatever is sought to be done is implemented properly. I have placed those officials in that position. They are under me because the Board is

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under me but they are not to deal directly with me but with the Chairman of the Board. As somebody said, I agree and fully appreciate the qualities of the Chairman and I think the cell is very safe in his hands. But voluntary workers, certain sections, certainly have to be with me; they are my colleagues; I think they have done very good work in a few weeks' time.

श्री निरंजन वर्मा : संदी जी से मैं इसी सन्दर्भ में आपका समय नष्ट न करते हुए, निवेदन करूंगा कि प्रेस में ऐसा बहुत जगह प्रकाशित हुआ है पिछले तीन-चार दिनों में कि आपके और बोर्ड के बीच कुछ मत-भिन्नता है और बोर्ड आपकी पोलिसी को क्रियान्वित नहीं करना चाहता, इसलिए उन्होंने आपके सेल को असहयोग देना शुरू कर दिया है। क्या दरअसल मतभिन्नता है? अगर यह बात सत्य है तो उसका खंडन होना चाहिए था।

श्री गुलजारी लाल नन्दा : मैंने खंडन लोक सभा में किया और अब यहां कर रहा हूं।

Sir, humanly speaking one cannot expect that there will be complete harmony in a big organisation. Whatever I am trying to do, some people may not appreciate. So all kinds of attitudes will be there. But broadly speaking, as I have said, I have generally received enthusiastic co-operation from the Board and also in the field, because I go all out to win their co-operation. I believe it is not by imposing penalties that I can bring about some improvements; it is by persuasion that I can make large numbers of officers and workers to do something more. Of course as a Minister I can send away some people, but that is not going to take me very far. There may of course be some penalties imposed but the new drive is to get the maximum results by methods which are not coercive but persuasive. This is my approach and I can see that there is very good scope for getting very good results out of it.

श्री जगदम्बी प्रसाद यादव : बोर्ड के सद-
अप में बैठ जाने की बात थी।

SHRI GULZARILAL NANDA : It is not an easy thing. I am seeing how it is functioning. Some changes have been made regarding saloons, etc. Wherever something has been done, I do not want to create any disturbance or jeopardise what can be done; I do not want to create a hornet's nest by going in for more and more improvements immediately. That will be more dangerous. (Interruption) I would like to adjust with everybody in order to get the best results and the maximum results.

श्री जगदम्बी प्रसाद यादव : कर्णन के साथ एट्रजस्ट न किया जाय।

SHRI GULZARILAL NANDA : In order to deal with corruption strongly and effectively, I need the cooperation and help of the officers themselves, otherwise I will be lost in the sea. The hon. Member mentioned some cases, I have no doubt. I welcome him to meet me and I would like to pursue that. If am going to endure all that and tolerate all the malpractices and evils, then what is the use of the 11-point programme?

SHRI T. V. ANANDAN : Corruption is not only in the Railways. The nation itself is corrupt today.

SHRI GULZARILAL NANDA : I will not make any sweeping remarks. Even in the Railways it is not that everybody is corrupt.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : That is not the right approach.

SHRI GULZARILAL NANDA : There are certain general factors in the society to-day, in the social and political situation which encourage and foster corruption and therefore it has become a difficult problem but still we have to remove those factors and improve the moral climate generally. We have to make use of various agencies and introduce better procedures and all these things. These individual cases we must take up and deal with strongly. There I would be with the hon. Members that nothing is going to be excused or condoned when such cases come up before us as long as it is possible to get the evidence.

SHRI NAND KISHORE BHATT : Even to the extent of introducing exemplary punishment.

SHRI GULZARILAL NANDA : It will be as much punishment as is called for but it is not a question of what punishment we give. There are all those procedures, there is the question of evidence, all that has to be gone through. The 11-point programme, when it is mentioned, I may explain what is the basis of my hope that some substantial good can come out of it is that I am working on the basis of coordinating all the agencies which can contribute to those results. There are the working classes and their organisations and the unions. That is number one. Also the various elements in the Railway administration it may be the Railway Protection Force or it may be the Vigilance Organisation and then there are the Members of Parliament and voluntary workers and together with them, on the basis of a programme, I think much can be achieved and good results can be obtained.

The question of lawlessness had arisen in the same context, I do not want to deal with that at length as it is a larger subject but I believe even that, all the menace that we have faced, we can do it with greater courage and confidence when the workers and the administration and all of us can face it together. To all those who are trying to weaken the nation and the Railways, we will give no quarter at all.

A few other points were raised. My friend Dr. Antani is not here now. He mentioned about Bhuj. I was shocked to hear that I had gone to Bhuj myself and told them : 'You join my party and then this can be done'. This is awful. I do not know what made him speak like that.

SHRI ANANT PRASAD SHARMA : He must have heard it.

SHRI GULZARILAL NANDA : When I met them, I said : 'I am in sympathy with you'. When I saw the entire economics of it, I said that it was not called for at this stage because there was the metre gauge, that the traffic that was offering was not more than this line can carry and we have not got so much money that we can create

duplicate facilities. Dr. Antani met me again and he said : 'Your information is not correct. There is much more traffic and it can be made remunerative'. My last offer was : 'You come with fuller information or new facts, I will have a fresh enquiry made and if it is found that there is enough traffic for the B.G. we shall consider that also.' In spite of that, if somebody wants to go on saying something, I cannot help that. Now about the threat of agitation, I hope nobody will take threat very seriously. I feel that if everything has to be done by threat or agitation, then nothing will be done in this country. In that case there will be no fair play, no justice. Only those people, who will mount up an agitation and take to intimidation, they will get things done. But this is not the way.

SHRI ANANT PRASAD SHARMA : They might have mentioned it, but they will not do so—the Swatantra Party.

SHRI GULZARILAL NANDA : Now there is the question of train operations, speed, etc. I am very sorry that the punctuality of trains is not what pleases anybody. I have examined all the statistics. Now, in pursuance of the eleven-point programme, there is the system of surprise checks on a random sample basis, all officers taking part in them, and, therefore, every month there is a report from each Railway as to the results of these surprise checks, and many things are now being discovered by the officers which they had not sufficiently realised before.

SHRI K. CHANDRASEKHARAN (Kerala) : It would be good on your part if you just look into some chronically late trains which run always late, for example, the Upper India Express.

SHRI GULZARILAL NANDA : You please note down the names of such trains and you please give me a list of such trains running always late. But I am doing this now; I am having an analysis made of the late-coming and I have divided the causes therefor into two parts, avoidable and unavoidable. And then I am asking the Railways as to what they are

[Shri Gulzarilal Nanda] doing about the avoidable causes. Therefore, I think, little by little this will have effect. And I am also taking up a few trains and then pursuing their operation very, very closely as to what happened there so that the reasons may be discovered, and then we may find ways of dealing with the situation. I am trying to do it. It is a huge thing, all the trains, but I am taking a sample for very close and intensive study. I will like to take up that train also, which the hon. Member has mentioned, and see exactly what is happening there.

Is Mr. Kalyan Roy here? Yes, he is. Now his question is dieselisation versus coal. That is his pet subject, and I don't say that there is not some reason in the feeling that he has expressed. We do not want to affect production of coal and create unemployment and, certainly, whatever we do in the matter of other ways of traction, coal industry has to be preserved of course. Now, electrification is certainly better than dieselisation in the economies of the two modes of traction. But electrification calls for heavy investments initially, and they can be justified only where the traffic has reached a certain density and it cannot be managed otherwise. Therefore, dieselisation is, in a way, the intermediate stage, and you will see a number of hon. Members asking for diesel engines in order that the trains can carry, comparatively speaking, more passengers and more goods.

SHRI ANANT PRASAD SHARMA : Has he suggested non-dieselisation?

SHRI GULZARILAL NANDA : He says that....

SHRI K. CHANDRASEKHARAN : He says that but of course he wants dieselisation. We want dieselisation and electrification.

SHRI GULZARILAL NANDA : You cannot meet the requirements of traffic...

SHRI V. B. RAJU (Andhra Pradesh) : Sir, one word here please. Coal is piling up. Take for instance the Singareni colliery; for the last four years coal has piled up. Now where is that coal going to be consumed? You speak of dieselisation but you are short

of oil and you have to import it. The length of the steam locomotives does not matter, and they may be run for some more years. What is the harm?

SHRI GULZARILAL NANDA : Make up their mind. Do they want passengers to move, do they want goods to move, faster...

HRI ANANT PRASAD SHARMA : The Railway Ministry cannot find a solution for the coal production. Of course we all agree that there may be some unemployment in the coal-fields. But how can the Railway Ministry find a solution for the coal raisings piling up?

SHRI GULZARILAL NANDA : Our coal bill has not gone down.

SHRI KALYAN ROY : Have electrification in the country making use of the coal?

SHRI GULZARILAL NANDA : I understand electrification is a way of dealing with the problem of coal production also. You can have on the spot where coal is produced, particularly low grade coal, very large thermal stations so that you can transmit the power generated there to places where it is required. That is a way certainly. (*Interruptions*) No, no that is a way because I have to have a constructive approach to this problem. But then, on one side we shall say there is excessive crowding and we want more trains and we want each train to have more capacity. Now how can it be created without the diesel engine. Suppose you are removing the diesel engines where they are working, your capacity will be reduced by one-third or so, even by more than 30 or 40%. How shall we...

SHRI T. V. ANANDAN : At the same time they demand 6% dividend on the capital. Is it not?

SHRI GULZARILAL NANDA : Now, Sir, there was a demand for some new lines. Generally speaking both in respect of new lines, conversion of metre gauge into broad gauge and passenger amenities many things need to be done. In the South certainly we would like to have conversion from metre gauge into broad gauge as soon as possible but by resolutions we cannot have conver-

sions and new lines. It means huge investments and resources. For the whole of the period of the Plan now we have got only Rs. 28 crores; Rs. 5 crores for the work which has already been taken up and which has to be completed. Therefore unless we economise, get more earnings, it is not possible. We are asked not to raise the fares; well and good, but then where is the money to come from for investment in improvements, new lines, conversions, etc.? That is the problem which Parliament has to face. You have to show me the way. I am doing it in one way. Anybody can urge, why not economise, why waste money? These steps I am taking. But in spite of all that there will have to be other ways. Let Parliament find resources for the railways from other sources also.

I think I have dealt with many of the important things. About Divisions at Sonapur and Jalpaiguri these are matters for having discussion across the table...

SHRI ANANT PRASAD SHARMA : This has been discussed so many times before and now I think the time has come to make the announcement.

SHRI KALYAN ROY : I do not know why everytime he stands up and goes on saying something.

SHRI ANANT PRASAD SHARMA : Because I am opposed to your move.

SHRI KALYAN ROY : It has been said to the Chief Minister and the Deputy Chief Minister that there will be Divisional Headquarters at Jalpaiguri.

SHRI GULZARILAL NANDA : I have discussed this question of Sonapur with various persons and when I have some more time I will sit down and go into it. I cannot promise it will be done. I do not make any promise; if it cannot be fulfilled. If I say yes that has to be done. Therefore I am very very cautious.

Regarding other little things which may have been left out, I shall deal with them separately.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : The question is :

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

Title were added to the Bill.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : We shall now take up 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 The motion was adopted.

SHRI GULZARILAL NANDA : Sir, I move :

"That the Bill be returned."

The question was proposed.

SHRI BHUPESH GUPTA (West Bengal) : Sir, I was waiting here to invite the attention of the hon. Minister to an experience of mine with the railway authorities. Recently I was in Sahdol in Madhya Pradesh; that was in the middle of last month. When I was there I expressed a desire to meet the railway employees and talk to them. Accordingly an application was made by the South Eastern Railwaymen's Union, Sahdol Branch, which is I believe an affiliated union recognised by the Administration. Now I have got the original application with me here. It is addressed to the Emergency Officer, South Eastern Railway, Sahdol. Subject : Mass meeting. It says here :

"With due respect this is to inform you that Shri Bhupesh Gupta, M.P. ...

: شری شبر خان (میسور)

دوسروں کو بولنے نہیں دیتے اور انہیں بولنے کے لئے آپ وقت دیتے ہیں - دعوے کے لئے بیل رنگ ہوتی ہے اور اس غریب سوتنر پارٹی کے بھائی کو بولنے نہیں دیا گیا ہے -

†[श्री शेर खां (मंसूर): दूसरे को बोलने नहीं देते और इन्हें बोलने के लिए आप वक्त देते हैं। दूसरे के लिए बैल रिंग होती है और इस गरीब स्वतंत्र पार्टी के भाई को बोलने नहीं दिया गया है।]

SHRI BHUPESH GUPTA: I have no objection.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Please finish.

SHRI BHUPESH GUPTA: I do not know why they interrupt me. It says here:—

“With due respect this is to inform you that Sri Bhupesh Gupta, MP, who is here has expressed his desire to address railwaymen through media of S. E. Railwaymen's Union, Shahdol Branch. The Collector, Shahdol, has no objection for the same.

Hence you are requested to accord your permission for meeting and for use of Mixed Primary School Shahdol for mass meeting for above purpose from 17.30 to 19 hours today and oblige.

Thanking you,

Yours faithfully,
Branch Secretary.”

Now, on this application, the remarks are interesting by the Emergency Officer:—

“It must be certified that—

(1) No political subject should be brought in.

(2) No criticism of the Govt. must be made.

(3) Time will be between 17.30 and 19 hrs.

(4) Charges for electricity, etc. to be paid.

Unless these are certified, it is regretted that permission cannot be given.”

It is in the handwriting of the Emergency Officer.

Now, it raises certain very important questions. I can understand sometimes—although I do not support it—straightway saying no meeting would be allowed by the authorities. Well, I may have my own complaints about it and certainly I shall make them. Now, Sir, here a petty official—Emergency Officer he is called—lays down as to

what I should speak and what I should not speak. He dictates terms to a Member of Parliament through the Union and does it in his own handwriting. Now, am I to be put under section 144 by the order of an Emergency Officer? I have freedom here to speak whatever I like surely and this is a matter which comes within the purview of the Central Government. Surely Members of Parliament can express a desire to address the Railway employees. In fact, it is done. Now, if we do so, are we to be subjected to conditions of this kind by an official? It is a very serious matter. It is not a personal matter. I think it should not be done to any Member of Parliament going there and the Government should have a clear policy. Now, Sir, it is just dictation. Normally I should have said it is almost amounting to contempt of Parliament, because here a Member of Parliament functions in that capacity, not only in Parliament...

SHRI P. C. MITRA (Bihar): The Prime Minister was not allowed to address in Ranchi. In Bilaspur she wanted to address Congress workers. It was refused. The Prime Minister was refused permission to address meetings. It is here in the primary school that he wanted to address and on that account he might have been refused.

SHRI BHUPESH GUPTA: All right. You can get up and speak. Why are you interrupting me?

SHRI P. C. MITRA: He can write a letter to the Prime Minister.

SHRI BHUPESH GUPTA: I can write a letter. I am surprised. He is not even a Minister and he is getting up. I am not asking you any question. If you have a different view you can get up and speak. There must be some amount of decency. You cannot get up like that and interrupt. I can write a letter. I have no objection. I do not know why you must try to get up like that again and again. I do not know whether he has understood it. He may not have self-respect, but I have. I think he may put up with these insults there, but I will not. That is why I am raising it. It is not for my own sake. After all, this is not a question of any individual. Seven hundred Members of Parliament are there in various parts of the country. They go about the country, travel on the Railways and they may like to address some employees sometimes. And then, will it be

open to the officer to lay down the terms as to what I should or should not speak? This is, therefore, a very serious matter. I would demand therefore personally, not by the Railway Board, personally Mr. Nanda should hold personal investigation into this matter. I have got the whole thing in original including the directions to me in the handwriting of the impudent officer concerned. I would like his personal investigation into this matter and I should like to know where we stand, and if the official had been at fault, he should be punished for it, and I should like to know what punishment has been meted out to him. Otherwise, if it were in Bengal or other place, well, trouble would have started.

SHRI P. C. MITRA : Sir, on a point of order. Can any Member raise points about individual officers and ask for punishment this way?

SHRI BHUPESH GUPTA : I think my friend, Mr. Mitra, has no sense of proportion. Individuals, of course. When you are arrested, when Shri Rajnarain is arrested, I take it up as an individual question. When you raise things about individual here, I do not object to it. It is individual Ministers against whom you are telling all kinds of lies because you have come out from the Congress Party and having been frustrated in those benches you say all kinds of things against them. I do not get up even then. Now you are getting up. It is a very high discovery by this great gentleman, elderly politician. He asks, can an individual be spoken of? The question is about an individual. After having been here in Parliament all these years he does not know. You do it. I do it, everybody does it. Now you are saying this kind of thing. I think something is wrong with my friend.

Sir, I have said that Mr. Nanda should personally investigate.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Pass it on to him.

SHRI BHUPESH GUPTA : I may not pass it on to him.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : It will help him.

SHRI BHUPESH GUPTA : You find from the proceedings. Am I a servant that I should pass it on to him? I am mentioning it on the floor of the House. I have said what I have said. I have testified to

it. The original document is there. Why should I pass it on to him?

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : That will help the Minister.

SHRI BHUPESH GUPTA : He should enquire on the basis of what goes on the record of Parliament. That is how Ministers should enquire. I am not going to pass it on to him. If he likes, he can come to my house and sit.

Since I was there I should like to bring to his attention one or two things, because I wanted to understand their problems. I was not really going there to indulge in politics. I was not going there to occupy any Birla land on my way. I was not interested in politics. That is beside the point. About 120 railway employees in that area are facing trial in various courts within the jurisdiction of the South Eastern Railway, most of which are for violation of the Essential Services Maintenance Act, 1968. Even after repeated representations the cases have not been dropped, though the Government of India as a policy announced that the service conditions would not be affected even if they are convicted in the court on this account. Nothing has been done.

During the recent historic struggle of the working class of this railway commencing from 31-7-70 to 10-8-70, the D.S., South Eastern Railway, Bilaspur, Shri Kishan Chandra—not Shri Krishan Kant—Shri Kishan Chandra as the Joint General Secretary of the All India Class I Officers Association had virtually took this gesture of resentment of the working class as a challenge to his bureaucratic set-up, adopted all available measures in flagrant violation of the safety and fundamental rules in his hectic effort of breaking through the morale of the workers, thus endangering the safety of the passengers.

Here again, a driver declared medically unfit for running duties about a year ago was put on a diesel engine. Another driver who was under suspension being responsible for a serious accident in the year 1964 and was also convicted in the lower court, was put back to work as driver without medical examination or training as required under rules.

Some junior diesel assistants, though the competent authority was the diesel mecha-

[Shri Bhupesh Gupta]

nical engineer to pronounce anybody fit as a driver and that too only after proper training, have been promoted without any examination and are continuing as such.

Two medically unfit engine cleaners are promoted to the running cadre.

Special benefits are conferred on the juniors in regard to the allotment of quarters during this period to induce staff to come out of the workmen unit. Now, these things are happening. These...

DR. SALIG RAM (Himachal Pradesh) : I think it is better to leave all these to Nandaji. Why should he say all these?

SHRI BHUPESH GUPTA : These things should be gone into, I know, you are hungry. So am I. These things should be gone into by Mr. Nanda.

Before I sit down, I should repeat the demand of the people of Kalyani. Kalyani is a township built in West Bengal. It has got a university also. It is a railway station. It is on the Eastern Railway. What they are demanding is that a station called Kalyani University should be opened, should be started, and that is most convenient for the workers, the students and so on and for many of those who come from that region to Calcutta. I understand that a proposal has been made already to the Government and Mr. Nanda should kindly consider it.

On behalf of the Members of Parliament, I think we should sometimes point out that our representation on the question of the railway administration or the administration's workers, made to the Minister, or the correspondence does not get satisfactory attention. I say this thing because complaints are coming from many quarters. Mr. Nanda is good. He replies to the letter saying that he has received the letter. After that what happens I do not know. A small gesture shown to us is good. Of course, some of the Ministers even do not reply to the letter. But Mr. Nanda, you will kindly impress upon your Railway Board and Railway Administration that when we write letters, we are not expert people. We are not familiar with the intricacies of the railway administration. We write on the basis of the information or facts brought to our notice by the public. Since we take a little interest in these things, you should also take a little more interest than you are taking.

and things should be gone into. Generally, we get a negative reply. We come to you only when the representation has failed to produce the result. We come as if in an appellate court. Therefore you should pay more attention. And these Congress Members, some of them, I find, after six of the clock they become very vigilant and they want to go home.

श्री निरंजन वर्मा : मेरा एक प्वाइंट आफ आर्डर है। मेरा प्वाइंट आफ आर्डर यह है कि हमारे मित्र श्री भूपेश गुप्त धारा 110 के अंतर्गत नहीं बोल रहे हैं। यह इस बिल की थर्ड रीडिंग है और थर्ड रीडिंग में केवल खास आर्ग्यूमेंट्स जो हैं उनके पक्ष में या विपक्ष में ही कोई बात कही जा सकती है तो लेबोरेटरी की बात करना या उनको वहां घुसने नहीं दिया गया, या उनसे कलेक्टर ने क्या कहा, ये सब बातें इसमें आती नहीं हैं। हमारे माननीय मित्र स्वयं समझदार हैं और उनको तीसरी रीडिंग में इस प्रकार की बातों की चर्चा नहीं करनी चाहिए, तो मेरा प्वाइंट आफ आर्डर इस प्रकार का है कि उनको इस प्रकार से नहीं बोलना चाहिए।

SHRI BHUPESH GUPTA : My friend has not put his point of order properly. Then he should demand that my entire speech should be expunged. He has not given the operative portion.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : It is his privilege, not yours.

SHRI GULZARILAL NANDA : I think the hon. Member does not expect a reply from me now. I will study all the circumstances of the case which he has set out here before I can give an answer.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : The question is :

"That the Bill be returned."

The motion was adopted.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : The House stands adjourned till 11.00 A.M. tomorrow.

The House then adjourned at fifty-five minutes past six of the clock till eleven of the clock on Wednesday, the 2nd September, 1970.