

THE DEPUTY CHAIRMAN : That is enough. But in future the Minister should take at least the Chair into confidence.

SHRI DAHYABHAI V. PATEL : Ignorance of the Chair is the worst thing.

THE DEPUTY CHAIRMAN : The question is :

"That the Bill, as amended, be passed."

The motion was adopted

1. THE APPROPRIATION (RAILWAYS) NO. 5 BILL, 1968

2. THE APPROPRIATION (RAILWAYS) NO. 6 BILL, 1968

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH) : With your permission I would like both the Appropriation Bills to be taken together. 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 1968-69 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1967, in excess of the amounts granted for those services and for that year, as passed by the Lok Sabha, be taken into consideration."

The questions were proposed.

DR. B. N. ANTANI (Gujarat) : Madam Deputy Chairman, small as the amount looks to be appropriated from the Consolidated Fund, I believe a principle is involved, and as such I would not like this opportunity to us from this side of the House to be lost to draw the attention of the hon'ble Minister to the standing difficulty, the standing grievances on the part of the employees and from certain regions for extensions of railways plans for which are placed before the Ministry.

Madam Deputy Chairman, I would not be long. I know you are a strict task-master this afternoon.

THE DEPUTY CHAIRMAN : Then you may finish all your points. I think you know how to present your case in a brief manner.

DR. B. N. ANTANI : Madam, I thought that diarchy had gone after the Montague-Chelmsford Reforms. But in so far as the Railway Ministry is concerned, I find the diarchy still existing. The Ministry sends a thing to the Railway Board, and the Railway Board has great *pundits*, experts, very efficient men to whom I will give first class marks. I do not object to that. But if in their manual the colour of mango is stated to be green it can never be yellow although the mango that I eat is yellow. With all these difficulties and handicaps, with all these complications, the Ministry is becoming increasingly oblivious to the public demands. For instance, when after twenty years they are bringing a broad gauge railway, we have asked them for another 38 kilometres to extend it to Bhuj which actually serves the entire Western region to the border of our neighbour Pakistan. There too the *pundits* are sitting in a conclave, arithmetic, mathematics, algebra, geometry, astrology, all sciences come, and ultimately they come and say, "O. No. At present it is not justified". Why this attitude? When these *pundits* cannot avoid brining before this House their estimate for Rs. 8 lakhs, why can they not be a little more sympathetic? Now there are floods in Tapti on the Surat side. I congratulate the Ministry on the efficient work that they did at the time of the floods. But did they think over the whole problem of avoiding these complications of railway construction? But they would not do that. Why? Because the *pundits* sitting around the round table, knowing astrology, say, "No. Today the *nakshatra* is bad and, therefore, we should not go by shorter routes. And therefore we must do these things".

Madam, if I cook my *khichri*, the grammarian expert of the Railway Board says that if the voice is hoarse there must be put some dust in the throat. And, therefore, the *khichri* must be made of dust. These *pundits*, instead of helping, howsoever clever they are, they are a handicap in extension, expansion and popularisation of railway services.

Now there are accidents and all. I am grateful to the Minister for his sympathetic attitude so far as we are concerned. But look at the plight of the Guard. Look at the trains. In such a long and big

train there is only one Guard, with the result there are accidents. So many people die. The Guards are prosecuted and no legal services are provided to them. So demands of paltry little sums like Rs. 8 lakhs in this ocean of money in the Railway Ministry should be avoided and a more sympathetic attitude should be taken.

THE DEPUTY CHAIRMAN : Mr. T. V. Anandan. The time allotted for this Bill is two hours and I have about ten names. Each may take about 10 minutes.

SHRI T. V. ANANDAN (Madras) : Madam Deputy Chairman, I take this opportunity not to find fault with the Railway Ministry but to express certain views on the consistent demand from the Members of Parliament and also from the public for the extension of the railways to every nook and corner. Madam, under the Plans the railways are expanding huge dimensions. We have spent already Rs. 800 crores in the three Five-Year Plans and another Rs. 1,500 crores are to be spent in the coming Fourth Five-Year Plan on the Railways. There will be a keen competition between the railways and the road transport. Unless road transport is nationalised or the railways take over the road transport, as is seen in the advanced countries of the world, there will be no salvation for the railways, and the railways must perish. Madam, if the Railways say that it is a public utility service, then they should not go on the profit motive at all. It cannot be—as we have taken mixed economy—commercial-cum-public utility. It is impossible. Therefore, the Railways must think several times. If they think that they are a public utility service, then they should not say that unremunerative branch lines should be removed. I know that in foreign countries branch lines are being removed and railwaymen are being retrenched. That should not happen in our country. This is my first warning to the Railway Ministry.

Next they should, to attract traffic, increase the speed of the trains. For instance, Madam—I referred to it on last occasion also, but nobody took any interest at all; they simply pass away any advice or suggestions that we give—in Madras State in South India, to cover a distance of 39 miles between Tirunelveli and Tiruchendur, a pilgrim centre, the train takes 3 hours 25 minutes, while the buses take 1 hour and 45 minutes and they

are run every 45 minutes. Is there any interest in the Railways to improve their revenue—that is the question here. They must speed up. They must take delivery at the doors of the commercial community. In that way they can attract more goods traffic. But they are not taking any interest. Simply they will come to Parliament and say “so many crores of rupees are lost in the Railways and so on”. That should not be an excuse in the future.

Then, coming to the staff side, either the Railways must run on profit or the railwaymen must be kept contented for efficient service. There is a Personnel Branch and the head of it, who deals with the 13½ lakh railway employees, is not kept on a par with the other heads of departments, his pay structure is lower and after the three-year tenure period, he has to go and work under same head of department. Therefore, although he feels the justification of a representation from the railwaymen, he does not take appropriate action because he is afraid of the head of the Department under whom one day or other he has to go and serve. So there must be an establishment department exclusively for this and recruitment must be made to that establishment department as it was done in the olden days. They have now changed it and, therefore, this difficulty has arisen. The head of that department, the Chief Personnel Officer, should have the same pay structure as any other head of department. Only then he can impress his point on the head of the department.

Then, Madam, there is disparity and discrimination in the application of rules as between one Railway and another. In some Railway, they say that knowledge of regional language is enough for a post. But in some other Railway, knowledge of English is necessary. And when the rules are laid down that there should be no extension of service, one Railway gives extension of service while another Railway denies. The Ministers and Members of Parliament who go once every five years to the people for canvassing votes, are put this question “Why does this Railway do that while the other Railway does not follow that.” It is for the Railway Minister to answer this question and not the Railway Board or the General Manager. So this point must be taken care of by the Railway Ministry.

Now coming to the State of Madras, electrification in the suburban side should be done as long as it is a public utility

[T. V. ANANDAN]

service to increase the revenue. Madras-Trivellore and Madras-Ponneri sections must be taken on hand immediately for electrification to increase suburban traffic. Next is the triangular railway for Madras city itself. Madras Central-Trivellore connection is there; Madras Central-Tambaram line is there; now if you connect Tambaram and Trivellore, it becomes a triangular railway. Within that area so many industrial concerns have now grown up and the traffic is very thick and heavy. Therefore, it will serve an useful purpose there.

Now coming finally to the classification of railwaymen as Central Government employees, we find that nowhere in the world railwaymen are classified as Central Government employees or Government employees. It is under a corporate body. Therefore, it is high time that these 13 lakh railwaymen are taken away from the classification of Central Government employees and treated separately and given a separate pay commission. Their nature of work and service conditions cannot be compared with the Post and Telegraphs Department or with the Income-tax Department or with the Excise Department or with any other Department of the Central Government. These railwaymen do work day and night, for 24 hours, in forest and in desert also where there is no habitation. A post office will be there only when there are 500 houses or residents. Therefore, you cannot compare the service conditions of the railway employees with those of the Central Government employees. This distinction must clearly be made and it will also help the 13½ lakh railwaymen to-day in view of the Essential Services Maintenance Bill that is going to be passed. It is better you take away these railwaymen from the classification of Central Government employees and given thereby consolation and contentment to the railwaymen who had heroically served the country during the Pakistani aggression and during the Chinese aggression. Thank you.

SHRI D. THENGARI (Uttar Pradesh) : Madam, I could not appreciate the procedure as followed by the Railway Ministry in suggesting that only after the Planning Commission has indicated its quantum of money to be allotted for construction of new lines, the Ministry will be in a position to determine which new lines are to be taken up. I think, Madam, this is putting the cart before the horse. As a matter of fact, the Railway Ministry

ought to make up its own mind about its plan and then place it before the Planning Commission and press for its implementation. Unless this method is adopted, the construction of new railway lines is bound to suffer adversely. Secondly, Madam, the surveys that are taken so often are not really profitable. I do not mean that after every survey there must be construction. That cannot be. That I can understand. But more often than not, these surveys are not followed up by any construction work. I think the Government must re-consider the method in which this survey has to be undertaken.

Regarding the staff side, Madam, I think if this side is handled properly, probably the Railway Ministry will not have to come forward with demands for additional sums. For example, now more than 4,500 railway employees are being proceeded against and victimised. This litigation is bound to cost a lot. If all these cases are withdrawn, I think a lot can be saved. There is no point in victimising those who have gone only on a token strike. That apart, it seems that the Government is not earnest either about the efficiency or economy of the railway administration; otherwise, it would not have taken so long, that is 21 years, either to revise the time schedule for different operations which has become obsolete, or to revise the pay scales through the appointment of a separate wage board for the railway employees or reassess their workload and evaluate all the various jobs on railway and abolish finally the Railway Board which is only a bureaucratic apparatus without efficiency and economy, and set up an autonomous corporation for railways. Since all these things have not been done for the last 21 years, one is justified in suspecting that the Government is not very earnest either about the efficiency or the economy of the administration. I take this opportunity of suggesting and appealing to the honourable Minister that all these measures should be taken and adopted without delay, and if this is done and particularly if the labour force is kept contented for which now the Government has an opportunity of showing a gesture of goodwill by withdrawing all the cases and also saving a lot which it will have to spend on litigation, I think next time it will not have to come forward with a fresh demand for additional grants. Thank you.

SHRI M. PURKAYASTHA (Assam) : Madam Deputy Chairman, I support the Bill that is before the House. In this con-

nection I want to draw the attention of the House to certain problems of the north-eastern India and the grievances of the people there. I come from Cachar region on the border of East Pakistan. Its only link with the rest of India is the railway line through the hill section which is called Lumding Badarpur Section. This section is the most neglected one. The speed in that section is very low. While we are thinking of running Capital Express from Delhi to Calcutta in 17 hours, when we go to Cachar from Delhi, we have to wait at Lumding for 20 hours to get the next connecting train. Those who are responsible for drawing up the time-table lack imagination, not only imagination, they have no common sense because Lumding is a small railway junction. It has a waiting room only for upper class passengers. It has only two retiring rooms, and people have no other accommodation there. Similarly, people travelling from Silchar, Tripura, Manipur, North Cachar, Mizo hills while going to Upper Assam and Dibrugarh, they have to wait for the next train at Lumding for 19 hours. So, I urge upon the Railway Minister to take into consideration the inconvenience of the people of this region, Cachar, Tripura, Mizo hills, North Cachar and Mikir hills, and draw up the time-table in such a way that they do not have to wait for as long as 19 or 20 hours for getting the next train connection.

[THE VICE-CHAIRMAN (SHRI D. THENGARI in the Chair)]

Mr. Vice-Chairman, the trains placed in Cachar and Tripura regions are all worn out. The engines while moving go out of order. This time when I was coming to Delhi, the train went out of order in between two railway stations and we had to wait for long hours near Lumding. Another thing is in the trains in Cachar region there are lights and fans but they do not work. The railway bogies and wagons there are always leaky. Even if one travels in the first class one finds this leakage in the railway bogies. Similarly, the tea planters have complained that while sending tea to Calcutta and other places they find that the wagons are leaking with the result they suffer huge losses. May I urge upon the Railway Minister on this occasion to take steps for placing better engines, better bogies and better wagons in that line?

In this connection, I also want to draw the attention of the Railway Minister to the long-standing demand of the people

of Manipur, Mizo hills, Tripura and NEFA areas for extending the railway line to these areas. So long the policy of the Government seems that the backward places should remain backward and the forward places should remain forward. When I came to the Rajya Sabha just after my election, I wrote a letter to the then Railway Minister drawing his attention to this, and his reply was, "The Planning Commission is conducting a transport survey of Assam and the eastern region. The Ministry will give due consideration to the recommendations of the Transport Committee as and when the recommendations are made." I do not know whether that Transport Team made its recommendations. And even if it makes any recommendations, I am sure on the grounds of economy no new railway project will be taken up. May I know from the Railway Minister whether there are any plans for linking the border districts of Assam and NEFA with the rest of India or for extending the railway line to these areas?

Mr. Vice-Chairman, I would also like to draw the attention of the Railway Minister to the working of the railway in the Northeast Frontier Railway. Its working is not satisfactory. The General Managers there do not generally remain for more than a year. There are quick changes. It seems they have made the Northeast Frontier Railway as an experimental ground where new experiments are to be made. So, I would urge upon the Railway Minister to take steps for the efficient functioning of the Northeast Frontier Railway. In this connection, I would also like to draw the attention of the Railway Minister to the widespread ticketless travelling that is prevalent in some railways in Assam. On almost all the branch lines people travel without tickets. The Travelling Ticket Examiners also connive with them; not only they connive with them, they accept money from the people and allow them to travel. Recently the Railway Protection Force was entrusted with the task of checking this ticketless travelling and this increased the corruption still more. This Railway Protection Force are not only harassing people but they are also taking bribe from the people in the name of checking ticketless travelling. I suggest that no outsiders should be entrusted with this checking duty. Only the railway employees should be entrusted with checking the ticketless travelling. There should be more vigilance over the working of the ticket collectors and the Travelling Ticket

[Shri M. Purkayastha]

Examiners. I think there is no proper supervision now and that is why so much of ticketless travelling is going on in the Northeast Frontier Railway.

I also take this opportunity to draw the attention of the Railway Minister to the plight of the railwaymen who participated in the strike on the 19th September. Their participation in the strike was not even for 24 hours because in Assam a major portion of trains run only during the day time. After this Naga trouble no train runs in a major portion of Assam during the night. So, only for 12 hours of abstention from work, I understand many workers have been suspended. In this connection, I may remind the Railway Minister of the role played by the railway employees when there was Chinese aggression, when there was conflict with Pakistan, when there were floods and other natural calamities. They put in extra hours and maintained the railway lines. In appreciation of their services the North-east Frontier Railway Zonal Users' Consultative Committee—I was a member of that Committee—adopted the following resolution :

“The Committee appreciates the fine work done by the railwaymen in successfully meeting all the challenges it had to face beginning with Pakistani aggression with consequential blockade of roads through Pakistan and ending with the sabotage and explosions committed by the hostiles, followed by the unprecedented floods in Assam.”

Therefore, I would urge upon the Railway Minister to take a lenient view of those who participated in the strike on the 19th September and to withdraw all the suspension orders and cases where there was no violence.

With these words I support the Bill.

5 P. M.

SHRI ACHUTA MENON (Kerala) : Mr. Vice-Chairman, within the short time at my disposal, I would refer to one thing only mainly, namely, the very inadequate nature of railway service in Kerala. The Minister has brought forward this Bill among other things for the purpose of appropriating certain sums towards two surveys, one in connection with the conversion of a M.G. into B.G. line between Bongaigon and Gauhati and another between Guntur and Macherla and for a new line between Nadikudi and Secunderabad. I do not know what are the main lines that are going to be taken up

for construction during the Fourth Plan because, as it is, the Plan itself is not yet finalised. So far as Kerala is concerned, we have been proposing during the last three Five Year Plans a number of lines. There has been a great demand from the people of Kerala, and the Kerala Government also has proposed some of these lines but till now, except for the small railway link which was very necessary to connect the entire State of Kerala, I mean, the linking of Quilon and Ernakulam, nothing has been done. We have been demanding this for more than one reason. It is a very densely populated State and the attention that has been paid by the Railway Board and the Ministry to this State has been very inadequate. The total length of the railways in the State is only 890 KM and for one lakh of population it works out to 5 KM, whereas the all-India average is 15 KM. From that very fact you can understand how inadequate the railway coverage is so far as Kerala is concerned. This leads to other complications also. So far as the people in the north are concerned, their knowledge and acquaintance with that part of the country is very limited and whenever people from other countries come, Madras or Bangalore is the end of India. They do not go further. I can understand it because that part of the country is very inadequately served by transport. So far as the people of Kerala are concerned it is a very difficult problem for them because as a factor which contributes to national integration or State integration even, this is very necessary because the parts of Kerala which have been brought under the State from Madras are not really integrated with the other parts which came from Travancore-Cochin even now because of the inadequacy of transport. It may be surprising to some of you but I have to state that it is a fact that the capital of Tamil Nadu, that is Madras, is nearer to us in the northern part of Kerala than Trivandrum, the capital of Kerala. A man can go from Calicut to Madras in 10 hours but if he wants to go from Cannanore or Calicut to Trivandrum, it takes 24 hours. So it is a very strange thing that Madras is still nearer to Cannanore and Calicut than Trivandrum, the State capital and owing to this fact there is a tremendous amount of misunderstanding between the people in the different parts of the State. One accuses the other of appropriating all the good things of the administration. It is a very difficult position. It is only a matter of converting the M.G. into B.G.

between Cochin and Trivandrum. For this till now not even a survey has been made. I do not contend that every line that is surveyed will automatically be taken up. Of course, whether a line will be taken up depends on so many other considerations but my contention is the only consideration should not be traffic but there should be other considerations also. In certain matters we will have to take into account the political factor and the very necessity of serving a particular portion of the country. If these factors are also taken into consideration I am sure that the needs of this part of the country will be appreciated by the Railway Board and the Ministry and I urge on the Minister to take into consideration this and take steps to have a survey made of this line between Trivandrum and Cochin and I hope the Ministry will see that this is included in the Fourth Plan.

Another matter is, if there is any part of the country in which electrification of the railways is of advantage, I think it is Kerala. So far as coal is concerned, it is not available, it has to be brought from very distant parts of the country. So far as oil—diesel—is concerned it has to be imported but there is plenty of electricity in Kerala and the railway lines in the State can be easily converted into electrified lines. I would urge on the Minister to consider this also.

Finally, I have to request the Minister to consider the question of the reinstating of the victimised employees. A lot has been said in this House and the other House about the necessity for taking a lenient view with regard to the employees but the Government is determined to victimise them and punish them for the one-day strike. The Government contends that the majority of the workers have not gone on strike and only a minority of them went on strike. If that is correct, it is all the more reason that the Government should take a lenient view and withdraw the cases against the employees and see that proper conditions are created in the railways. We have had a number of strikes even before the September strike. You remember the two strikes by the firemen in the Southern Railway. Sporadic strikes and other forms of confrontation between the Railway Administration and the employees have taken place all over the country. It is because of the great dissatisfaction prevailing among the workers and if these people are kept in that condition, I do not think that we will have an efficient railway service. So from that

point of view also it is really necessary that the disciplinary actions should be withdrawn and all those dismissed should be taken back into the service.

श्री शीलभद्र याजी (विहार) : माननीय वाइस चेयरमैन, मैं इस विधेयक का समर्थन करते हुये रेलवे मंत्रालय से एक गुजारिश करूंगा कि रेलवे हमारी सब से बड़ी इंडस्ट्री है और सब से ज्यादा हमारी पूजी उसमें लगी हुई है, और उसमें 14 लाख कर्मचारी हैं। महंगाई की वजह से और जो देश की आज स्थिति है उसको देखते हुये उन कर्मचारियों की समस्याएं बहुत हैं। इसीलिये हम से पूर्व वक्ताओं ने कहा कि जब-जब चीन और पाकिस्तान की लड़ाई हुई तब-तब उन्होंने देशभक्ति का सबूत दिया और हमारी मांग है कि रेलवे मंत्रालय जल्दी से जल्दी जो केन्द्रीय कर्मचारी हैं उनको साथ में न मिला कर जो 14 लाख रेलवे के कर्मचारी हैं उनके लिये सेपरेट एक वेज बोर्ड बनाये। चूँकि हमारी यह नेशनलाइज्ड इंडस्ट्री है इसलिये नेशनलाइज्ड इंडस्ट्री होने के नाते हम को पूँजीपतियों को यह दिखलाना है कि हम अपनी इंडस्ट्री में वर्कर्स को क्या देते हैं। गत बार जो सांकेतिक हड़ताल हुई थी उससे यह साबित होता है कि रेलवे के कर्मचारियों में असन्तोष है। इमेशियल सर्विसेज या रेलवे में हड़ताल रोकने के लिये जो आप कानून लायेंगे उसका हम देशभक्ति के नाम पर, चीन और पाकिस्तान की लड़ाई के नाम पर, होस्टाइल नागाज के नाम पर समर्थन करेंगे, लेकिन मैं आप को यह बतला देना चाहता हूँ कि आप की जो परसोनेल निगोशिएटिंग मशीनरी है वह सड़ी हुई है, गली हुई है, निकम्मी है, वर्थलेस है और कुछ काम नहीं करती है। इसलिये जो अब आप नई परमानेंट मशीनरी जे० सी० एम० बनाने जा रहे हैं उनको ठीक तरह से काम करना चाहिये और आप को रेलवे कर्मचारियों के लिये वेज बोर्ड बनाना चाहिये।

दूसरी बात मुझे यह कहनी है कि जब भी आप किसी नई रेलवे लाइन के निर्माण की बात सोचें तो आप किसी स्टेट की मांग को मजूर न करें। चाहे केरल की आवाज आये, चाहे

[श्री गीलभद्र याजी]

बिहार की आवाज आये, चाहे गुजरात की आवाज आये, चाहे किसी गेमी स्टेट की आवाज आये जहाँ पहले से रेलवे लाइने हैं, आप उस पर ध्यान न दें। आप देश की सुरक्षा को अपने ध्यान में रखें। जिन राज्यों के लोगो ने अभी रेलवे लाइन देखी ही नहीं है, जहाँ पर लड़ाई हो रही है, जहाँ पर लोग होस्टाइल हो गये हैं और अपनी ममानातर सरकारें बना ली हैं, वहाँ सब में पहले यह देखना चाहिये कि सुरक्षा कैसे होगी, डेवलपमेंट कैसे होगा। इसलिये मनीपुर से सिलचर से जीरीबाम तक सब से पहले रेलवे लाइन ले जानी चाहिये। वह केवल 22 मील का टुकड़ा है, प्लेन है और उस पर ज्यादा खर्चा भी नहीं होगा। फिर भी 12 वर्ष से हम लोग चिल्ला रहें हैं और हमारे रेलवे मंत्रालय के कान पर जू नहीं रंगती है और वह इतना भी नहीं देखता है कि वह भी देश का एक हिस्सा है। तो पहले आप जीरीराम तक रेलवे लाइन ले जाय और फिर सिलचर से आइजल तथा मायराग हो कर वहाँ की राजधानी इम्फाल तक रेलवे लाइन ले जाय। इसी तरह से नेफा में रेलवे लाइन ले जानी चाहिये और त्रिपुरा में अगरतला तक रेलवे लाइन जरूर जानी चाहिये। इसके साथ साथ जम्मू और काश्मीर में अगर श्रीनगर तक न हो सके तो जम्मू तक जल्दी से जल्दी रेलवे लाइन बनाई जाये और सभी इंडियन टैरीटरीज की राजधानियों को रेलवे लाइन से सम्बन्धित किया जाय। इसके लिये अगर रेलवे मंत्रालय हमसे पैसा मागेगा तो हम उसको पैसा देंगे और उसका समर्थन करेंगे।

मैं फिर यह कहना चाहता हूँ कि रेलवे मंत्रालय का यह फर्ज है कि वह अपने एम्प्लाइज के लिये वेज बोर्ड बना कर के जल्दी से जल्दी समय की महंगाई के मुताबिक उनके वेतन में वृद्धि करे। यदि वे खुश रहेंगे तो हमारी प्लानिंग भी चलेगी, हमारे देश की सुरक्षा भी ठीक तरह से होगी, इसलिये हमारी इस मांग को रेलवे मंत्रालय को जरूर मजूर करना चाहिये।

श्री बालकृष्ण गुप्त (बिहार) : उपसभाध्यक्ष महोदय, इस रेलवे की लागत शुरू में 7 अरब रुपये थी और अब वह बढ़ कर 35 अरब रुपये हो गई है। लेकिन फिर भी रेलवे लाइन टोटल इन बीस वर्षों में दो हजार मील भी नहीं बढ़ी हैं। इतनी बड़ी पूजी की लागत से जो सेट्रल गवर्नमेंट को डिबिडेड वगैरह देना पड़ता है वह आज के व्याज के रेट में दिया जाय तब भी उसमें कोई फायदा ही नहीं रहता।

यह सब स बड़ी, पब्लिक सेक्टर की चीज है और इसका प्रबन्ध जिस तरह से दिन पर दिन बिगड़ता जा रहा है वह तो आप सब लोग देखते ही हैं। यात्री लोग रेलवे के डिब्बों की छत पर चढ़ जाते हैं और मृत्यु को प्राप्त होते हैं। हिन्दुस्तान में छोटी मोटी नैरो गेज लाइनों की हालत भी खराब होती जा रही है और धीरे धीरे वे बन्द भी होती जा रही हैं। उनको बदल कर ब्राड गेज की रेलवे लाइन बनाने का भी कोई प्रोग्राम नहीं है। आज रेलवे के विकास में स्कावट आ गई है और उसमें हिन्दुस्तान की इजीनियरिंग इंडस्ट्री चोपट हो गई है। हिन्दुस्तान में इजीनियरिंग में जो आज बड़ा भारी आर्थिक व्यवधान आया है उसका प्रधान कारण रेलवे के विकास का रुक जाना ही है। आप किसी भी इजीनियरिंग कारखाने के मालिक से मिलिये और उसमें बात कीजिये तो आप को मालूम होगा कि आज हजारों मजदूर बेकार होते जा रहे हैं क्योंकि रेलवे उनको आर्डर नहीं देती है। इसलिये वे कारखाने चौपट होते जा रहे हैं और दिवालिया होते जा रहे हैं और मजदूर लोग बेकार होते जा रहे हैं।

हिन्दुस्तान की तीन पंचवर्षीय योजनाओं में और चौथी पंचवर्षीय योजना के खांके में हम को बड़ा भारी सबज बाग दिखाया गया था कि इस तरह की रेल होगी, उस तरह की रेल होगी। लेकिन अभी तक रेलवे के टाइम टेबिल के अनुसार बहुत सी गाड़ियाँ अपने स्थान तक पहुँचती ही नहीं हैं।

फिर मेरे पास एक शिकायत बड़ी भारी वेडर्स यूनियन की आई है जिस के सभापति

श्री अनन्त प्रसाद शर्मा हैं और जो इस सदन के सदस्य हैं। उन्होंने अपना एक एजेंट श्री एच० एम० त्रिपाठी कलकत्ता में नियुक्त कर रखा है जो वेडर्स से दो-दो सौ रुपया वसूल करता है। चूँकि रेलवे के अफसर शर्मा जी से प्रभावित हैं और वे कांग्रेस के वरिष्ठ सदस्य हैं इसलिये रेलवे के अफसर उनका कुछ कर नहीं पाते हैं। वह जो दो-दो सौ रुपया उनसे वसूल किया जाता है वह आई० एन० टी० यू० सी०, जो कांग्रेस का एक भाग है उसमें जाता है। इस तरह की चीज रेलवे में हो रही हैं और शर्मा जी और त्रिपाठी जी के अत्याचार से धुन्ध हो कर उन लोगो ने अपनी रेलवे केटरिंग वेडर्स यूनियन बनाई है। उस यूनियन को मान्यता मिलनी चाहिये। हमारे पास कलकत्ता से उनकी दरखवास्त आई है। इसलिये मैंने यह निवेदन किया।

आज रेलवे की हालत बहुत खराब होती जा रही है। आप जगह-जगह रेल की हालत देखें, रेल की मरम्मत की हालत देखें, बिजली की हालत देखें, रेलवे की सब चीजें देखें तो दिन पर दिन ऐसा मालूम होता जा रहा है कि हमारी रेलवे बुझी होती जा रही है, जर्जर होती जा रही है। इतना रुपया खर्च कर के भी ठेकेदारों का बड़ा भारी गोलमाल रेलवे इंजीनियर और अफसरों से मिल कर चलता रहता है। यह रेल अगर अच्छी होती तो आज हम जो समाजवादी हैं हम को यह कहने का मौका मिलता कि यह पब्लिक सेक्टर बहुत अच्छा चल रहा है। लेकिन हम रोजाना देखते जा रहे हैं कि रेलवे का हालत बिगड़ती जाता है।

कलकत्ता में जहाँ लोगो को बस में बैठने की जगह नहीं मिलती है वहाँ सर्कुलर रेलवे का सवाल कई दिनों से चल रहा है, मेट्रोपोलिटन बोर्ड ने भी मिफारिश की है, लेकिन रेलवे मंत्रालय उस पर कोई ध्यान नहीं देता।

कई जगह रेलवे लाइन बढ़ाने की आवश्यकता है। आज कटक से तालचर तक रेलवे लाइन गई हुई है। उसको अगर राउरकेला और जमशेदपुर आइरन ओर ले जाने वाली लाइन में मिला

दिया जाय तो एक आल्टरनेटिव रूट उड़ीसा में बन जाता है। उसकी तरफ भी रेलवे मंत्रालय का ध्यान नहीं गया है। ऐसा मालूम होता है कि रेलवे मंत्रालय और रेलवे बोर्ड चुपचाप बैठे हैं और हिन्दुस्तान के विकास के प्रति बिल्कुल उदासीन हो गये हैं। इसीलिये रेलवे में चोरी भी बड़ी भारी होती है। कलकत्ता के अन्दर खिदरपुर में जो चीनी जाती है वह इतनी चोरी हो जाती है कि उसका दलम ही रेलवे के भाड़े से बेशी हो जाता है। आज जितने यार्ड बने हुये हैं चाहे वह मुगलसराय का हो, बरौनी का हो या हाथीडीह का, सब जगह चोरी रेलवे के स्टाफ से मिल कर की जाती है, और कोई चीज पूरी क्षति में अपने स्थान पर नहीं पहुँच पाती है। यही कारण है कि आज रोड ट्रांसपोर्ट तरक्की की तरफ जा रहा है, उन्नति की तरफ जा रहा है और रेलवे का कोष घटता जा रहा है। यह सब किस्सा किस संवह जाय? रोजाना रेलवे के बारे में इस तरह की शिकायतें आती हैं कि इस तरह की गदगिया वहाँ पर हो रही हैं। इसलिये मैं समझता हूँ कि यह एग्प्रोप्रिएशन का बिल तो आया है, लेकिन एक मिसएग्प्रोप्रिएशन का बिल भी यहाँ आना चाहिये। रेलवे मिसएग्प्रोप्रिएशन का सबसे बड़ा अड़डा हिन्दुस्तान में है और उसमें करोड़ों रुपयों का गोलमाल होता है। हम कहें या न कहें लेकिन हिन्दुस्तान में अंग्रेजों के जमाने में बनाई गई रेलों की आज बुरी हालत है। लखीसराय रेलवे स्टेशन पर हमारे मित्र मधु लिमये जेल भी गए लेकिन उस रेलवे स्टेशन को ठीक करने के लिए कुछ नहीं किया जा रहा है। जो आदमी वहाँ खड़े रहने हैं उनको आती हुई गाड़ी नहीं दिखाई देती है और वे कट कर मर जाते हैं। इस तरह की चीजें रेलवे में हर जगह हैं। उनमें कोई सुधार होना चाहिये कोई योजना बननी चाहिए। छोटी मोटी चीजों में रेलवे बिल्कुल निर्जीव नजर आ रही है जो राय जनता को सताती रहता है। थर्ड क्लास के यात्रियों का यह बरा हाल है कि 50 यात्रियों के डिब्बे में 200 यात्रियों को घुसेड़ दिया जाता है। (Interruptions) जा बूकिंग होती है उसमें भी अत्याचार है। आप आज रेलवे के

[श्री बालकृष्ण गुप्त]

टिकट की बुकिंग कराने जाइए तो 15 दिन तक का टिकट नहीं मिलता और दिल्ली और कलकत्ता के रेलवे स्टेशनों पर दस रुपए की कूली को घूस देकर मन में आए वहां का टिकट ले लीजिए। इसके अलावा आई०एन०टी०यू०सी० की यूनियनें मजदूरों पर, कालियों पर और बंडरों पर तरह-तरह के अत्याचार करती रहती हैं। कांग्रेस का एक रूप यह रेल मंत्रालय है और दूसरा रूप आई०एन०टी०यू०सी० की वे यूनियनें हैं जो मजदूरों को सताती रहती हैं, उनको लूटती रहती हैं। और यह रेलवे मंत्रालय बैठा बैठा नोट ले रहा है।

SHRI A. P. CHATTERJEE (West Bengal) : Mr. Vice-Chairman, Sir, the Railway Minister has come with a Bill for appropriation of certain funds for the railways. Looking at the railways as they are under the Congress regime I am not casting any reflection against Mr. Parimal Ghosh as such. He is a good friend of mine. After all what can he do? Water takes the shape of the vessel in which it is put. Mr. Parimal Ghosh may be a very good man, a very honest man, a very able man but having found himself in the administrative machinery which he cannot change, which he has no power to change, naturally even Mr. Ghosh is finding himself completely helpless. In any event, Mr. Vice-Chairman, when he is in the Ministry he has to take the share of the blame. As far as the Railway Ministry is concerned it has now become notorious as Ministry of Accidents. Well, I do not want to go into details and list all the accidents but anybody looking at the newspapers or even cursorily glancing through the newspapers for the last eleven months of this year will find that there has not been a month that has passed as far as 1968 is concerned when there has not been a railway accident. In fact, last year also that was the position. Gone are those days when because of a railway accident Mr. Lal Bahadur Shastri resigned from the Railway Ministry. Now, of course, Mr. Parimal Ghosh, and Mr. Poonacha even though there may be so many accidents as have happened naturally do not think of resigning their jobs as Ministers. It is no use trying to persuade them to resign because they won't. So then the conscience of the Ministers will not be roused at all

in that way, we, Members of the Opposition, can only remain satisfied with what we can say in order to rouse, if not their conscience, at least some kind of activity so that these Ministers after listening to us when they go back to their offices will try to look up the files and find out what is actually wrong in the administration. Of course, something is so rotten in the whole Ministry that it is not possible to set it right unless, of course, the entire organisation lock, stock and barrel is changed.

I think Mr. Ghosh will agree with me—what is this Railway Board for example—that this Railway Board is a Board of septuagenarians or octogenarians even; people who do not find their feet anywhere else in the world are staffed in the Railway Board. And this Railway Board does only one thing; they send circulars. Sir, you are a labour leader and you would have had occasion to look at these circulars. We do not understand the English language of these circulars. The language in which they write these circulars is absolutely inscrutable. We do not know what it is. We take the Fowlers dictionary, the Oxford Concise dictionary, the Chambers dictionary and all that and we rack our heads to find out wherefrom they got this language.

THE MINISTER OF LABOUR AND REHABILITATION (SHRI JAISUKH-LAL HATHI) : Take a Bengali dictionary.

SHRI A. P. CHATTERJEE : Not merely that. I am reminded of a joke. Once an Englishman came and he was seen reading a particular newspaper of Bengal. Of course, that was an English language newspaper. He was asked why he was reading that particular newspaper and he said in answer : "I am trying to learn Bengali by reading this English". Now, Mr. Vice-Chairman, if you read the English language of the Railway Board circulars, I think you won't learn English but perhaps you will end up by learning Tamil if that happens to be a circular from the Tamilian Member of the Railway Board or Hindi if it is from a Hindi-knowing Member of the Railway Board or Bengali if it is from a Bengali-knowing Member of the Railway Board.

Moreover what happens is this. These circulars are issued every fortnight, not new circulars but amendments to the circulars already issued. Well, today they issue a circular and seven days later

they issue an amendment to explain that. Now that amendment is also not intelligible and so another amendment comes up to make the earlier amendment intelligible and ultimately the circular along with the amendments becomes a big inexplicable problem for all the persons who want to know what it is. This is what they do. These Railway Board people justify their existence only in that fashion.

Now when at the head of the railways there is such a Railway Board as this which is unparalleled—it is almost a Ministry above a Ministry—Mr. Parimal Ghosh may not agree with me on the floor of the House but perhaps he will agree with me in secret outside that the Railway Board people would never listen to what the Minister says. They merely sit in their air-conditioned chambers in the different offices here in Delhi, draw fat salaries and draw more fat allowances. Well, now and then they go in saloon coaches to this place and that place, not for looking into the problems of the railways but with their families to do sightseeing. Perhaps if there is a Khumb Mela you will find all the Railway Board Members will go there in their air-conditioned coaches in order to have a holy dip in the river along with their families of course and in the log book—if at all they keep any log book—there will be an entry that they had gone there on official tour. That is how the Railway Board functions. Now when the head is rotten naturally the entire body also will be rotten. The head of the railways is this Railway Board, whatever Mr. Poonacha may say, whatever Mr. Ghosh may say, this is the position about the railways. Now when they ask for money, who are these people who ask that? They are the General Managers of the different railways who have come over to the Railway Board. Generally the General Managers when they become outdated, when they have become absolutely incapable of any thinking power they come to the Railway Board. These General Managers of the different Railways are the forbears of these Railway Board people. In between the two there is a kind of relationship, spiritual relationship, because the General Managers look up to the Railway Board thinking that is what they will be and the Railway Board people look down upon the General Managers thinking that is what they were. This is the relationship between the two and this relationship works so splendidly and wonderfully that whenever there is a problem that problem is never worked out either by the

Railway Board or by the General Manager. If there is an accident they lay it upon the workers; they say that the driver did this or the guard did this never caring to know that the driver perhaps has had to work for over 12 hours and therefore his vision became blurred, his mental capacity became dwindled and that was why he ran into an accident.

As far as the railway tracks are concerned the less said the better; as far as the railway signalling system is concerned the less said the better. As far as the coaches or the wagons are concerned, only when the wheels come out they will see that there is something wrong. Until the wheel comes out, nobody will look into it. The railway bridges have become so insecure that sometimes when the trains go over the bridges we hold our chests in fear. Shall we cross or shall we be drowned in the river? That is the position. And this Railway Ministry or rather the Railway Board has come for these appropriations.

This Railway Ministry has been told again and again by us, do something for Calcutta. As far as Calcutta is concerned, we have been wanting a circular railway. I am highlighting Calcutta not because I want any special consideration for Calcutta, but because I know the problems of Calcutta. When I speak about Calcutta I am also aware of the problems of other cities too, the problems of other areas also relating to the Railways. I am speaking about Calcutta because for the last several years, since 1947, we have been dining into the ears of one Minister after another that Calcutta requires an underground railway or at least a circular railway. Even today while I was coming from Calcutta I was reading in the Statesman "Towards Zero" or something like that. That was the leader. Now, the circular railway has really become a zero. It is no longer a circle. It has become a zero. Whenever there is a debate on the Railway Budget, whenever there is a debate on the Appropriations Bill, immediately then the Railway Minister, whoever he may be—Mr. Poonacha, Mr. Parimal Ghosh or somebody who may come in his stead or who was in his place—will come and say: "Well, that is in our brains." If it is in your brain, actually it must come out in action. Then, we are told about the Third Five Year Plan and the Fourth Five Year Plan. We were so long fed on the rosy promises of the Third Five Year Plan. Now, we are being fed on the rosy promises of the Fourth Five Year Plan. We do not

[Shri A. P. Chatterjee]

know whether the Fourth Five Year Plan will at all see the light of the day or not. We are all aware that we are in a period of plan-holiday. So, there is no question of Fourth Five Year Plan at present moment. I laughed in my sleeves when I read what Mr Ghosh said in the other House. He said that the circular railway plan will be taken up at the time of the Fourth Five Year Plan. I think that he was joking at our expense, because there is no Fourth Five Year Plan. We have a plan from year to year. So, when he said Fourth Five Year Plan, he was trying to mislead us or mislead himself. I am not quite sure about that. But he was not misleading himself, certainly he was trying to mislead the House. Whatever the Planning Commission may have said, as far as the Finance Ministry is concerned, the Finance Ministry is not formulating any concrete Fourth Five Year Plan. So, let us not talk about the Fourth Five Year Plan and all that. I want to know from Mr Ghosh or the Railway Minister and if Mr Poonacha was here, I would have asked him, as far as the Calcutta traffic problem is concerned. Are you going to have an underground railway or not or a circular railway? As soon as we talk about the underground railway, we are immediately told that the Calcutta soil is such that there can be no underground railway. There are so many cities in the world which have so bad or so good a soil as the Calcutta underground soil. Look at Leningrad. They have a very fine, superfine underground railway. Of course, the difference is there the working-class is in power and here the bourgeoisie is in power. Whatever Mr Ghosh or Mr. Poonacha might say after all the capitalists are in power in this country. That is the difference. They can say that the soil in Calcutta is poor. If the soil of Calcutta is bad, I can say that it is as good or as bad in other cities also. How are they having an underground railway? If you cannot have an underground railway, why not have a circular railway? The track is there in the Port Commissioners' railway. It is merely a question of joining up somewhere, but then they had an expert body. After an expense of lakhs of rupees they said that the railway must be above ground. Then, there was trouble with the circular railway, whether it should be above ground, on the ground or underground. It is the problem of "Hing Ting Chhat" referred to in Tagore's famous poem. It is haunting the Railway Ministry so much that they cannot decide whether the railway should be

above the ground, on the ground or under the ground. We ask the Railway Ministry to come to a decision. We do not mind whether Mr Ghosh goes underground or remains on ground or above the ground. We must have something for Calcutta to relieve the congestion of traffic in Calcutta.

SHRI D. L. SEN GUPTA (West Bengal) · Mr Vice-Chairman on the last occasion I tried to highlight the problem of Calcutta's transport and tried to impress upon you the urgent necessity of a circular railway. Since then it has appeared in the papers that the Planning Commission has told the West Bengal Government that so far as the circular railway is concerned, so far as the second Hooghly bridge is concerned, they must be included in the West Bengal Government's budget or in the West Bengal Government's Plan outlay. You will appreciate me when I say that this means, in other words, that even in the Fourth Five Year Plan there is no chance of the circular railway coming into being or the second Hooghly bridge coming into being. The West Bengal Government authorities have clearly stated to the Planning Commission that unless a special allotment is made, it will not be possible for that Government, at this stage, to meet, within their Plan outlay, any expenditure on any of this account. Now, the hon. Minister of State for Railways is here of course, but he is talking to another important Congress Member. What I am discussing is possibly more important and he should lend his ears to me. If he wants to talk, he may talk in the Lobby, but it is no good sitting here in the House and not hearing us. Now, the position is very serious. The hon. Minister should make it very clear now whether the circular railway, which he has said will be taken up in the Fourth Five Year Plan, will be a matter for the State Government to do within the State Government's Plan outlay or it will be taken up as a Central project, as a plan of the Railway Ministry itself. Unless this position is made clear, no amount of assurance that it will come in the Fourth Five Year Plan will be of any assistance to us. My friend, Mr Chatterjee, has said that the Fourth Five Year Plan is not coming. Of course, Mr Ghosh in the other House was saying that it is coming. If anybody says that the Fourth Five Year Plan is not coming, it is he who is wrong. I only wish that would also reassert himself and reaffirm the Government's decision that the Fourth Five Year Plan will be really begin in 1969.

So far as the Railways are concerned I can tell you that they are, more or less, an index to our national prosperity. From seeing the functioning of the Railways we can gauge at least for a while where our national economy stands. When there was no wagon, when the internal as well as the external economy of India was crying for more and more wagons the Railways Ministry could not supply the wagons, and the collieries were not producing coal because they had no transshipment arrangement. There was a time when our national economy was making headway. Now, we are passing through a time when the railway authorities have created a crisis in various engineering industries wherefrom they formerly used to get wagons. Now by curtailing orders for wagons they have indirectly become an instrument in the matter of reduction of the employment potential of this country. I can tell you here with confidence the position, what actually happened in Burn and Company's works at Howrah. That was an engineering concern employing 8,000 workers. They were manufacturing wagons for the Railways. More than 1,000 workers have been retrenched because of slackness in the orders of Railways for wagons. I do not blame the Railway Ministry because the Railway Ministry must have their own reasons, and the reasons are not very important here. I can only say that our Government has cried halt and because of crying halt these miseries have come. While discussing this Appropriation Bill we must take stock of the whole situation as to why it so happened, why our Government in our developing economy, as we say, should not develop itself, why there should not be a network of more and more Railways, why there should not be more and more wagons for more and more internal and external transport. I want to know all these things. If the Government cannot answer, it would only look that Government admits its miserable failures.

Mr. Vice-Chairman, I would like to tell you also that here in this country we do not consider Calcutta as a capital of West Bengal. We consider Calcutta as a metropolitan city where more than 25 to 30 per cent are non-Bengalis where the business capital is in the hands of non-Bengalis at least to the extent of 80 per cent, wherefrom more than Rs 370 crores are remitted to different parts of India by postal money orders alone, and that Calcutta is now being starved. So far as that Calcutta is concerned, the next station

to Calcutta South is Ballygunge. There was a proposal for an overbridge over the Ballygunge-Kosba railway line so that then the train passes people may not be stranded. But what has happened? That was a long promise. But this Government has not done that. That will not be as expensive as an underground railway or a circular railway. Why has that not been done? I want to know why Purulia-Kotshila railway line is not being extended by replacing the narrow gauge by broad gauge in view particularly of the urgency of the Bokaro steel plant? If this line is developed, Purulia will develop. Purulia was in Bihar till 1956. Bihar is considered as an under-developed state, as a backward State. If Bihar is a backward State, Purulia which was a part of Bihar cannot be a progressive or a prosperous district only because of its transfer to Bengal. My point is this. Why Purulia's economy should not be taken into account, and for the matter of that for the interest of the development of Purulia also why the only railway line which passes through there should not be widened and a broad gauge should not be introduced?

श्री सी० एल० वर्मा (हिमाचल प्रदेश): उप-सभाध्यक्ष महोदय, मैं इन दोनों बिलों का समर्थन करते हुए एक दो बातें माननीय मंत्री जी के नोटिस में लाना चाहता हूँ। सबसे पहले, इस साल कालका-शिमला की जो पैसेन्जर ट्रेन थी वह बढ़ हो गई है, उसकी वजह यह बतायी जाती है कि दो साल पहले रेलवे बोर्ड ने फी इजन सात-सात लाख रुपये के हिसाब से दस इजन खरीदे थे और वह शायद वेस्टर्न जर्मनी या कहीं से खरीदे गये थे मगर जो सप्लायर थे उनकी तरफ से शर्त थी कि दो साल तक उनकी गारन्टी है, दो साल बाद कोई गारन्टी नहीं है। दो साल तक वह पार्ट्स वगैरह उसके लिये सप्लाय करते रहे मगर रेलवे बोर्ड ने कुछ नहीं सोचा कि दो साल के बाद क्या होगा, दो साल बाद उन 10 इजिनो में से 5 इजिन बेकार हो गए जिसकी वजह से आपकी जो पैसेन्जर गाड़ियाँ हैं वह चलनी बढ़ हो गई। एक तरफ तो रेलवे बोर्ड का महकमा यह कहता है कि यह जो पहाड़ की लाइनें हैं इनमें घाटा है, यहाँ हमें रेलवे नहीं चलानी चाहिये, दूसरी तरफ यह हाल है कि अगर कोई ट्रेन चलती भी है तो वह

[श्री सी० एल० वर्मा]

बंद हो जाती है। मेरा उनमें एक खास निवेदन है डीज़ल इंजन के सिलसिले में। अब्बल तो यह भी कहा जाता है कि खरीद के वक्त में भी काफी गड़बड़ी हुई, वह तो अप पर हम छोड़ देते हैं, मगर हमारा यह मक़्दद है कि वहां पैसेन्जर ट्रेन जरूर चलनी चाहिये।

इसके अलावा चंडीगढ़ स्टेशन के बारे में पहले बहुत दफा कहा गया कि वहां पर चाय-पानी के लिये कमरा स्टेशन पर अभी तक बना नहीं है। न मालूम कब बनेगा लेकिन कम से कम चाय वगैरह का प्रबन्ध हो गया। वहां चाय और साथ-साथ दिन में रोटी भी देते हैं क्योंकि जो फौजी लड़ाख मे आते हैं दिन में वहां उतरते हैं और जो वहां के कैन्टोन मण्डायर हैं जो हाफ प्लेट होता है उसको फुल प्लेट कहते हैं, जब उनसे कहा जाय हाफ प्लेट है तो कहते हैं नहीं रेलवे के हिमाब से पूरा प्लेट है क्योंकि क्वार्टर प्लेट को वह हाफ प्लेट कह कर फौजियों को निपटा देते हैं। वह बाहर से आते हैं, जल्दी जल्दी में रहते हैं और चुप कर मान लेते हैं। मैंने अर्ज किया था कि आप जरूर इन्क्वायरी करें कि वहां पर जो कैन्टीन का इंतजाम है उसको बाकायदा चेक किया जाय।

इसके अलावा कालका स्टेशन पर पांच या छः का जो नैरो गेज का प्लेटफार्म है उसका शायद इस्तीमेट बना था कि उस पर गेज बने क्योंकि बरमात के वक्त वहां पैसेन्जर भीगते रहते हैं। शायद वह एस्टीमेट कहीं रेलवे में पड़ा हुआ है। यह ठीक है कि 19 मिनटम्बर को जो स्ट्राइक गवर्नमेंट एम्प्लायीज ने करनी थी वह फेल हो गई मगर साथ-साथ हमको इसमें चुप नहीं रहना चाहिये, खास तौर पर रेलवे के बारे में जैसा श्री शीलभद्र याजी जी ने अभी कहा कि रेलवे के जो एम्प्लायीज हैं और सेंट्रल गवर्नमेंट के जो सेक्रेटेरिएट में बैठने वाले एम्प्लायीज हैं उनमें काफी फर्क है। इस वास्ते जो रेलवे के कर्मचारी हैं उनके वास्ते पे कमिशन या वेज बोर्ड जो कुछ भी बनाना है उसे वक्त पर बना दिया जाना चाहिये ताकि

उनमें इस समय जो नाराज़ी है वह कम से कम दूर हो जाय और वह इस बात को महसूस न करें कि सरकार हमारी मांगों को दवाने के लिए, हमारी मुश्किलात को दवाने के लिए बिल पास कर रही है। इसलिए आप से प्रार्थना है कि रेलवे कर्मचारियों के लिए जो भी अप पे कमिशन बनाना चाहते हैं उसका जल्द प्रबन्ध कर दिया जाना चाहिये।

अभी बार्डर एरिया के बारे में श्री शीलभद्र याजी ने कहा कि वहां पर रेलवे लाइन जल्द से जल्द बनाई जानी चाहिये। लेकिन मेरी समझ में नहीं आता है कि प्लानिंग कमिशन और रेलवे बोर्ड इस ओर ध्यान क्यों नहीं दे रहा है। ऐसा मालूम पड़ता है कि रेलवे बोर्ड और प्लानिंग कमिशन ने यह डिमांड कर लिया है कि बार्डर एरियाज और हिल एरियाज में रेलवे लाइन नहीं बनाई जायेंगी। लेकिन बदकिस्मती की बात यह है कि हिल एरिया चीन की सरहद के साथ मिला हुआ है और चीन हमारे मिर के ऊपर बैठा हुआ है। जब मेना के लिए सप्लाई का इंतजाम नहीं होगा तो मैं नहीं समझता कि किस तरह से हम उसका मुकाबला कर सकेंगे। यह बात ठीक है कि कीमत ज्यादा पड़ती है, यह बात भी ठीक है कि रनिंग कास्ट भी ज्यादा पड़ती है मगर साथ ही साथ हमारे सामने डिफेन्स का भी सबब है। सबसे पहले हमें यह देखना है कि हम अपने मुल्क का डिफेन्स किस तरीके से कर सकते हैं। इसलिए मेरी प्रार्थना है कि इस सिलसिले में रेलवे बोर्ड और प्लानिंग कमिशन को कुछ फिर से सोच लेना चाहिये।

जहां तक टिकट-लैस ट्रेवलिंग की बात है उसके बारे में कहा जाता है कि रेलवे बोर्ड को इस की वजह से बहुत घाटा हो रहा है। हाल में अखबारों में पढ़ा था कि इस संबंध में कुछ छापे भी मारे गये हैं और बहुत सा रुपया वसूल किया गया। तो मैं यह जानना चाहता हूं कि इन छापों के मारने में जो खर्चा हुआ और जो रुपया वसूल हुआ है, वह बराबर हो गया है या कुछ आमदनों भी हुई

है। मैं तो यह समझता हूँ कि टिकटलेस ट्रेवलिंग की एक वजह यह है कि आपके पास गाड़ियाँ नहीं हैं। एक डिब्बे में 35 आदमियों के बैठने की जगह होती है मगर उसमें 100 आदमियों से भी ज्यादा बैठते हैं जिससे टिकट चेकर को चेक करने का मौका नहीं मिलता है। जब गाड़ी स्टेशन पर आती है तो वे लोग स्टेशन में इधर उधर हो जाते हैं और प्लेटफार्म टिकट लेकर बाहर चले जाते हैं। अगर आप यात्रियों के लिए गाड़ियों का प्रबंध कर देंगे तो वे भी आराम से जा सकेंगे और टिकट चेकर भी अपना काम आसानी के साथ कर सकेंगे। लेकिन अज हालत यह है कि जब कभी आप से कहा जाता है कि फला गाड़ी में डिब्बे बढ़ा दीजिये तो फौरन रेलवे वालों की तरफ से जवाब आता है कि हमारे पास गाड़ी की गुंजाइश नहीं है। अभी हाल में दूसरे हाउस में चंडीगढ़ के बारे में जवाब दिया गया कि इस लाइन में ज्यादा डिब्बे लगाने की गुंजाइश नहीं है। कालका से दिल्ली के दरमियान भी यही हालत है। इसलिए मैं यह कहना चाहता हूँ कि जब तक आप गाड़ियाँ नहीं बढ़ाएंगे तब तक टिकटलेस ट्रेवलिंग होता रहेगा और लोग रेलों में यात्रा इसी तरह से करते रहेंगे। इसलिए मेरी प्रार्थना है कि रेलवे बोर्ड को ज्यादा से ज्यादा गाड़ी चलाने का प्रबंध करना चाहिए ताकि यह बिना टिकट सफर करने की जो बीमारी है वह खत्म हो सके। इसकी खास वजह यही है कि हमारे पास गाड़ियाँ नहीं हैं और लोग बिना टिकट सफर करते हैं और स्टेशन पर पहुँचने पर इधर उधर हो जाते हैं।

मेरी आखिरी प्रार्थना यह है कि रोपड़ नंगल की जो रेलवे लाइन है उसको अपने भाखड़ा तक ले जाने का फैसला कर लिया है। तो मैं चाहता हूँ कि इसको चार पांच मील और आगे ऊना तक जो कि डिस्ट्रिक्ट हैडक्वार्टर है वहाँ तक ले जाइये क्योंकि वहाँ पर काफी लोग रहते हैं। जैसा कि अभी श्री बलवृष्ण गुप्त जी ने कहा कि रेलवे बोर्ड को सरल प्रियाज की तरफ रेलवे लाइन बनाने की तरफ ध्यान देना चाहिये। इसलिए मैं आप से यह प्रार्थना

करता हूँ कि आपने भाखड़ा तक जो लाइन बनाने का फैसला किया है उसको आप ऊना तक ले जाइये। यही मेरी आप से प्रार्थना है।

SHRI PHILLAI VILLALAN (Madras) : Sir, in the discussion on the Appropriation Bills, I want to bring some points to the notice of the House and also the hon. Minister. Railway is a century old institution, which is one of the fruits we are enjoying from an alien rule. The old routes are there, the old lines are there, the old engines and the bogies are on the run. We have not changed the lines, we are not changing the engines, we are not changing the bogies. The very same century-old institution is manned by others. That is, the personnel we have changed. In our State of Tamil Nadu, we want more lines, we want one more line from Tuticorin to Kanyakumari via Tirunelveli. It has been accepted but not implemented yet. We want more lines. But they have not given more lines. To one of my questions raised in this House on the 16th, the hon. Minister of Railways has been pleased to give his answer. It has been widely published in papers in our part. This is the question, Sir, I wanted to know whether this Government has got any proposal to close down any of the lines in our area. To that question, the answer was given—

“There is a proposal to close down the following four branch lines in Madras State in view of their unremunerativeness :—

- (1) Mettupalayam—Ootacamund;
- (2) Mayuram—Tranquebar;
- (3) Neddamanagalam—Mannargudi; and
- (4) Peralam—Karaikkal.

No final decision with regard to the closure of the above lines has so far been taken.”

This is the answer given. My humble submission is this. Of course, you are not able to give new lines. But at least keep the age-long lines which are running for so many years. You need not close down those lines. Last year this was proposed and the present Tamil Nadu Government registered its protest. Then I think it has been conceded that these lines will not be closed. But strangely enough, to the surprise of the people in our part, this answer has been given. The first line mentioned here, Mettupalayam—Ootacamund, connects two districts.

[Shri Thillai Villalan]

Mettupalayam belongs to Coimbatore District and Ootacamund belongs to Nilgiris District. Ootacamund is a tourist centre; it is a hill station; it is a very important line. Now, there is a proposal to close down that line. The other two lines, Mayuram to Tranquebar and Needamangalam to Mannargudi, serve all the villages and help the respective people to go to towns and come back to their villages. In the Thanjavur District these two lines are very very important; they have these important train connections in that District for a long time. The Peralam-Karaikkal line connects one State with another. Karaikkal belongs to Pondicherry State. Peralam belongs to Tamil Nadu. This line connects two States. Of course, these lines run for small distances, 20 or 50 or 60 miles. But they are very very important. As we all know, railways are not run with a profit motive only, they are not run for gaining any remuneration or gaining profit only. They are services of public utility. They are intended for serving the people. In fact, though these lines may not bring profits, they must be there because they are there to serve the people of these areas. There are so many ways of making profits, of making the Railways profitable.

I want to suggest so many things about the southern Railway. But only one thing I will mention. From the Central Station at Madras goods are booked. The goods booked are sent to Delhi, Howrah, Itarsi and other stations. Now, they are sending them from the Central Station by separate passenger trains. But if those goods are sent by express trains to Delhi and other stations, definitely the goods service will be increased and it will be made profitable. If the Central Station, the Park Station and the Egmore Station are connected by a separate railway link *via* the Cooum River, it will definitely be a line which will increase the goods service. These things can be taken up. There are so many ways of increasing the remunerativeness or the profitability of Railways. But

6 P. M. it is not by closing down these lines. If no final decision in regard to closure of the above lines has so far been taken, I humbly request the hon'ble Minister that the decision should not be for closure but it should be for continuance. Let me inform the hon'ble Minister, through you, Mr. Vice-Chairman, that if the decision is for closure it will result in a mass agitation which you have to meet. The people will resist it.

SHRI PARIMAL GHOSH : Mr. Vice-Chairman, Sir, I am very grateful to the hon'ble Members who have participated in this debate and raised various points and also given various suggestions regarding the working of the Railways, as to how the Railways should work, whether the Railways should be a commercial proposition, whether it should be a public utility concern, staff matters, etc. All these points have been discussed. Sir, to start with, I should give in brief the purpose for which I have come here for these two Appropriation Bills.

Mainly in these Bills we have just sought for the permission of the House for certain services that we have introduced and sanctioned during the course of the year and which decisions have been taken after the last session of Parliament. In these sanctions we have asked for certain token demands, namely, in three heads, for only Rs. 8,000. In Demand No. 2 we have just asked for Rs. 4,000 for four services, that is, conversion of the metre gauge section from Bongaigaon to Gauhati, and also two other services in South-Central Railway, one from Guntur to Macheria and the other from Nadikudi to Secunderabad.

In Demand No. 14 we have asked for a token grant of Rs. 1,000 for a new railway bridge over the Farakka barrage, and for Rs. 3,000 in Demand No. 15, that is, for the Railway's own line of communication for the Kalyan-Lonavla section, for the Kalyan-Igatpuri section and for purchase of the Punjab Government shares in the Rupar-Nangal Railway.

A point has been raised here that we could have come to the House earlier, or this matter could have been brought when last time we presented the supplementary demand. But I should bring to the notice of the House that we could take these decisions only after the last session of Parliament. That is why, according to the recommendations of the Public Accounts Committee, we have just asked for token demands, and after the year when the actual picture will be made available, if necessary, we might come up with a supplementary demand. In the course of the discussion many hon'ble Members have referred to various points. I would like to refer to most of them in brief.

Sir, a basic point has been raised as to how the Railway Board plans new constructions. Do we take only the Planning Commission's recommendations and take

up the new constructions according to that, or we have our own system of planning? Here the position is that normally when we take up any new construction or introduce any new services, it is our own system that we plan for it, but we cannot completely ignore the suggestions of the Planning Commission because the suggestion concerns several other Ministries also, because they have also to indicate and assess the total rail transport that would be necessary within the Plan period. Accordingly, we have to plan our new services according to the necessities of the other Ministries also. So, Sir, the initiative for making any new plan is from the Railway's side, not that we simply take the Planning Commission's recommendations.

Another point that has been raised here is that we undertake so many surveys, but in most of the cases we do not take up construction. As you have also correctly pointed out, in order to take any new service a survey is essential. It is also very true that of the surveys we undertake, naturally it is not possible for us to take up the construction of all the projects surveyed primarily because the survey will reveal whether the line will be remunerative or not. It will also give us an indication about the money that would be required for the work. Also we have to consider the total money that would be made available to us in the Plan period, and within that money how many constructions we can accommodate. As such we allocate priorities to the surveys that we have taken and accordingly we take up the works.

Another point that was raised was about staff matters, particularly in the context of the 19th September strike. I would like to briefly refer to some of the points here. As hon'ble Members know, before the 19th September we had two recognised Federations. They had placed certain demands which include also the main three demands, namely, need-based wage, full merger of dearness allowance and hundred per cent. neutralisation. Along with this, the AIRF had another 25 demands and the NFIR 14 demands. In the discussions with the Federations it was appreciated by them also that these three demands which concerned not only the Railways but all the Central Government employees could not be dealt with by the Railway administration in, isolation.

On the rest of the demands we had discussions. On light of the subjects sponsored by the NFIR, there could not be any

agreement and consequently it has been decided to refer them to arbitration. I am sure no further clarification is necessary as to how staff matters are being dealt within the Railways.

Another point about labour employees has been raised that after the 19th September they have been victimised. I would object to the word "victimisation" because I am an employer and I will never accept that I will victimise my employees. But I will take it in this way. Yes, certain employees who were temporary and who participated in the strike, absented themselves from the work without any notice on the 19th of September.

SHRI ARJUN ARORA (Uttar Pradesh) : But they gave the strike notice. It was not a strike without notice.

SHRI PARIMAL GHOSH : They gave notice but after the Ordinance was promulgated. I am not going into that particular issue whether the strike was legal or illegal. It is a fact that after the Ordinance was issued the strike was illegal. We are not discussing whether the strike was illegal or not. We are primarily discussing now the effect of the strike.

Now what has happened to the temporary employees to whom we have issued termination notices? We asked them to submit a letter, and in all those cases that have submitted the letter, their termination notices have been withdrawn, and even in those cases where the termination notices have not been withdrawn, recently they have also been withdrawn excepting in those cases which are pending before the court and those cases where the services have been terminated for active instigation or obstruction or violence during the strike. Unless and until they are decided in the court of law we cannot take any decision.

Regarding service conditions and various other things, various other things have been mentioned. As I had mentioned, all these points have been referred to arbitration. There is no use giving further details on those points.

Now hon'ble Mr. Sharma mentioned certain points saying that they received some telegrams. I am sorry that this point has been raised on the floor of the House. The hon'ble Member was not present here. I am not prepared to discuss it. I do not consider that the hon'ble Member should take a position like that.

[SHRI PARIMAL GHOSH]

As this matter is not within my knowledge I can say that the information given to the hon'ble Member is not correct

Some hon'ble Members discussed about new constructions, new lines in certain areas, particularly in Kerala and Rajasthan and in Punjab and Tamil Nadu. Hon'ble Members know that the Fourth Plan is still in the final stage of formulation. And unless and until the Fourth Plan is completed, we will not get a real assessment of the total railway transport needs and also the funds that would be allocated and made available to us. Until such time it is difficult for me to give any idea as to what are the lines that will be taken up in the Fourth Plan and what are the lines that will not be taken up.

Another very specific point raised has been regarding the problem of Calcutta and the need for a circular railway. That point, Mr Vice-Chairman, was raised in the other House also and we had a half-hour discussion on that, and I had given my indications on that. I agree with the hon. Member who raised this problem of Calcutta. It is a fact. I do not deny it. This is a problem not only in Calcutta but in all the Metropolitan cities in India. It is most pronounced in Bombay and Calcutta and it is there to some extent in Madras and also in Delhi.

SHRI A. P. CHATTERJEE : In Bombay there are suburban railways.

SHRI PARIMAL GHOSH : The suburban service in Bombay and Calcutta is rather marginal compared to the need.

SHRI ARJUN ARORA : Very much overcrowded.

SHRI PARIMAL GHOSH : Yes, they are very much overcrowded. This point has been gone into by a team set up by the Planning Commission called the Metropolitan Transport Team. They have studied this matter and they have recommended certain solutions and suggestions. And for a circular railway for Calcutta also a team was constituted. After deliberations between the Railways and the State Government, we agreed to undertake an economic feasibility survey. That survey has already been taken up and we have made available the services of some senior officers. We have agreed to bear all the cost in the matter. The preliminary report has already been submitted. It is now with the Planning Commission.

The final traffic survey is now being awaited. I hope that it will be available by January 1969. As the Planning Commission considered all the points and thought that something should be done for Calcutta and Bombay and on that basis, they have undertaken this study, I have no doubt in my mind that they will include these things in the Fourth Plan. Thank you.

THE VICE-CHAIRMAN (SHRI D. THENGARI) : 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 1968-69 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRI D. THENGARI) : We shall now take up clause by clause consideration.

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 PARIMAL GHOSH : Sir, I move.

"That the Bill be returned."

The question was put and the motion was adopted.

THE VICE-CHAIRMAN (SHRI D. THENGARI) : The question is :

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the Financial year ended on the 31st day of March, 1967, in excess of the amounts granted for those services and for that year, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRI D. THENGARI) : We shall now take up clause by clause consideration.

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 PARIMAL GHOSH : Sir, I move :

“That the Bill be returned.”

The question was put and the motion was adopted.

RE DISCUSSION ON THE REPORTS OF THE U.P.S.C.

SHRI M. P. BHARGAVA (Uttar Pradesh) : Mr. Vice-Chairman, before you take up the next item, I have a submission to make. And it may look a little odd to the House that I, who had been clamouring for a discussion on the U.P.S.C. Reports, should now come before the House with another proposition. Now, if we discuss the motion to-day, we will be discussing it at the most for 45 minutes or one hour and we will be putting the seal of approval of the Rajya Sabha on the Sixteenth, Seventeenth and Eighteenth Reports of the U.P.S.C. Therefore, I am placing a suggestion for the consideration of the House that we need not take up consideration of the U. P. S. C. Reports now, and I urge upon the Government to fix an early date for a discussion on them in the next session of the Rajya Sabha.

श्री सुन्दर सिंह भंडारी (राजस्थान) : उप-सभाध्यक्ष जी मुझे एक निवेदन करना है। लोक सेवा आयोग के प्रतिवेदनों पर आज चर्चा हो उसके लिए कार्यावली में इसका उल्लेख है। वैसे तो सदन 7 बजे तक बैठ सकता है अगर आवश्यक हो तो। लेकिन मैं आपसे निवेदन करूंगा कि इस काम के लिए आज बैठना आवश्यक न सम्झा जाय, परन्तु यदि सम्भव हो तो इसी सत्र में लोक सेवा आयोग के प्रतिवेदनों पर विचार करने के लिए सदन के नेता समय निर्धारित करें।

SHRI B. K. P. SINHA (Bihar) : Mr. Vice-Chairman, I had supported Mr. Bhargava for a discussion on this. Now it is very late and I agree with Mr. Bhargava that it is no use discussing it for an hour or so and thereby putting the stamp of approval on these three Reports. I feel that these Reports are rather important

and when the next Session comes there will be another Report of the Public Service Commission to consider. Therefore, I heartily support the suggestion of the hon. Member there that Government must find at least three hours before this session ends for a discussion of these three Reports. It is very important. Three hours must be found in this session for the discussion of these Reports.

THE LEADER OF THE HOUSE (SHRI JAISUKHLAL HATHI) : I appreciate the arguments put forward by Mr. Bhandari, Mr. Bhargava and others and Government would not like that the House should be deprived of the opportunity of discussing at length these Reports. Therefore, rather than discussing them now only for 40 minutes and then not discussing them, Government would not mind postponing this. Regarding the other suggestion of Mr. Bhandari, now that we will have to extend the session—I put it to the House—by two days, 26th and 27th, we shall certainly try to include this, time permitting.

SHRI B. K. P. SINHA : What about 28th ?

SHRI JAISUKHLAL HATHI : 28th will be Saturday. The session is to be extended by two days, I put it to the House. We shall try to include this.

SHRI B. K. P. SINHA : Why not take it on Saturday? You can have the whole of Saturday for this purpose.

THE VICE-CHAIRMAN (SHRI D. THENGARI) : Is it the pleasure of the House that consideration of U.P.S.C. Reports be postponed ?

(No hon. Member dissented.)

THE VICE-CHAIRMAN (SHRI D. THENGARI) : So consideration of U.P.S.C. Reports is postponed.

The House stands adjourned till 11 A.M. tomorrow.

The House then adjourned at twenty minutes past six of the clock till eleven of the clock on Friday, the 20th December, 1968.