

THE DEPUTY CHAIRMAN: That is all right. Now, Dr. Antani.

THE APPROPRIATION (RAILWAYS) BILL, 1969—*contd.*

DR. B. N. ANTANI (Gujarat): Madam Deputy Chairman, I have been seriously watching the debates on the Railway Budget and on the Railway Appropriation Bill and indeed I have been very happy to see the sympathetic attitude of the Railway Minister on the questions, some of them material questions, raised in both Houses. Madam Deputy Chairman, I happen to be a Brahmin and a voracious Brahmin. Therefore I feel the proof of the pudding lies in the eating of it.

रेल मंत्री (डा० राम सुभग सिंह) :
दक्षिण म ।

डा० बी० एन० अन्तनी : खीर खायेगे
तब खबर पड़ेगी ।

डा० राम सुभग सिंह : बाद में खिलायेंगे ।

DR. B. N. ANTANI: I therefore hope that this sympathetic attitude towards the Members who have raised so many questions will result in their being put into effect without delay. Madam Deputy Chairman, the hon. Railway Minister has been considering our attitude towards the Railway Board as not fair. I ask him one question. The dyarchy system was abolished after the Montague-Chelmsford reforms but after 20 years of independence is it not a fact that there is a sort of dyarchy still surviving between the Railway Minister and the Railway Board? It is therefore my earnest appeal to him that he should seriously consider this question which is the root of all sorts of dissatisfaction in this House and also in the other House. Madam Deputy Chairman, while considering the items of the Appropriation Bill I do not know whether the attention of the hon'ble Railway Minister is drawn

towards the deteriorating rail goods traffic on the major port of Kandla. The only traffic there was carrying of foodgrains of the notorious PL-480 from the Port of Kandla to other places. The figures given to me, Madam Deputy Chairman, by the Minister of Shipping reveal that the exports by private concerns have been deteriorating now. Is it not because the export of iron ore and mica from Rajasthan to be exported from Kandla to Japan have gone down because of unfavourable railway rates and railway charges? We requested his predecessor to go into this because these exports have stopped and so many firms in Rajasthan have gone away leaving this industry to go to Calcutta.

Madam, the railway wagons with foodgrains going to other places return to Kandla empty. Now if these empty wagons have to be brought to that port, why not give them special charges and special rates? This will maintain the exports and the Railway also will make their earnings.

Madam Deputy Chairman, my only complaint is that no serious consideration is being given to this part of the world which is developing and which it is the object and anxiety of the Government of India to develop. Now I have raised all these questions of taking strategic railways to the western part of Gujarat. The hon'ble Railway Minister told me that in spite of so many difficulties—though he whispered into someone's ears that these are not genuine difficulties at all—he will very seriously consider this.

Then I will say one thing about the Paradeep-Cuttack railway line. Madam Deputy Chairman, the hon'ble Deputy Minister himself knows about this line more than I do. This train was a fast train but for unknown reasons the speed has been slowed down. That is very mysterious. I would not charge anybody but there is something wrong somewhere. This is a very important railway line and per-

[Dr. B. N. Antani.]

haps the hon'ble Railway Minister will be good enough to explain to this House, when he rises to reply, the reason for it and will assure the House that the same speed will be maintained and that the Paradeep-Cuttack line will not be hampered at all.

Madam Deputy Chairman, I have been raising questions about the condition of the railway employees, the guards. They are not looked after well. Their requirement about brake van, as I explained the other day, is very essential. Madam Deputy Chairman, the General Manager of the Western Railway visited only once like a Nawab or like His Exalted Highness the Nizam going on a royal visit. Even that creates an occasion to cleanse our lavatories, to cleanse our waiting rooms, to cleanse all the government property for once at least. When he visited Kutch, the great institutions, the Chamber of Commerce and the Kutch Commerce Federation, submitted to him a memorandum to augment the traffic for their requirements. The result was, Madam Deputy Chairman, that he had not actually the time even to listen to these representatives of trade and commerce patiently. His Exalted Majesty had dinner and lunch in his saloon and went away after taking the salute of the employees. I am not jealous. I never accuse officers. I have been an administrator myself and I myself used to be fond of these *salaams* one day. But are we the representatives of trade and commerce in Gandhidham, Kutch and Gujarat so irresponsible that we do not realise the difficulties of the railway authorities at all, and yet not one demand has been conceded and all are rejected?

I, therefore, in conclusion, Madam, will request the hon'ble Railway Minister—I will not waste his time because he has been good enough to answer me in detail very sympathetically—to look to Kandla and Kutch

and the plight of guards in particular so that next time when I rise I may pay full tributes to him.

DR. RAM SUBHAG SINGH: I will do that.

SHRI LOKANATH MISRA (Orissa): Cuttack-Paradeep also.

डा० राम सुभाष सिंह : ब्रह्म ।

SHRI B. K. KAUL (Rajasthan): Madam, I am supposed to give vent to my feeling within five minutes and I would try to put the thing within the period prescribed. I would like to attract the pointed attention of the hon'ble the Railway Minister to the grave injustice done towards the Ajmer workshop and its employees. I would like to tell him that that was the largest workshop during the B. B. & C. I. Rly. That workshop used to manufacture locomotives, wagons, carriages, almost everything required in the conduct of the Railways. But as soon as it became nationalised, either in 1947 or in 1948, the entire entity of that workshop was reduced to non-entity; from a manufacturing workshop it became a repairing workshop.

Now I would like the hon'ble the Railway Minister to look into the history of that workshop. Everyday, in season and out of season, I have been listening to the speeches here regarding those employees of the Central Government who had indulged in indiscipline on September 19 and everybody on the opposite side here is fighting their cause. Those who were not sincere in maintaining discipline according to the Service Conduct rules are now being let off but the railway employees of the Ajmer workshop, who have shown discipline according to the Service Conduct Rules, who never even once in their life time resorted to strike, have been reduced to this plight. I do not understand why the Railway Board elected to reduce that workshop to a repairing workshop. I may also

tell the hon'ble the Railway Minister that though he brought into operation the Chittaranjan Workshop after the reduction in status of the Ajmer Workshop, it is not a good substitute. Will he be able to tell me how many times did the employees there resort to strike? And is this the reward the employees of the Ajmer Workshop are given for their disciplined behaviour that it has been reduced in status and in rank? He must see to it. From the political point of view also I submit that you must have another workshop. All the machines are lying idle there. You must expand them. From the point of defence also it needs consideration. I must also impress upon him the desirability of linking Ajmer with Kotah by broad gauge. Ajmer has got the Nasirabad Cantonment which is a second line of defence. From that point of view also this Cantonment should be enlarged, and I am glad that it is being enlarged. It is desirable that Nasirabad Cantonment should be linked with the main broad-gauge line. Whether it should be linked up with the Border Roads programme or not is another matter, but it is very necessary that this should be linked up with the main broad-gauge line. This needs our pointed attention.

I would like to repeat again that from the political point of view the hon. Minister should not entirely rely on Chittaranjan Workshop, and later on the opening of another workshop elsewhere to run the railway activities may become inevitable. It is time that he gives attention to this issue.

I may also tell him that these days a new thinking has developed and that is, wherever you open something new you do it through *shramdan*. I don't think that for an activity which is necessary for the purpose of defence, for the purpose of remedying the injustice, you should have *shramdan* there. I don't want that Ajmer-Nasirabad should be linked with the broad-gauge line for tourist purposes,

for business purposes, but I consider it essential from the point of view of political and defence purposes. Thank you.

श्री रवेतं कान्त सिंह (फिहार) : माननीया, मैं एप्रोप्रिएशन रेलवे बिल पर विस्तार में कुछ कहना नहीं चाहता हूँ। इस मोके पर मैं रेल मंत्री जी का ध्यान कुछ आम जनता की कठिनाइयों की ओर, कुछ रेलवे कर्मचारियों की कठिनाइयों की ओर खींचना चाहता हूँ।

रेलवे में बिना टिकट चलन वालों की तादाद ज्यादा रहती है, इससे इनकार नहीं किया जा सकता। उनकी जांच के लिए मजिस्ट्रेट-चेकिंग होनी है। उसकी अच्छाई से इनकार नहीं किया जा सकता लेकिन उस जांच में जरूरत पड़ती है कुछ ह्यूमन एप्रोच की। मैं एक उदाहरण रखना चाहता हूँ। 11 जनवरी को पूर्वी रेलवे के कारसाय स्टेशन पर 400 डाउन पैसिजर गाड़ी में मजिस्ट्रेट चेकिंग हुई, बड़ी अच्छा बात है, कुछ लोग पकड़े गए बिना टिकट के यह भी ठीक है, लेकिन जब वे लोग पैसा देना चाहते थे उसके बाद भी मजिस्ट्रेट और पुलिस में यह एरोगेंस थी कि नहीं, तुमको गिरफ्तार करके ही ले जाएंगे और कल तुम्हारा ट्रायल करेंगे। यह स्थिति को खराब कर देता है। माननीया, आप जानती हैं कि जब उन लोगों को गिरफ्तार किया गया तो कुछ लोगों ने उन्हें छुड़ाने की कोशिश की, लेकिन बाद में समझाने-बुझाने पर लोग चले गए। उसके बाद भी करीब करीब एक घंटे तक गाड़ी को डिटेन किया गया और मोका दिया गया कि हुल्लीगन्स गांवों से लाठी-डंडा लेकर आएँ और आकर रेलवे के स्टाफ पर धावा बोलें और गोलियां चलेँ और वहाँ पर गोली चलाई गई। मेरा कहना है कि मजिस्ट्रेट चेकिंग थी, लोग पकड़े गए थे तो जब लोग चार्ज दे रहे थे तो उनको चार्ज लेकर छोड़ देते और अगर गिरफ्तार करके ही ले जाना था तो जब स्टेशन खाली हो चुका

[श्री रेवती कान्त मिश्र]

था भीड़ से उस नया गाड़ी को आगे बढ़ा देना चाहिए था, न कि गाड़ी को एक घंटे डिटेन करके रोकना चाहिए था जबकि टशन बड़ रहा था, तनाव बड़ रहा था। इस प्रकार हाइमैन एप्रोच की कमी होती है।

मैंने एक प्रश्न किया था कि क्या 10 जनवरी, 1969 को पटना में 319 अग गाड़ी की चैन लोगों ने खींची थी जिसके कारण वह गाड़ी 4 घंटे तक रुकी रही थी और उसके पीछे आने वाली दूसरी गाड़ियां भी 4 घंटे तक चली ही नहीं। मेरे प्रश्न के उत्तर में यह सब स्वीकार किया गया है और कारण बतलाया गया है कि कुछ डिब्बों में लाइट नहीं थी, इसलिए लोगों ने चैन खींची थी। मैं मंत्री जी को बतलाना चाहता हूं, यह सूचना देना चाहता हूं कि ऐसी बात नहीं थी कि कुछ डिब्बों में उस दिन रोशनी नहीं थी इसलिए चैन खींची गई थी बल्कि उस तारीख से पीछे पूरे एक महीने से कभी किसी दिन उस गाड़ी में रोशनी नहीं थी जिसकी रेगुलर कम्प्लेन्ट पटना जंक्शन पर, दीनापुर में और आरा में दर्ज की गई, उसके बावजूद भी जब कोई कार्यवाही नहीं हुई तो डेली पेंसिजर्स ने जो आरा और पटना के बीच रोज आते हैं चैन खींच कर गाड़ी को रोक दिया था और 4 घंटे तक वह गाड़ी रुकी रही। मैं मंत्री जी से कहना चाहता हूं कि इस बात की ओर उनका ध्यान जाना चाहिए।

माननीया, गया और गोमो के बीच की दूरी करीब 120 मील है। उस रेल लाइन पर एक रायबरेली-आसनसोल पैसिजर चलती है। 24 घंटे में सिर्फ एक बार आने जाने के लिए वह गाड़ी छोटे छोटे स्टेशनों पर एबलेविल होती है। गाड़ी दूर से आती है, इसलिए वह बराबर लेट रहती है, कभी-कभी करीब 8-10 घंटे लेट रहती है। इस तरह से 24 घंटे से 32 घंटे के बीच एक गाड़ी उन्हें प्राप्त होती है। बहुत दिनों से इस बात की

मांग वे लोग करते आए हैं—बिहार विधान सभा के सदस्य श्री विश्व नाथ मोदी ने बहुत पहले लिखा था और कई पत्राचार भी हुए हैं—कि वहां एक गाड़ी की और व्यवस्था की जाय लेकिन अभी तक उनकी यह मांग पूरी नहीं हुई। मैं एक सुझाव देना चाहता हूं। 2 नम्बर की जी०डी० गाड़ी गोमो में पहुंचने के 22 घंटे तक रुकी रहती है, 22 घंटे बाद आगे बढ़ती है या लौटती है। मेरा सुझाव है कि 22 घंटे की उस अवधि में एक बार उस गाड़ी को गया से गोमो और गोमो से गया चला दिया जाय तो इन लोगों का बहुत बड़ा प्रीवान्स दूर हो सकता है।

इसी तरह से डाल्टेनगंज के लोगों की गाड़ी के बारे में मांग रही है। कुछ दिनों पहले डाल्टेनगंज में मई 1968 में इसके लिए सत्याग्रह हुआ था। मैं पुनः मंत्री जी का ध्यान उस ओर दिलाऊंगा और चाहूंगा कि वे उस ओर ध्यान दें और गाड़ी की मांग को पूरा करें।

अब मैं कर्मचारियों की मांगों के ऊपर दो-चार शब्द कहना चाहता हूं। अभी पिछली 2 फरवरी, 1969 को तत्कालीन रेलवे मंत्री श्री पुनाचा साहब जब बिहार के दौरे पर गए थे तो दीनापुर में हमारे रेलवे मिनिस्ट्रियल स्टाफ एमोसिएशन की ओर से उनको एक मेमोरंडम दिया गया था। उस मेमोरेंडम में उनसे हायर ग्रेड में मोर परसेटेज एलोकेशन के लिए, प्रमोशन वगैरह की मांग की गई है। रेलवे मंत्री पुनाचा साहब ने यह आश्वासन दिया था कि इन मांगों पर रेलवे बोर्ड में विचार हो रहा है और अगर मैं सही याद रखता हूं तो 19 तारीख को रेल बजट प्रस्तुत करते हुए वर्तमान मंत्री जी ने भी इस सम्बन्ध में कुछ आश्वासन अपने बजट भाषण में दिया है। मैं इस सम्बन्ध में यह कहना चाहता हूं कि आश्वासन बहुत दिए जाते हैं लेकिन उन आश्वासनों की पूर्ति की ओर भी सरकार को ध्यान देना चाहिए।

ड।० राम सुभग सिंह : मांग भी छोड़ दे ।

श्री रेवती कान्त सिंह : माननीया, इसी तरह से मैं डीजल लोकोमोटिव वर्क्स, वाराणसी के कुछ कर्मचारियों के प्रमोशन के बारे में जो इरेगुलेरिटीज़ हुई हैं उनके बारे में ध्यान खींचना चाहता हूँ। मेरे पास बहुत डिटेल कागज़ हैं लेकिन उस डिटेल कागज़ को मैं नहीं पढ़ूँगा। मैं कुछ लोगों का नाम बतलाए देता हूँ जिससे शायद मंत्री जी को सुविधा होगी खोजने में कि उनके साथ अन्याय हुआ लगता है या नहीं—श्री आर०एन०एम० भक्त, श्री दिलीप सिंह, श्री ए०एन० मन्हाड़ा, श्री एम० पी० शर्मा, श्री लड़ड़ा राम, श्री जी० जी० देव, श्री बी० डी० भट्टाचारजी। इन लोगों की मांगों की ओर भी ध्यान देना चाहिए।

म एक बात और कहना चाहता हूँ। गाड़ियों के विलम्ब से चलने की गति कुछ ऐसी बढ़ गई है कि अभी मैं 24 तारीख को आ रहा था पटना से तो तूफान गाड़ी वहाँ आने निर्धारित समय से 50 मिनट विलम्ब से आई लेकिन 25 तारीख को दिल्ली पहुँची तो वह पौने 6 घंटे लेट हो गई थी। मंत्री जी इस बात की जाँच करें : जहाँ तक मेरा अपना तजुर्बा है कि बहुत जगहों पर बेमतलब भी वह गाड़ी रोक दी गई थी। मंत्री महोदय इस बात की जाँच करें कि उस ट्रेन को पटना से यहाँ आने में लगभग 25 घंटे कैसे लग गये और उस दिन पौने छः घंटे लेट वह गाड़ी आई थी।

इस शब्दों के साथ मैं उम्मीद करता हूँ कि कर्मचारियों की मांगों की ओर और जनता की आम मांगों की ओर जो मैंने नये रेल मंत्री का ध्यान आकषिप्त किया है उन पर वह ध्यान देंगे और उनकी मांग को पूरा करेंगे।

PANDIT S. S. N. TANKHA (Uttar Pradesh): Madam Deputy Chairman, I shall be very brief in my remarks. I have just a few suggestions to offer.

I am grateful to the Railway Minister not only for the introduction of a very fast train like the Rajdhani Express from Delhi to Calcutta but also for getting these passengers safely to their destinations, Calcutta and Delhi, because that is more important than the running of a fast train. Now, Madam, in this train I find—that is the information that I have received—that about half the accommodation is not utilised, while at the same time, passengers who want to get down at intermediate halting stations and who can be carried in it, are not allowed to travel by this train. I will give you an example. The train leaves from here at about 5-30 in the evening and its first halt is at Kanpur. Now even though there may be accommodation available in the train, passengers are not allowed to go as far as Kanpur. I see no reason why . . .

SHRI AKBAR ALI KHAN (Andhra Pradesh): Is it a halt?

PANDIT S. S. N. TANKHA: Yes, it is a halt. I do not see why they should not be allowed to travel. If they were so allowed to travel. If empty accommodation will be filled up and, secondly, the losses of the Railways will be minimised. The second halt of this train is Mughalsarai. So if for intermediate halting stations passengers can be booked by that train, then it will be very convenient for those passengers, the running of the train will become economical and the losses will be reduced. In the same way, Madam, on the journey backward similar facilities should be allowed. The Railway Minister can so arrange that the reservations for passengers alighting at intermediate halting stations may be made known 24 hours or so in advance so that their bookings may not disturb the arrangements for the through passengers in the train.

Then, Madam, I have not been able to understand as to why it is provided that food charges are taken for the whole journey. Now, if the Railway Minister does permit later on

[Pandit S. S. N. Tankha.]

that passengers to Kanpur or Mughal-sarai or further up might travel by that train, then I would say that the fixed charge of Rs. 8 for fooding *en route* should not be taken because such passengers will not be eating all the meals. The charges should be so fixed that if a person takes dinner, his charges will be so much, if a person does not take dinner, the charges will be reduced, and if he does not have breakfast in the morning, the charges will be reduced by that amount. The charges should be so fixed.

Then, Madam, the train goes from here at 5-30 in the evening and reaches Calcutta after 10 a.m. This timing is not convenient. I would like the Minister to have the train run at such timings that one can reach Calcutta at about 8 o'clock or 8-30 at the latest, so that the passengers who travel by that train can get sufficient time on the day of their arrival in Calcutta for transacting their business. Otherwise half the day is gone for them and they have just half a day left for work. Such a change will also increase the number of passengers travelling by that train if the timings are made more convenient.

Now, Madam, I would also draw the attention of the Railway Minister to the fact that *de luxe* trains are not run from Delhi to Bombay and from Bombay to Calcutta or from Bombay to Madras. That is my information.

DR. RAM SUBHAG SINGH: They go. The same rakes go.

PANDIT S. S. N. TANKHA: That is my information. I have tried to see the Time-table also find out if there was any *de luxe* train from Bombay to Calcutta, but I could not find it.

DR. RAM SUBHAG SINGH: Not from Bombay to Calcutta, but from here to Bombay and from Bombay to Madras.

PANDIT S. S. N. TANKHA: Direct from Bombay to Calcutta and from Bombay to Madras, *de luxe* trains should be introduced. They are very convenient trains, very luxuricus trains and especially so in the summer months. And if this can be done, a lot of passengers will find it to their advantage to travel by them, especially because the charges on those trains for the chair-cars are approximately the same as the second class fare; so passengers benefit by it considerably and even first class passengers often like to travel by the chair-cars during summer.

There is one other matter which I would like to emphasise before the Railway Minister. I find that while the Railways have made a rule that smoking should not be done by any passenger in the railway compartment without the permission of the co-passengers—this is also mentioned on the panels of the compartment itself . . .

SHRI MULKA GOVINDA REDDY (Mysore): Madam, the Petroleum Minister is here. He may make a statement.

THE DEPUTY CHAIRMAN: Have patience. You have to finish, Mr. Tankha.

PANDIT S. S. N. TANKHA: But there is no restriction on drinking in the compartments. You know, Madam, if there are three or four passengers in a compartment and one of them takes to drinking wines, the obnoxious smell lasts in the compartment for a very long time and it is very difficult for other passengers to travel in the compartment.

SHRI A. D. MANI (Madhya Pradesh): If a foreigner takes a drink, why should you stand in his way?

PANDIT S. S. N. TANKHA: I would like to suggest that the rules should be amended and drinking should be prohibited, except when the passenger is travelling by a re-

served compartment, or if his party or family occupies all the four berths and if he wants to drink with them, then there will be no objection; but if anybody objects, then it should be should not be allowed to do so.

SHRI MULKA GOVINDA REDDY: If anybody objects, then it should be stopped, according to the rules. (Interruption).

THE DEPUTY CHAIRMAN: These are the rules—if somebody objects, it should not be done.

SHRI A. D. MANI: I do not mind this being applied to Indians, but if a foreigner wants to drink, why should you object?

PANDIT S. S. N. TANKHA: Madam, I have travelled by train so many times. It is not the foreigners who generally take to drinking, it is the Indians who take to drinking in the compartments. Sometimes they ask for permission. But it is very difficult for a person to refuse permission to one who is ready with his drinks.

THE DEPUTY CHAIRMAN: That will do.

PANDIT S. S. N. TANKHA: Especially this year being Gandhi Centenary Year when there is a demand throughout the country that drinking should be stopped altogether, I would suggest to the Railway Minister that this may at least be carried out to the limited extent, of prohibiting it in trains, if not throughout the country . . .

THE DEPUTY CHAIRMAN: That will do. Now it is 1 o'clock. Please wind up.

PANDIT S. S. N. TANKHA: One more point. I would like to emphasise upon the punctuality of the running of trains. They are invariably running late with the result that a person who has to catch a connecting train from a particular station cannot catch it because his own train is late. Even though sometimes there

is a margin of half an hour for getting the connecting train, but then too because of the trains running late by more than half an hour the passengers cannot get the connecting train. Therefore, the connecting trains should be so arranged that at least one hour's difference should be there between the arrival of a train and the departure of the other train

THE DEPUTY CHAIRMAN: Please wind up now, Mr. Tankha. Please wind up.

PANDIT S. S. N. TANKHA: That all what I have to say, Madam. Thank you.

1 P.M.

REFERENCE TO THE STARTING OF SECOND REFINERY IN ASSAM—contd.

THE DEPUTY CHAIRMAN: The Minister of Petroleum and Chemicals wants to make a statement.

THE MINISTER OF PETROLEUM AND CHEMICALS AND MINES AND METALS (DR. TRIGUNA SEN): Madam, I am told, this morning there was some discussion about the hunger strike that was going on in front of my house by some Members of Parliament . . .

THE DEPUTY CHAIRMAN: There was no discussion. There was just a mention with the permission of the Chairman.

DR. TRIGUNA SEN: Madam, the Speaker of the Lok Sabha requested me to make a statement and I made it. I thought it would be proper that I should say the same thing that I said in the other House.

Madam, after a week of my assumption of this new Ministry, in my enthusiasm to make India self-sufficient I had a series of discussions with the Planning Commission and I had been to Dehra Dun to discuss with our scientists in the O.N.G.C