

*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 B. R. BHAGAT: Madam, I move:

"That the Bill be returned."

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

THE DEPUTY CHAIRMAN: Now, I take up Bill No. 5.

The question is:

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of the State of Kerala to meet the amounts spent on certain services during the financial year ended on the 31st day of March, 1964, 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 DEPUTY CHAIRMAN: We shall now take up the clause by clause consideration of the Bill.

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

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

SHRI B. R. BHAGAT: Madam, I move:

"That the Bill be returned."

*The question was put and motion was adopted.*

THE DEPUTY CHAIRMAN: The House stands adjourned till 2.30 P.M.

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

The House reassembled after lunch at half-past two of the clock, the VICE-CHAIRMAN (SHRI M. P. BHARGAVA) in the Chair.

THE APPROPRIATION (RAILWAYS) NO. 3 BILL, 1966

THE APPROPRIATION (RAILWAYS) NO. 4 BILL, 1966

THE MINISTER OF RAILWAYS (SHRI S. K. PATIL): Mr. Vice-Chairman, I beg to 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 1966-67 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

I would move the second one also. Discussion is going to be common. I beg to move:

"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, 1964, in excess of the amounts granted for those services and for that year, as passed by the Lok Sabha, be taken into consideration."

I have not many words to add, Mr. Vice-Chairman, because these are the ordinary routine things that have come in the form of Appropriation Bills. So far as the first Bill No. 3 is concerned, there are only two items. One is in respect of Rs. 20,000 which is a court decree. Therefore, that has got to be separately provided. Another is Rs. 1,000 which is a token grant for restoration of a line dismantled some years ago in Bihar.

[Shri S. K. Patil.]

Therefore, in respect of that this Bill No. 3 comes.

So far as Bill No. 4 is concerned, that is, the excess amounts that have been spent, it has always been customary that if the work can be done faster, then also we have got to have more money, and sometimes there is natural excess because of the cost of the things having risen.

So far as these particular grants are concerned, I need not take the time of the House, but this is just an opportunity for Members to have a kind of a general debate, and therefore I would not take the time of the House myself at this stage. If there are any points raised in the debate, I would reply at the end.

*The questions were proposed.*

PANDIT S. S. N. TANKHA (Uttar Pradesh): I want one clarification from the hon. Minister. He has stated that the first Bill is in respect of two items one of which is a decree which had been passed. I want to know what was the circumstance under which the decree was passed and whether it was for work done on the Railways or in respect of salary and other things.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): It has been clarified in the memorandum circulated to the Members. Please look into your papers.

I have got a list of 8 or 9 hon. Members who want to take part in this discussion. I would therefore appeal to the Members to restrict their remarks to ten minutes. Mr. Kumaran.

SHRI P. K. KUMARAN (Andhra Pradesh): A lot of things are happening on the Railways. So it is very difficult to confine our remarks within ten minutes.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): One hour and thirty minutes is the time allotted.

श्री राजनारायण (उत्तर प्रदेश) : श्रीमन् कुठ समय बढ़ा दीजिए ।

SHRI P. K. KUMARAN: The Railways are, of course, correctly claiming that they are the largest public sector undertaking, and the Railway Ministry also claims that theirs is the most efficient. But although it is a public sector undertaking, the Ministry as such has very little love for other public sector undertakings. For example, when the incentive scheme was introduced in the railway workshops, it was expected that a number of workers would be rendered surplus. It was then promised that all the stores and other accessories which the Railways required and which they were purchasing now from the private sources or in the market would be manufactured in the railway workshops. That has not been done. The result is that today about 2,000 workers in the Golden Rock Workshops are almost rendered surplus and they are being utilised, they say, in other capacities, whatever they are. Promotions for a large number of unskilled and semi-skilled workers have been barred and these workers are being shunted from one place to another. The same thing is happening in Hubli Workshop, in La'guda Workshop and in Matunga Workshop.

Another thing is their apathy towards public sector undertakings. I will give another example. The Praga Tools, Hyderabad, have been supplying on an average 5,000 screw couplings a month for the Railways. At the instance of the Railway Board they have increased their capacity to make these screw couplings, and two hammers from Czechoslovakia are on their way to India, and with the arrival of these two hammers their capacity will be increased up to 10,000 couplings per month. But the Railways have stopped issuing orders to

them. On the other hand the Railway Board has placed orders with the Britannia Forge for couplings. I would like to know from the Railway Minister what their policy is. When a public sector undertaking managed by the Government of India in the Defence Ministry have built up a capacity and have been satisfying the needs of the Railways very satisfactorily without any complaint—as far as I know there has been no occasion of rejection of the couplings from the Praga Tools by the Railways so far—suddenly they have stopped and they have started favouring a private firm. This is a thing on which I would like some clarification from the Railway Minister.

Another thing. In 1963, there was a strike in the Lilooah Workshop. During the Chinese aggression in 1962 in accordance with the call given by the Railway Minister and also by the Government those workers decided to work 48 hours a week. Traditionally for years together the staff in that workshop were having only 42½ hours work a week. Even in the olden days when the British were running the Eastern Railway, they tried to introduce 48 hours a week, but they could not because the workers of that factory travelled from 40 to 50 miles away from Calcutta and the travelling time could not be adjusted. So they gave up their attempt and 42½ hours a week was going on. After the emergency was over the workers demanded that they wanted the 42½ hours a week back. What happened was the Deputy Chief Mechanical Engineer agreed and with effect from 28th November, 1963 orders were issued but then suddenly the bureaucracy in the Railway changed their mind. They said, nothing doing. The workers naturally protested and they declared a lock-out. And that lock-out went on from 2nd December, 1963 to 15th December, 1963. But the workers filed a case under the Payment of Wages Act and the court gave a judgment on 22nd December, 1965 that the lock-out was uncalled for and illegal and that the workers were

entitled to wages. But the Railway Board has so far not honoured the judgment. Then the Railway Board filed a case against the workers for participating in the strike and creating some disturbances, according to them, in the First Class Magistrate's Court at Howrah, in the case the State vs. Railway Employees. On 2nd June, 1966 Judgment was given that there was no evidence to show that the railway workers were wrong. But yet, even today, this judgment has not been respected and the period of the strike condoned. Usually after two years, the strike period is used to be condoned. But up to now, in spite of this being 1966, in spite of three years having already passed, no orders have been passed for condoning the break in service. When the period of break in service is not condoned, the retiring employee's pension and other benefits are curtailed and it becomes a sort of cruel and unnecessary punishment for him. Because of the high-handedness of the bureaucracy in not condoning the break in service, nearly 11,000 to 12,000 employees are made to suffer.

Very recently, a problem has cropped up. I have been hearing about the grievances of the station masters for the last ten years. Since 1956 they have been repeating the same demands, some slight modifications in their pay-scales, some higher percentage in the higher pay-scales, etc. They have also been demanding the recognition of their organisation. After having consciously encouraged a categorical organisation like theirs with the idea of disrupting or weakening the two Federations, the Railway Board now says, 'so-called self-styled organisation' and all that. That organisation has come into being. Members are there, they have been carrying on some agitation. Suddenly the Railway, if it thinks so, cannot shut the organisation out of existence like that. Eighty-eight per cent of the station masters are in the lowest scale; 75 per cent of the assistant station masters are in the lowest scale; as

[Shri P. K. Kumaran.]

compared to them, 55 per cent of the commercial clerks are in the lowest scale, 50 per cent of the office clerks are in the lowest grade; 50 per cent of the signallers are in the lowest grade and 45 per cent of the accounts clerks are also in the lowest grade. Their demand is that their percentage in the lowest grade should be reduced and that the number of people in the higher grade should be increased. Another thing is, even in the case of the assistant station master, provision to the higher grade is only 2 per cent. In this 2 per cent there are traffic apprentices who are directly recruited or relieving traffic assistants who are recruited from all over the place according to the whims and fancies of the officials and guards, and they fill in this meagre higher percentage, thus blocking the chance of promotion of the lowest-paid assistant station masters completely. This is their grievance. So, I have been hearing about this for the last 10 years. They have not taken any of these things into consideration. In a Press hand-out which I saw yesterday they said that they had had no notice. There was a demonstration, a big procession, and a demonstration took place before Parliament on 22nd April 1966. A memorandum was submitted to the hon. Railway Minister. I was told, on 1-9-1966 they observed a country-wide fast. A lot of telegrams were sent to the Railway Board and I too received some telegrams. I know about it because copies of telegrams which go to the Railway Board. I do receive. And from today onwards, they have decided that they will work according to the rules. Now, in working according to rules, there is some understanding. Of course, since we are promised that the question of accidents is going to be discussed, I do not want to go into details. But there is one thing. Suppose a passenger train has got to stop at a station for two minutes, the duty of the station master is to see that all the passengers get in, that all the doors are locked and then he must go to the driver and hand over the line clear, that is, the authority to the

driver to proceed to the next block section. And then he has to come and ring the bell and show his signal. All these things have to take place in two minutes. Nobody on earth can do it. Now, what is happening is, they work by consent against the violation of the rules. Otherwise, punctuality cannot be kept up. There is some apprehension that this is a method for slow working. It is not slow-working. If worked according to the rules, the accidents can be avoided. But then every train is likely to run late. It may not be today. But within three or four days, you will find important trains running late. Of course, all these rules are old. Unlike what the Railway Board claims, these rules were framed in olden days when the railway was working on firewood and coal, when it was for leisurely working. Now, we have got diesel trains running at high speeds. So, the rules have also got to be changed. The method of working, etc. has also to be changed. They have been trying to revise the rules for the past several years. But they have not succeeded. So, I would appeal to the hon. Minister to establish some channel of communication—it need not be recognition, I am not asking for it—if they write letters, you can send replies. Nothing is lost by replying to letters. A number of letters are written and you are replying to them. Why not also the representatives of an organisation get replies? So, if this is done, a lot of their grievances can be met and they can be satisfied. There will be no complaint. I hope the Minister will look into this.

SHRIMATI SHYAM KUMARI KHAN (Uttar Pradesh): I rise to support the Appropriation Bills for Railways and in doing so, I only want to point out a few things that I have observed in the recent past. Money has been allotted for repairs and maintenance. I want to point out specially about these repairs and maintenance. I wish to say that the condition is going from bad to worse

The seats of the railway trains are torn open, they are not fixed, they are not very secure. Lights are absent and passengers are told—mind you, I am not saying anything which I have not experienced personally—“Madam, no bulbs are being issued to us”. And when madam says that she will report the matter, the bulb is borrowed from some postal van and put on. How are such compartments allowed to be run? Then in the recent past, on two occasions, there was a scene at one station because the ladies’ compartment had no door. The door was kept separately. People like me were prepared to travel but a European lady came in. She refused to travel in so insecure a condition. The result was that the train had to be stopped and the door had to be refixed. Then the fans, of course, are giving out sparks. I have personal knowledge that recently, a young girl was almost burnt and she had various scars on her face because the sparks of the fan came out and caught her saree. By the time she could save her saree, her face was scarred. Of course, it was a minor injury. But then these are all things that have to be looked into. And the time has now come to be absolutely severe with those people who allow such carriages to be on the line. The things, I may tell you, are from the station from which the carriage starts. How is such a carriage allowed to come in? I concede that there will be defects in the various carriages. But we are repairing them, we are trying to maintain them properly. And my submission is that the irony of it all is that this is the condition of the first class coaches! I do not know what the condition is of the third class coaches.

So far as the new lines are concerned, I concede that it is absolutely necessary to have new lines and to spread them. But I also wish to submit that new lines must not necessarily take away from the vigilance of the old lines. Safety on the railways is more or less a thing of the past because derailments are so many

and so frequent that only day before yesterday the Delhi Express was delayed for two hours at a way-side station because there was a derailment of a goods train ahead. It was put on another line but it had to go at snail’s pace because it was said that other trains might be coming; to avoid a crash this was necessary. Therefore, the safety of the lines and the safety of the Railways is very necessary. We do not care how the Railways are being sabotaged or what is happening to them, but we must be clear in our mind that we have taken every precaution to keep them safe and in a workably fit condition.

Mr. Vice-Chairman, I want to mention what a Member of Parliament told me. In Assam the class IV workmen who have to guard the line—there is a system of patrolling on the lines to see that the lines are all right—have been retrenched as a measure of economy. That is one of the many reasons why so many accidents took place there. Anyhow, that is for our Railway Minister to look into, and I am sure he will look into it.

Another small thing I want to point out is that it becomes very confusing to a passenger that the yard is under the control of a particular section of police, namely, the Railway Protection Force, the compound outside is under the control of some other section of the Railway police. Outside the compound you come under the regular district police. I submit that some sort of agreement has to be reached between the State and the Railway Ministry as to where the jurisdiction of whom should remain, and that jurisdiction should not be more or less a monopoly or something that one commands; the jurisdiction must merge in each other. People must be prepared to help each other whether a particular section belongs to the Railway Protection Force or to the G.R.P. or to the ordinary district

[Shrimati Shyam Kumari Khan.]  
 police because, so far as passengers are concerned, they get very confused. They just do not know what to do. Many of them do not have time to wait and find out. The result is that the complaints never reach the authorities.

Another invidious distinction that I have noticed is at Patna station. At the Patna station no cycle rickshaw is allowed to get into the porch of the station. Now, Mr. Vice-Chairman, it cannot be presumed that every first class passenger will have a motor car. The first class passenger is put to the utmost difficulty. He is asked to get down just in front of the third class waiting hall, where he cannot get a coolie to take his luggage into the station which is distant. And all this is merely because the passenger has come in a cycle rickshaw! I have mentioned this several times to our railway friends and every time I was assured that this will be settled but it has not been done.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): The same difficulty is at Hardwar.

SHRIMATI SHYAM KUMARI KHAN: I do not know about Hardwar. But I have experienced this difficulty personally at Patna. The moment I reach the station in a cycle rickshaw I get the order of getting down in front of the third class waiting hall. Sir, the Government is not supplying cars to everybody. Motor transport is not easily available. Even buses are not available easily, and we do not have trolley buses in this country. The result is that anybody who uses a conveyance that is available to him cannot get into the porch. I cannot understand why it should be so. I can understand that the porch should not be a place for the cycle rickshaws' stand. The cycle rickshaw stand can be at a little distance. But the passengers not being allowed to get down in the porch is something that I have never been able either to

appreciate or to understand. There cannot be a premium on motor cars and affluence.

Another point that I want to mention is that the Express and the Mail trains' compartments are very well looked after and are moderately comfortable. But so far as the passenger trains are concerned, especially those which are half passenger and half Express, nobody looks to the comforts of passengers at all. They are absolutely neglected. Fans are not working. Lights are not there, and you just travel because you have to. What I often wonder at is why this deterioration? The Indian Railways have always been known and have always been giving the utmost comfort. Even now I have nothing to say against the behaviour or against the politeness of the railway officers who are there on duty. But they just say that they cannot help things. Why this deterioration? Why does the subordinate officer not look after his work? In my opinion, Mr. Vice-Chairman, this has to be looked into. There was a time in the past when the officer knew his men. Every officer at the station knew every single workman under him. But at the moment I observe that officers do not even know their own subordinates. They just do not know them. It is high time that that system is introduced where personal contact is of the essence because a lot of work can be done if there is personal contact, and a lot of misunderstanding and grievances can be avoided if the subordinates have confidence in their superiors. The superior will then be far more effective than he is at the moment.

We must however admit that there are grievances of subordinate officers in the Railways, grievances that are very just. These grievances have to be looked into. I will only give a few examples.

In the Northern Railway I believe there is a section where the guards are going to remain guards for the

rest of their life because some new rules have been introduced by virtue of which a worker once a guard will always remain a guard, and will just retire at Rs. 225 a month. No young man can look forward to a good career or look forward to being effective and honest if he knows that he has to be limited to Rs. 225 a month. Every worker would like to improve his future to the maximum and opportunities should be given for it.

Another thing I want to point out is that the attendants in our coaches, who have to work night and day, have no rest rooms on any important station. There must be rest rooms for attendants. After an all-night journey if they get some comfort and then go back on another night-journey, they will be able to work better. I admit that the Railways are doing excellent work. I do not stand here in a spirit of criticism but I have stood up to make some observations which—if corrected—may eliminate criticism. However perfect and good one might be one must always look for the loopholes and one's shortcomings. Therefore, what I feel is that the time has come now when we have to sit up and look into the causes of the stage of deterioration where we have reached, otherwise redeeming the past efficiency will be impossible. Thank you very much.

**श्री विरंजन वर्मा (मध्य प्रदेश) :**  
माननीय उपाध्यक्ष महोदय, कंसाजिडेटेड फंड में से रेलवे के कार्य के लिये खर्चा देने के लिये यह विन प्रस्तुत हुआ है। इसमें सन्देह नहीं कि रेलवे के कार्य को दो वर्गों में बांटा जा सकता है जब हम इस प्रकार से विचार करते हैं तो एक भाग तो वह है जो विकास कार्यों से सम्बद्ध है और दूसरा ऐसा है जो प्रशासन की क्षमता से सम्बन्धित है। जहाँ तक विकास का सम्बन्ध है रेलवे में विकास के लिये कार्य किया जा रहा है। चाहे वह कितना ही कम या अधिक क्यों न हो, लेकिन निश्चित रूप से विकास के लिये कुछ योजनायें सामने हैं। जहाँ तक प्रशासन की क्षमता

का प्रश्न है, हमें दुःख के साथ यह कहना पड़ता है कि प्रशासन की क्षमता में बड़ी गिरावट आती जा रही है और वह गिरावट इसलिये आ रही है कि आपस में समन्वयता नहीं है। एक विभाग और दूसरे विभाग में आपस में सद्भावना में बहुत कमी है और इसी के कारण गिरावट आती जा रही है। जहाँ तक छोटे कर्मचारियों का प्रश्न है, रेल मंत्रालय को इस बात की तरफ ध्यान देना चाहिये कि आज से 25 वर्ष पहले जहाँ स्टेट्स में एक साधारण लिपिक या साधारण क्लर्क की तनख्वाह 20, 25 रु० थी, वहाँ रेलवे कर्मचारियों की तनख्वाह उस समय 70, 75 रु० थी। इन 25 वर्षों में उस क्लर्क की तनख्वाह जो रेलवे का नहीं है लगभग डेढ़सौ, दो सौ रुपया हो गई है, किन्तु उसी अनुपात से रेलवे कर्मचारियों की तनख्वाहें नहीं बढ़ी हैं। महंगाई का प्रभाव सब के ऊपर होता है और महंगाई के अनुसार सब की तनख्वाहें न बढ़ें तो लोगों में असन्तोष का होना स्वाभाविक है।

हमारी बहन ने फर्स्ट क्लास के डिब्बों की कठिनाई के बारे में इस सदन के सामने एक वक्तव्य दिया। मैं समझता हूँ कि उन्हें तो फर्स्ट क्लास में यात्रा करने का अभ्यास है। लेकिन हमें थर्ड क्लास में कई बार जाने का सौभाग्य या दुर्भाग्य मिला है। थर्ड क्लास के पैसंजर्स को ऐसी कठिनाइयों का सामना करना पड़ता है कि लगातार तीन तीन घंटे तक, लगातार सौ सौ मील तक हमने लोगों को थर्ड क्लास के डिब्बों के बाहर लटकते हुये देखा है और एक दो को नहीं, चार चार, छः छः को लटकते हुये देखा है। इतनी भारी कठिनाइयाँ लोगों के सामने हैं। बैठन को जगह नहीं है। उसका कारण क्या है? उसका कारण यह है कि रेलवे मंत्रालय के हमारे मित्र मंत्रोगण चाहे कितने ही अच्छे आर्डर क्यों न दें, लेकिन रेलवे के टाइम टेबिल को बनाने वाले जो कर्मचारी हैं, उच्च अधिकारी हैं वे उस पर कतई ध्यान नहीं देते। कहीं कहीं पर 1-2 घंटे लेट करने से या ट्रेन

[श्री गिरिजा दत्त]

को अली चलाने से बहुत सी असुविधाएं दूर हो सकती हैं, लेकिन उनका उस तरफ ध्यान नहीं जाता और कोई आनररिल सदस्य उनको विन कर रहे हैं तो 8-10 दिन के बाद धन्यवाद सहित उत्तर मिलता है कि यह सम्भव नहीं है। बहुत मासूम कठिनाइयां हैं जिनको दूर किया जा सकता है, लेकिन हमारे अधिकारी-गण उनको तरफ बिलकुल ध्यान नहीं देते

3 P.M.

अभी एक बात और सामने आई है। रेलवे के कर्मचारियों में और रेलवे की पुलिस में आपस में सद्भाव का वातावरण नहीं है। रेलवे के कर्मचारियों को पुलिस भी परेशान करने के लिए कभी कभी कुछ कार्य किया करती है। अभी दिल्ली में पिछले पखवाड़े के दिनों में ऐसी एक घटना सामने आई जिसका सारे समाचारपत्रों में प्रकाशन हुआ। उसकी तरफ रेलवे अधिकारियों ने कितना ध्यान दिया है हमें ज्ञात नहीं है, लेकिन एक बात अवश्य मालूम पड़ गई कि पुलिस में और रेलवे कर्मचारियों में आपस में जो सहानुभूति और सद्भाव होना चाहिए था उसकी बड़ी भारी कमी है।

इसी प्रकार, श्रीमान, रेलवे में इन दिनों दुर्घटनाएं बहुत बढ़ती चली जा रही हैं। 25-30 वर्षों से या जब से हमारी जानकारी है इतनी दुर्घटनाएं नहीं हुई हैं जितने पिछले एक दो वर्षों में हुई। इससे भी ज्यादा दुख और आश्चर्य मंत्री जी के एक उत्तर पर हुआ। एक बार दुर्घटना के सम्बन्ध में कोई बात आई तो हमारे पॉपुलर साहब ने, जो बड़े मम-झदार व्यक्ति हैं और कांग्रेस के बड़े जिम्मेदार आदमियों में हैं, घटना पर चलता चलता सा बक्तव्य दे दिया जैसे कोई बड़ी सहानुभूति भी उनको नहीं थी। उन्होंने कहा कि संसार में इस प्रकार की घटनाएं होती रहती हैं और उसका दोषारोपण भी उन्होंने दिया कि कुछ लोग जो पंचमांगी या उपद्रव कराने वाले

तब हैं वे ही इन घटनाओं को करा रहे हैं। यह सही है कि उपद्रव कराने वाले तब हैं जो घटनाओं को कभी कभी जन्म दे देते हैं, लेकिन तब भी आवश्यकता मात्र कह देने से काम नहीं चला। उसी तरफ भी अधिक ध्यान दिया जाना चाहिए।

हम समझते हैं कि डा युग में शायद पृथ्वी तल से राकेट में यात्रा करने से आदमी नष्ट नहीं हो सकेगा, लेकिन आज यहां से आसाम या यहां से कलकत्ता के लिए या यहां से बम्बई के जाने में आदमी को सोचना पड़ता है कि उसकी गाड़ी-चाहे डिरेलमेंट के कारण, चाहे फिश-प्लेट निकाले जाने के कारण या किन्हीं दूसरे कारणों से— कहीं गिर न जाय। श्रीमान, अभी तक ऐसा अवश्य था कि रेल की सवारी बहुत अच्छी सवारी समझी जाती थी। हमारे योग्य मित्र शायद इसका यह उत्तर दें कि कुछ ऐसी कठिनाइयां हैं जैसे ट्रेफिक ज्यादा बढ़ गया और इसी प्रकार से बढ़ता चला जायगा, भले आदमियों के साथ बुरे आदमी भी रहते हैं जो इन कठिनाइयों को उत्पन्न कर देते हैं; उसमें यदि ऐसी बात भी कही जाय कि बहुत से स्थानों पर गाड़ियों के लेट चलने का कारण यह हो सकता है कि स्वयं पब्लिक के आदमी जंजीर खींचते हैं, लेकिन मंत्रालय का ध्यान हम इस ओर खींचेंगे कि इन कठिनाइयों को दूर करने का यत्न किया जाय तो ये कठिनाइयां भी दूर की जा सकती हैं। उदाहरण के लिए सेन्ट्रल रेलवे पर झांसी से लेकर इटारसी तक पैसिजर गाड़ियां 25 प्रतिशत दिनों में अंधेरे में चलती हैं, उनमें किसी प्रकार के प्रकाश की कोई व्यवस्था नहीं होती। जब प्रकाश की कोई व्यवस्था नहीं होती तो जनता का कोई वर्ग जंजीर खींचता है, गाड़ी खड़ी हो जाती है। ऐसी बहुत सी घटनाएं होती हैं। किसी में बल्ब नहीं होता, कहीं पर बल्ब के लिए कहो तो कहेंगे कि अगले स्टेशन पर लगा देंगे, इस तरह की घटनाएं भी होती हैं जिनके कारण समय बहुत नष्ट होता है और गाड़ियां बराबर देर से चला करती हैं।



हमारा रेलों में सनाजनाद को तरफ बहुत बढ़ रहा है। सनाजनाद को तरफ बढ़ रहा है उनका एक नया, श्रमान, आपनों सम्मुख प्रस्तुत करूंगा। वह यह कि बड़े आदमियों को तनवाह और बढ़ा जा रही है, जर्जिन छोड़ आ शियो को तनवाह वराबर नहीं बढ़ रही है और इस पर भी सनाजनाद का नाम दिया जा रहा है।

इस प्रकार से हमारा रेलों में सनाजनाद यह भी जाना गेता कि जिस सनाजनाद पर प्रार रेलों के लिए बहुत अमन अमदनी होती है तो दूसरे स्थानों पर भी सनाजनाद है जहां पर, रेलवे के लिए आमदनी कम हो। लेकिन यह तर्कसंगत और न्यायसंगत बात नहीं है कि जहां आमदनी ज्यादा हो वहां टिकट की कीमत कम न करें, लेकिन जहां पर आमदनी कम हो वहां टिकट की कीमत ऊंची करें। इस सदन में कई बार इस बात को दोहराया गया है कि चुरू से लेकर उदयपुर और उदयपुर से हिममतनगर तक के रेल के टिकटों की साधारणतया जो दरें होनी चाहिए थीं उससे बहुत ऊंची हैं। जनता इस बात के लिए असंतोष व्यक्त करती है, बारबार वहां के नेताओं से कहती है और जो सदन में आते हैं उनसे भी कहती है कि क्या कारण है कि भारतवर्ष में जो रेट है उससे ज्यादा रेट हमारे यहां पर प्रचलित है।

इसी प्रकार लोगों में जो असंतोष बढ़ रहा है उसकी तरफ भी रेलवे मंत्रालय का ध्यान खींचा जाना चाहिए। अभी हमारे योग्य मित्र कुमार जी ने स्टेशन मास्टर और अमिस्टेंट स्टेशन मास्टर की जो कठिनाइया बढ़ रही है उनके बारे में ध्यान खींचा। मैं इससे आगे एक बात निवेदन करता हूं कि जनवरी के महीने में फायरमैन के बारे में भी इसी प्रकार की कठिनाइया आने वाली है। वे भी अपना सम्मेलन कर रहे हैं। देश में इस प्रकार की कुछ असुविधाएं उत्पन्न हो जायें, और जिनके ऊपर जिम्मेदारी होती है वे संस्थाएं काम करने से चुप्पी साध

ले तो देश का बहुत नुकसान हो सकता है। आगे यहां वक्ताओं को हड़तालें, पुनिया को हड़तालें और इसी प्रकार से ट्रांसपोर्ट, परिवहन में हड़तालें होने लगीं तो देश के ऊपर तबाही आ जायगी विशेषतः उक्त दशा में जर्जिन आगे देश पर बाहरी और भीतरी कई प्रकार के संकट छा रहे हैं।

मैं, श्रीमान्, मंत्री जी से निवेदन करूंगा कि इन कठिनाइयों की तरफ अवश्य ध्यान दें। ये कठिनाइयां ईश्वर-निर्मित नहीं हैं, मनुष्य-निर्मित हैं और थोड़े से ध्यान देने पर वे दूर की जा सकती हैं।

**श्री बी० एस० सावनेकर (महाराष्ट्र) :**

माननीय उपसभाध्यक्ष जी, एप्रोप्रिएशन बिल को सपोर्ट करते हुए चन्द बातें मैं रेलवे डिपार्टमेंट के मूतालिक रेलवे मिनिस्टर साहब के सामने रखना चाहता हूं। मेरे प्रान्त से, मराठवाड़े से डबल लाइन की मांग की गई है ब्राडगेज की, शोलापुर से औरंगाबाद मिनिस्टर साहब जानते हैं कि मराठवाड़े के दो डिस्ट्रिक्ट इसमें आते हैं जो फुड में सरप्लस है, सब बातों में सरप्लस हैं, वहां रेलवे की डबल लाइन नहीं है। जो पहले जमाने की लाइन है वही बनी हुई है। आश्वासन दिया जाता है लेकिन पूरा नहीं होता है। वहां रोड भी कम है, रेलवे से काफी असर हो सकता है। दो-चार मर्तवा बिल के ऊपर भाषण करते हुए मैंने रिक्वेस्ट किया है, लेकिन आश्वासन के मिवाय और कोई कदम आगे नहीं बढ़ा।

आप देखिये मनमाड स्टेशन से जो गाड़ी काचीगुडा स्टेशन को जाती है, उधर पहले की ही लाइन है और नहीं बनी। लगेज भी बढ़ रहा है, गुड्स ट्रेन भी जाती है। मनमाड स्टेशन की हालत कन्सल्टेटिव कमेटी में मैं मिनिस्टर साहब के सामने रख चुका हूं। वहां दो-तीन मालगाड़ी भी आती है और पैसिजर भी आते हैं और प्लेटफार्म नहीं है। दो-दो घंटे गाड़ी लेट होती है। उस लाइन के

[श्री वी० एम० सामोकर]

ऊपर जो छोटे छोटे स्टेशन है वहां दो-चार पैसिंजर को भी टिकट लेने में दिक्कत होती है। पैसिंजर बढ़ रहे हैं। रेनी सीजन में उन्हें पानी में भीगना पड़ता है और गाड़ियां 1-2 घंटे लेट होती हैं। अगर वेटिंग रूम नहीं है तो कम से कम बरांडा बड़ा बनाया जाय जिससे पैसिंजर रेनी सीजन में कम्फर्टेबिल हो सकें। और उस लाइन पर तो रेलवे स्टेशन के आफिसेस भी नहीं हैं। मिनिस्टर साहब नोट कर लें। एक टेंट है, कार्पेट का बिछाया हुआ टेंट है, न स्टेशन है और न कुछ है, ज़रूफ धामनी के पैसिंजर भी बहुत ज्यादा बढ़ गये हैं, लेकिन वह स्टेशन अभी तक नहीं बनाया गया है। इसी तरह पूर्ण-हिंगोली लाइन जो है वहां भी यही हालत है, मालूम नहीं कि वहां के लोगों के ऊपर क्यों यह अन्याय किया जा रहा है। यों तो सब बातों में रेलवे डिपार्टमेंट की तारीफ करने लायक है लेकिन ये दो चार बातें हैं जोकि एप्रोप्रिएशन बिल के समय बतानी हैं। एक तो यह कि वहां स्टेशन की बिल्डिंग नहीं है। वहां पानी गहराई में है, ब्लैक स्वायल है लेकिन फिर भी कुछ तो करना चाहिये रेलवे स्टाफ, स्टेशन मास्टर और पैसिंजर्स की सहूलियत के लिये। तो मैं आप से यह अनुरोध करना चाहता हूं।

फिर, खंडवा कांचगुडा में बदस्तूर रेलवे लाइन होने के बाद भी दो ट्रेनें जा रही हैं, यों एक हो ट्रेन जा रही है और दूसरी आकोट तक जाती है, तो वहां ट्रेस भी बढ़ानी चाहिये। कहा गया था कि रेल के अच्छी मजबूत होने के बाद वह देखा जायगा लेकिन यह अब चौथा साल है तो मैं यह रिक्वेस्ट करूंगा कि तीसरी ट्रेन बढ़ाई जाय।

फिर, एक चीज मैं अपने मनमाड स्टेशन के बारे में अनुभव करता हूं कि वी० टी० से जो मेल निकलती है वह स्टेशनों पर पांच पांच या दस दस मिनट खड़ी होती है तो स्टेशनों पर पैसिंजर्स को बड़ी तकलीफ होती है।

वी० टी० से ही यह इफार्मेशन भेजनी चाहिये कि मनमाड में, जज़गांव में या चालीसगांव में कौन से थर्ड क्लास के किस डिब्बे में पैसिंजर्स के लिये जगह है नहीं तो होता यह है कि पैसिंजर्स पोटली ले कर इधर उधर भागते हैं और दो चार मिनट का टाइम होता है। फर्स्ट क्लास में जो बैठते हैं उनके लिये कंडक्टर होता है, तो स्टेशन स्टाफ को इंस्ट्रक्शन होना चाहिये कि थर्ड क्लास में जहां जगह है वहीं वह लोगों को बैठाये। जो पहले से बैठे रहते हैं वह सोने का इंतजाम देखते हैं और पैसिंजर्स को घुसने नहीं देते। तो स्टेशन स्टाफ को पहले से क्यों नहीं कहा जाता कि पैसिंजर्स का इंतजाम कौन से डिब्बे में करना है। वह समझते हैं कि यह हमारा काम नहीं है। मैंने उनसे रिक्वेस्ट किया लेकिन उन्होंने कहा कि हमें आर्डर नहीं है, हमें इसके लिये टाइम नहीं है। दो-दो, तीन-तीन टिकट कलेक्टर प्लेटफार्म पर खाली तमाशा देखते रहते हैं और कुछ नहीं करते। तो जहां जहां मेल खड़ी होती है वहां वहां के स्टेशन स्टाफ को आप पहले से बताइये कि इस डिब्बे में जगह है, टेलीफोन से यह सब इंतजाम आप बता सकते हैं कि इस डिब्बे में जगह है और इस डिब्बे में जगह नहीं है।

फिर, जैसा कि हमारी लेडी मेम्बर ने कहा वही हालत हमारी लाइन के ऊपर है। इंजिन्स डिफेक्टिव हैं, लाइट नहीं है और अगर लाइट है तो उसकी बैटरी नहीं है या बीक है। यह सब हमारे यहां भी है। इंजिन्स वही पुराने जमाने के रखे गये हैं। मालूम नहीं क्या बात है। इंजिन्स तो दुरुस्त करके रख सकते हैं और पैसिंजर्स को बराबर राइट टाइम पर पहुंचा सकते हैं। रेलवे के टाइम टेबिल के बारे में जनता में बड़ा असंतोष है हमारी उस लाइन पर।

फिर, हमारे रेलवे में कोई सिक्योरिटी स्टाफ नहीं है। वहां दो तीन ऐसे मर्डर हुए हैं हिंगोली से वाशीम के बीच में।

An o'd couple manhandled by student goondas मैंने डा० राम सुभग सिंह से रिक्वेस्ट किया था तो उन्होंने बोला था कि सिक्क्योरिटी मेजर्स का वहां इंतजाम करेंगे । मैं फिर उनको याद दिलाता हूं कि उस लाइन पर सिक्क्योरिटी का इंतजाम किया जाय ।

SHRI SHEEL BHADRA YAJEE: (Bihar): Don't say 'student goondas'.

SHRI B. S. SAVNEKAR: We should not say now 'goondas'.

फिर, मैंने कंसल्टिंग कमेटी में यह सवाल उठाया था कि रेलवे स्टेशन की रोड ठीक नहीं । हमारी लाइन में सब स्टेशन अपोजिट डाइरेक्शन में है और रोड्स ऐसी हैं कि कुछ पूछो नहीं । फिर, वहां जो पैसेंजर्स टिकट बगैरह लेते हैं वह खड़े भी नहीं हो सकते, इतना छोटा सा बरांडा बना हुआ है कि तीन-चार आदमों भी नहीं खड़े हो सकते, मुगल जमाने का स्टेशन है । तो मैं डा० राम सुभग सिंह से कहूंगा कि वह उधर तशरीफ लायें और यह सब देखने की कोशिश करें । बस मुझे इतना ही कहना है ।

SHRI M. C. SHAH (Gujarat): Mr. Vice-Chairman, within the limited time at my disposal I would like to say about three problems. One is: I would like to know from the hon. Railway Minister what is the progress of the Bhavnagar-Tarapore railway line. Some survey was conducted, it was reported, but I do not know what is the ultimate fate of that railway. Second: we read in the newspapers that the Station Masters and the Assistant Station Masters have decided to "work to rule". I do not know the details, I do not know what is meant by "work to rule", but the result has been that the trains have been delayed, even now they are being delayed, and it is reported that after a week or so long-distance trains will be so much delayed that no definite arrival or departure timings could be had with any certainty. So there will be no security for the passengers to reach

their destinations at a particular time or on a particular day. Now that will be a very serious situation, and I wish that the hon. Minister will do something. The report was that their demands had been pending for the last ten years, that these are not new demands and that, even then, the Railway Board has not cared to look into these demands which are ten years old. I would say that there must be some communicating channels, there must be some machinery to look into the demands made by the railway staff and some decision must be taken, which should be fair and just to the parties concerned.

Regarding III Class travel we had discussion off and on, but I am sorry to say that the fate of the III Class passengers has not improved to any extent. We see III Class compartments overcrowded and passengers travelling long distances on the footboards. I had suggested last time that instead of adding more air-conditioned coaches let us have a programme of having more III Class coaches. The Ministry have with them the number of passengers travelling, and under the present circumstances travelling has increased to a very great extent not only in the railways but in the buses and in the other services also, and therefore it is very necessary that, looking to the increase in the number of passengers, III Class passengers especially, travelling by railways, the necessary III Class coaches must be provided.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): There are some trains which carry only III Class passengers.

SHRI M. C. SHAH: Of course there are; they are called Janata trains. Even then we see the overcrowding there also. If you see the III Class passengers travelling in the Janata trains also, you will find that they are also so much overcrowded. As a matter of fact journeys have increased. The Ministry must have a definite programme of having more III Class

[Sri M. C. Shah.]

coaches rather than have more First Class or Air-Conditioned coaches.

Lastly I would suggest that railway accidents, unfortunately, have increased to a great extent, specially during this year, and they have resulted in loss of valuable human lives and loss of valuable railway property also. The Ministry must have investigated the reasons of these accidents. Some may be due to human failures; some may be due to mechanical failures, but there were some accidents which were as a result of sabotage—there is no doubt about that—and the latest report was that a military train met with an accident. The military trains require the greatest safety, and if accidents could occur to military trains, it is high time that some investigation, proper investigation is made to find out the reasons for these. We had a discussion on those accidents in this august House some time early, and the Minister said that these tracks were in charge of State police. Then it was represented that if the State police did not work effectively, the Railways must have their own police, that something had to be done on those lines. After all we have to look to the safety and security of the passengers, and to their conveniences.

With these words I would surely support the demands made in the Appropriation Bills, and I have great faith in the administrative capacity of the hon. Railway Minister, and I wish that he does something to secure the safety of people who travel by railway trains.

श्री: राजनारायण : श्रेष्ठ न, संनोगत्वा  
इत निवेदिता निवेक पर मोलने के लिये  
मझे मस्त हूँ न ही पड़ा ।

उपसभाध्यक्ष (श्री महावीर प्रसाद भार्गव) :  
कोरे जरुसे तों नहों वा, राज : रायण जों ।

श्री राजनारायण : जीसम में भी  
पाटि । सहव स द्वितम विवेदन करुंगा कि

[illegible]

मैं नहीं जानता कि श्री एम० के० पाटिल तृतीय श्रेणी में इधर कितने दिनों से यावा नहीं किये हैं । य शायद गांधी जी का नाम बोलते हों, और गांधी जी का नाम अगर लें, तो गांधी जी के कुछ गुणों को भी ग्रहण करें । गांधी जी भी तृतीय श्रेणी में चलते थे । तो तृतीय श्रेणी में चलने से क्या अनुभूति होती है ? उसको मस्तिष्क पर बड़ा प्रभाव पड़ता है और देश की सामान्य जनता किस संकट में है । इसे रेल मंत्रालय क्यों कहेँ कुमंत्रालय कहेँ, उसके कारण उसकी जानकारी हो पायेगी ।

दूसरी बात मैं यह कहना चाहता हूँ कि श्री पाटिल कभी कभी मौलिक सिद्धान्तों की चर्चा भी कर दिया करते हैं । तो मौलिक सिद्धान्तों की चर्चा हो, और राष्ट्रीय निधि और राष्ट्रीय सम्पत्ति हो और उसमें विभिन्न श्रेणियाँ हों विभक्त, यह न तो समाजवाद है और न जनतंत्र है । इसलिये मैं यह भी मांग करना चाहूँगा, कि एक श्रेणी रेल :: रखी जाय, विभिन्न श्रेणियाँ समाप्त की जायें । श्री पाटिल साहब दुर्ग या :: भ्रमण भी किये हैं बहुत से मृतकों :: वे जानते होंगे कि कुछ समय पहले तक स्वीडन :: मंत्रियों के पास कारें नहीं थीं, अब प्राइम मिनिस्टर के पास हो गई है । तो जब मंत्री के पास कार नहीं होगी और मंत्री बस :: यात्रा करेगा तो वह बस कुछ अच्छी रहती होगी . . .

दिवान चमन लाल (पंजाब) : वज्रनदार होगी ।

श्री राजगारायग : तो वास्तव में, दिशान चान लाल जो के शब्दों में। उभो तरफ़ से जा गयो श्रेयो एत हो श्रेयो हो जायो तो गयो श्रेयो भी कुछ विफल हो जायो, एत कड़वाइ कुछ नोरो आ जायो। नूरो श्रेयो विफल हो जायो तो एत वास्तव मुझ डिश सन लोनों को प्रान होत। मुने मानू नहों कि बो वर तह राष्ट्रीय सरकार का, जिने मैं राष्ट्रीय शी को सरकार कइत हूं, इतर धान अर्थात् कां नहों हुत। चूंकि हमारे बुद्धिमान श्री राज पुनर्जाति भो पोछे बैठे हैं, मैं जाना चाहूं कि श्री शक्ति प्राद जो की जा रेन प्रयो विहार में है उता राष्ट्रीयकरण हुत कि नहों ?

उत्तराध्यक्ष (श्री मश्वर प्रताप भार्गव) : क्या नाम है ?

श्री राजगारायग : ये सन नाम बन्ने याद को हैं। हमने नहों याद करता है। वह ट्रेन रोहाप तक जातो है डेहरी आन सोन, हा सन उतां गये हैं। क्या उताले दुर्गा है ? यदि शक्ति प्राद जो की वह ट्रेन राटोरकरण के अर्थात् सम्मिलित नहों को गई ना कि मरो को प्रानो कइत दायो है इत बरे में भो राटिन साहज जरा हं बायें। मैं मानता हूं, कइत न कइत स्वर्य टकरा रहा है, इतिमे आज एत व्यक्ति के हाथ में कुछ रेजें हैं। और वहां का किराया भी जात है, वह अग्रिम भी है, ओत प्रकार को प्रयोग भी है। हं, तो जब जा हम ट्रेन में गये हैं न तो कइत पायो, न ता कइत रोशनी, न कोई और प्रबन्ध, एतम से अराजकता है। मैं तो आगे विरोधो पक्ष से भी कइत चाहूं कि एत सां हो और सां को यदि दूय विभाग जाय तो क्या होत ? विा होत। सां को दूय विभाग, विा हुत। एत बन्ना एत सां का आर बढ़ा तो बढ़ा, न--प्रावरण डां से पा नहों बगै हा लो कइ दिश करो हैं करो करो कि हां, कुछ विफल तो हो रहा है। चाहे

विफल हो, चाहे हान हो, चाहे विभाग हो, मार सन सोझत हैं, निरोध नहो है। आर विफल भी है तो किन के साफल ? श्री पाटिन साहज, आज हं : अकडे दें, किती रेजें बरो ? हमारे अकडे से मुताबला करें। अंग्रेजो राज्य में 35,000 मोन रेज को पटरो रिजो है, कुन 7 अरब रु खर्च हुत है। श्री एत के पाटिन साहज के राज्य में 700 मोन रेज को पटरो बिजो और 7 अरब रु खर्च हो गया है। यह का विफल है ? पत्रागु को अंतर है-- 7 अरब रु में गयो हमार मोन और 7 अरब रु में 700 मोन।

श्री निरंजन बर्मा : रेल की पटरी भी तो बड़ गई है।

श्री राजगारायग : तो पत्रागु को का फर्क किती रुत खर्च करके . . .

श्री शंति भद्राजी (विहार) : दिशा आका गलत है . . .

श्री राजगारायग : हिन व हनारा गना आन नहों कर पायें। बेकार का बोना करें और जानकर लें। हा को अकतो होत है कि हमारे विहार के कुछ सनकत होत हुए . . .

श्री शंतिभद्र याजी : हन करेक्ट कर दो हैं, आ एत जावदेह मेमर हैं।

श्री राजगारायग : तो 7 अरब रु में कइत पैसा हमार मोन और 7 अरब रु में 700 मोन, इतो विफल नहों कइ जाना चाहि। मैं चूंकि रेल से हो संयोज हं, आर सन तालिकाओं और मानए प्रस्तुत कइ तो बड़ सन लन जायेगा . . .

उत्तराध्यक्ष (श्री मश्वर प्रताप भार्गव) : यह सन भी आका खन हो रहा है।

**श्री राजनारायण :** नहीं श्रीमन्, ऐसा न करें। मैं अभी...

**श्री निरंजन बर्मा :** एक दो मिनट तो याजी साहब टोकाटोकी में ले लेते हैं।

**उपसभाध्यक्ष (श्री महावीर प्रसाद भार्गव) :** तो दो मिनट और दे देंगे।

**श्री राजनारायण :** भिलाई में... अक्सर दुर्घटनाओं की चर्चा हो रही है। ये दुर्घटनाएं क्यों? क्या इतनी बड़ी दुर्घटनाएं पहले भी हुई थीं। और अगर पाटिल साहब कहते हैं कि यह तोड़फोड़ का परिणाम है, गड़बड़ है, तो फिर पाटिल साहब अपनी सरकार को पापुलर गवर्नमेंट न कहें, जनप्रिय सरकार न कहें। जनप्रिय सरकार वह होगी जिसके शासन में जनता का सहज सहयोग प्राप्त होगा। यहां जनता का सहज सहयोग प्राप्त नहीं है। अगर जनता का सहज सहयोग प्राप्त होता तो फिर यह कहने की क्या आवश्यकता थी कि ये दुर्घटनाएं कुछ तोड़फोड़ के कारण हो जाती हैं। श्रीमन्, मुझे बताया गया वहां, कि जो रेल की पटरियां बनी हैं भिलाई में...

**उपसभाध्यक्ष (श्री महावीर प्रसाद भार्गव) :** राजनारायण जी, जो सैंडोटाज से दुर्घटनाएं हुईं उनको आप क्या कहेंगे?

**श्री राजनारायण :** श्रीमन्, अब तक एक दुर्घटना के बारे में भी सप्रमाण हमारा रेलवे मंत्रालय नहीं आया कि जिस से सिद्ध कर सकें कि इस से सैंडोटाज हुआ। बयान में हुआ। इन्क्वायरी, जांच, करने के बाद कोई सप्रमाण बात सिद्ध नहीं हुई अगर ऐसी कोई इन्क्वायरी हुई हो तो उस इन्क्वायरी की रिपोर्ट हमारे पास नहीं है। हम तो नित्य ही चला करते हैं, अक्सर चला करते हैं। तो ऐसी स्थिति है। लोहा कच्चा है, कच्चे लोहे की पट्टी बन गई, वह साफ पट्टी पट्टी जहां लगी है, वहां

अगर ट्रेन द्रुत गति से चलती है तो कभी कभी पट्टी मुड़ जाती है, फिशलेट हट जाता है, एक जबर्दस्त बड़ी दुर्घटना का कारण यह बताया गया। मुझे मालूम नहीं, रेलवे मंत्रालय को इसकी जानकारी है या नहीं है मगर इसकी आम चर्चा है भिलाई में और इस बात को छोड़ें, छोड़ें दबाओं, दबाओं, यह दुष्प्रसास सरकार की ओर से हो रहा है। फिर हमें कहना यह है।

**उपसभाध्यक्ष (श्री महावीर प्रसाद भार्गव) :** अब आप खत्म कीजिये।

**श्री राजनारायण :** मैं आपकी आज्ञा शिरोधार्य करूंगा।

**उपसभाध्यक्ष (श्री महावीर प्रसाद भार्गव) :** जल्दी खत्म कर दीजिये।

**श्री राजनारायण :** तो मैं यह कह रहा था कि रेलवे विभाग में जो सामान्य मजदूर लगे हुए हैं उनकी क्या दुर्दशा है? उनकी वर्दी की क्या हालत है और जो भी कन्डा उन्हें मिलता है, उसकी क्या हालत है? वही रफ्तार बढ़ेगी, जो पहले थी वह अब भी है और मैं समझता हूं कि पहले से भी बदतर हो गई है।

**उपसभाध्यक्ष (श्री महावीर प्रसाद भार्गव) :** पहले से अच्छी है।

**श्री राजनारायण :** पहले जो हालत थी वह मैंने आपको बतला दी है। श्री पाटिल अगर कहेंगे, तो उनके मतानुकूल श्रीमन्, आप जनतंत्रीय वृक्ष की शीतल छाया में आनन्द विभोर हो रहे हैं और हमारे लिए निर्मल चन्द्रिका में, प्रफुल्ल मल्लिका में, कोकिल की काकली में, कुसुम के सौरभ में, पुरुष के हृदय में, रमणी के मुखड़े में, आग का गोला ही गोला नजर आता है। तो मैं यह कह रहा था कि आज भी जो मंहगाई है, उस मंहगाई का सामना करने के लिए

क्या रेल के मजदूरों को महंगाई भत्ता मिल रहा है ? जितना उनको महंगाई भत्ता मिलना चाहिये, वह नहीं मिल पा रहा है । इसलिए जो कुछ भी गड़बड़ी है, जो कुछ भी बुराई है, वह श्री एस० के० पाटिल साहब की वजह से है क्योंकि उनके पास इतना समय नहीं है कि वह निकाल कर रेलवे विभाग को दे सके ताकि उसमें सुधार हो सकें । इतने बड़े काम जिस के ऊपर हैं, कहां मेनन खड़े हैं और कहां न हो "कहु कोहि रंकहि करहु नरेश । कहु केहि नृपति निकारहु देश ।" श्री एस० के० पाटिल के पास इतने बड़े बड़े ग्रहम मसले हैं कि उन्हें रेलवे विभाग के बंधन में नहीं रहना चाहिये, और उन्हें फौरन त्याग पत्र दे देना चाहिये क्योंकि जो दुर्घटनाएं हुई हैं, जो जानें गई हैं, जो जनधन की हानि हुई है, उसकी सारी जिम्मेदारी श्री एस० के० पाटिल को लेनी चाहिये ।

इन शब्दों के साथ मैं एक पैसा भी, जब तक श्री एस० के० पाटिल साहब हैं, देने के लिए तैयार नहीं हूं ।

**SHRI T. V. ANANDAN (Madras):** Mr. Vice-Chairman, Sir, while participating in this discussion I would like to point out the marked advance—rapid too—made by the Indian Railways in this country but at the same time the travelling public must also realise the inherent difficulties involved in this rapid advance made in a period of fifteen years by the Railways in our country. Therefore, I would make some suggestions for the consideration of the Railway Ministry.

First of all they must try and create confidence among the travelling public that the railways will run efficiently and well. There is an impression that it is very dangerous nowadays to travel by the railways because no train passes without an accident and to eliminate that impression I think the Railway Ministry should give top priority to the doubling of trunk routes. Instead of expanding the rail-

ways to suit the whims and fancies of some of the politicians by creating a line towards their village and things like that—it should be stopped—top priority must be given to the doubling of the trunk routes to avoid manipulation of points and the possibility of collision in the trunk routes.

There is also a policy, undertaken by the Railways, of welding all the joints. That should also be given a top priority. Although we have adopted this policy we have not progressed much, we have done it only to the extent of 8,000 miles as against the 57,000 miles of lines in this country.

Another point is to prevent the removal of the fish plates. We have got a Design and Research wing in the Railways and they should be asked to improve and develop the old fish plate device invented by the General Manager of the M. & S. M. Railway some years ago. Attention should be concentrated on this.

I would also like to suggest that the individual Railways should be alerted not to serve charge-sheet or punishment advice to the drivers or the running staff or to the train operating staff at the time they go to take charge of their duties because after all they are human beings. If you give him a charge-sheet his mind gets distracted and begins to think how to answer the charge-sheet the next day or the day after all the time he is manipulating the regulator inside the engine. When he gets back after completing his duties, let him be served with the charge-sheet or punishment advice or any such thing because of human nature involved here.

Analysing the accidents nowadays we find that between 2.00 A.M. and 5.00 A.M. accidents happen most; it is the time when involuntary sleep overtakes the human being. However bright or alert one may be, he cannot work against nature. He is working against nature and that is the time when these accidents happen. I think,

[Shri T. V. Anandan.]

Mr. Vice-Chairman, some device should be made to so reter the duties of the running staff and also of the cabin station masters who manipulate the points, that they should be relieved after 1.00 A.M. and a fresh batch should be put on duty so that they can do their duties efficiently.

Now I come next to the hours of Employment Regulation. This has been referred to several times in this House but the Railway Ministry is bent on not giving ears to our suggestions. They seem to attach much importance to the Rajadhyaksha Award. It is a good Award; we do not deny that but the circumstances prevailing then and today are quite different. Even Mr. Kunzru who has served on the Accidents Enquiry Committee has admitted that the working of the Railways today is quite different from what it was in Rajadhyaksha's days. Therefore the Hours of Employment Regulations should be reconsidered and revised. We should not allow any railwayman to work for more than eight hours at a time, especially those who are involved in train passing duties, the drivers, guards and so on.

Next comes the question of Station Masters and Assistant Station Masters some of whom have resorted to work-to-rule methods. If these Stations Masters and Assistant Station Masters resort to the work-to-rule method all over India, as some hon. Members pointed out, the trains will be all running late because the General Manual in the Railways is 100 years old; it was introduced by the Britishers long time ago. After we took over charge we have not cared to revise it and introduce new rules and regulations suitable to the present-day conditions. As you yourself have said in your statement in the Lok Sabha, we are now running 10,000 trains a day whereas when the Britishers were here we were running only 3,000 trains a day. Therefore, at that time the station masters, pointsmen and others had about an hours rest between the

passing of one train and another. If the same rules are sought to be applied today how is it possible to run the railways efficiently? I ask, is it possible for the station master or the cabin man or the driver to operate under the old rules in the present-day conditions? Therefore, it is high time that the whole thing is revised. It is only the hon. Railway Minister, Mr. Patil, who can pass orders. He should appoint a Committee to go into these old rules and revise them to suit the present-day conditions.

Then I would not be satisfied by simply saying that the railways are running efficiently unless the orders of the Railway Ministry are immediately implemented all over the Indian Railways. I can quote hundreds of cases where the orders issued by the Railway Ministry are not carried out. For example, you have issued some time in May, 1965 on order about the basic tradesmen in the workshops all over India who are to be fitted into the skilled grade but it has not been implemented anywhere in India and there is a grouse amongst the basic tradesmen in the workshops. These are the people who turn out the engines, wagons and carriages from the workshops duly repaired and maintained. This should be attended to immediately. There is another order issued in August 1966 by the Railway Ministry that when a basic tradesman is officiating in a skilled grade he must officiate for one month to earn the incentive bonus; though when he officiates in the skilled grade he is entitled to the skilled grade pay he is not entitled to the skilled rate of incentive bonus. I think this is clearly contravening the Payment of Wages Act and if they go to the court, surely the workers will get the verdict of the court in their favour. Therefore, I think this order of August, 1966 should be immediately revised. There are so many orders about the Inspectors to be upgraded but they have not been implemented. There is great discontentment amongst the 13 lakh railwaymen. Unless the railwaymen are contented, how can we



expect to see the Railways running efficiently? There are so many cases of overtime allowance not being paid in time and night duty allowances are not uniform in the country. There is differentiation in a station. The station master is entitled, the booking clerk is entitled, but the goods clerk or parcels clerk is not entitled to it. The electricians are entitled but the carriage and wagon fitters are not entitled to it. These anomalies should be eradicated immediately if you want a pucca, sincere band of railway workers under you.

I want to point out one more thing, i.e., about the recognition of trade unions. You have drawn up certain specific conditions prior to recognition. The Chittaranjan Locomotive Works and the Integral Coach Factory trade unions do comply with all the fundamental rules relating to trade unions, but you have not yet granted recognition for these two trade unions, which are worthy of recognition. You can see how efficiently they are working. In the Chittaranjan Locomotive Works the first engine cost Rs. 7.94 lakhs. Today by their efficient working they have reduced the cost to Rs. 4.31 lakhs per engine. You can see the efficiency of the railway workers in Chittaranjan. Also, in the Integral Coach Factory, when the first coach was turned out, it cost you Rs. 2.74 lakhs. Today it costs you about Rs. 71,000 only per shell. It means efficiency of the railway workers in the Integral Coach Factory. After all, railway workers are sons of the soil. What will they do if you grant them recognition? They will do more honest work and abide by the rules and regulations, which are being observed today by the other trade unions. Therefore, it should be the paramount duty of the Railway Minister to see that recognition is accorded to the I.C.F. union. Whether it is one or two, it is immaterial. The unions in the two workshops in India should be immediately recognised. It is a long standing and pending issue. This morning also there was a question. There are so many political Parties which are

urging the loyal, faithful and patriotic workers to swerve from their path of patriotism. The time is very appropriate now when these two organisations should be granted recognition.

Coming next to the demand for a higher pay structure, you say that the Cabinet has taken a decision not to appoint any Pay Commission. Unless you appoint a Pay Commission or a Wage Board for railway workers, you will always be getting such demands, because the railwaymen are now being instigated by all the political Parties. Today the railwaymen are goaded to demand higher wages and higher rates of pay. This question will be solved only when you come out with an announcement that a Wage Board or Pay Commission will be or is being appointed for the Railways, so that you can put an end to this demand from the railway workers.

With these observations I do support the Bill before the House.

**श्री रामकुमार भुवालका** (पश्चिमी बंगाल) : उपसभाध्यक्ष महोदय, मैं अप्रोग्रि-एशन (रेलवे) बिल पर दो शब्द कहने से पूर्व माननीय रेल मंत्री को उनकी उपलब्धियों के लिए बधाई देना चाहूंगा। उन्होंने अपने कार्यकाल में कई दिक्कतों के बावजूद रेलवे में जो सुधार किये हैं वे स्वागत योग्य हैं। लेकिन साथ में यह भी निवेदन करना चाहूंगा कि अभी तक भारत की जनता को न्याय नहीं मिला है। रेल यात्रा को सुगम, सरल और सुविधाजनक बनाने के प्रयत्न अभी तक आंशिक रूप से ही सफल हुए हैं और राहत के लिए बहुत कुछ करना है।

हर सरकार का यह कर्त्तव्य होता है कि वह जनता की सुख सुविधा का ध्यान रखे। लोक कल्याणकारी राज्य में एक लोकतान्त्रिक सरकार के लिए यह जिम्मेदारी और भी ज्यादा बढ़ जाती है। आजादी के बाद से रेल यात्रा को सुगम, सरल और सुविधाजनक बनाने के लिए अभी तक काफी प्रयत्न किये गये हैं।

[श्री राकेश भार्गव]

साधारण यात्री गाड़ियों में तीसरे दर्ज के डिब्बों में बिजली के पंखे लगा दिए गए हैं। रूट बड़े हैं, गाड़ियों की संख्या बढ़ी है और कम्पार्टमेंट भी बड़े हैं। लेकिन इसके बावजूद अभी तक रेल यात्रा संतोषजनक नहीं हुई है। मैं यह कह तो गलत न होगा कि माननीय रेल मंत्री अभी तक शायद दिया तले अंधेरा देखने में समर्थ नहीं हुए हैं, यों तो हर दिए के तले अंधेरा होता ही है पर पैसेंजर गाड़ियों में यह स्थिति खाम तौर पर चिंतनीय रूप में है। बड़े खेद के साथ मुझे यह कहना पड़ रहा है कि अभी तक रेल मंत्रालय और अधिकारियों का ज्यादा ध्यान बड़े स्टेशनों, एक्सप्रेस अथवा मेल गाड़ियों तथा ऊंची क्लासों की ओर ही लगा रहा है। साधारण यात्री, छोटे स्टेशन और स्लो स्पीड गाड़ी की ओर उपेक्षा का भाव ही दिखाई दिया है। छोटे और बड़े भेदभाव का यह नज़रिया लोक कल्याणकारी राज्य में शोभा नहीं देता।

हमारा देश गरीब है। मैं शायद कुछ गलत कह गया। यह कहना ज्यादा सही होगा कि हमारा देश तो सम्पन्न और समृद्ध है पर हमारे देश की जनता गरीब है। गरीब जनता ज्यादा भाड़ा वर्दीशन नहीं कर सकती। इसके अलावा गरीब जनता ज्यादातर देहातों में रहती है। इसलिए गरीब जनता साधारण पैसेंजर गाड़ियों से ही यात्रा करती है। जो छोटे छोटे देहाती स्टेशनों पर भी टहरती है। इसलिए पैसेंजर गाड़ियों की ओर ज्यादा ध्यान दिया जाना जरूरी था। लेकिन अभी तक दुर्भाग्य से हमारी प्रवृत्ति ऐसी नहीं बन पायी है।

उपसभाध्यक्ष महोदय, रेल मंत्रालय एक संयुक्त परिवार के समान है जिसके मुखिया हमारे रेल मंत्री हैं। भारतीय संयुक्त परिवार की विशेषता यह है कि सभी परिवार जनों के साथ समान व्यवहार किया जाता है। लेकिन मुझे बड़े खेद के साथ कहना पड़ता है कि

साधारण यात्री गाड़ियों के प्रति हमारे रेल मंत्रालय का व्यवहार सौतेले बेटे जैसा रहा है यह सौतेला बेटा नालायक नहीं है, कमाऊ पून है क्योंकि आम जनता ज्यादातर पैसेंजर गाड़ियों से ही यात्रा करती है। अतः पैसेंजर गाड़ियों के साथ सौतेले बेटे जैसा व्यवहार किसी भी सूरत में वांछनीय नहीं माना जा सकता।

उपसभाध्यक्ष महोदय, मैंने जो कुछ भी कहा है और कह रहा हूँ मेरे अनुभव पर आधारित हैं। मैं अपना एक अनुभव आपके सामने पेश कर रहा हूँ। मैं गत 30 अक्टूबर को जैसीडिह (बिहार) से कलकत्ता जा रहा था। शाम को 6 बजे मैं पैसेंजर ट्रेन से रवाना हुआ। मुझे स्टेशन पर पहुंचकर अपने लिए फर्स्ट क्लास को बर्थ रिजर्व कराने के लिए बहुत कोशिश करनी पड़ी। स्टेशन मास्टर से मिला तो उन्होंने मेरा परिचय पाकर सीट रिजर्व करने का आश्वासन दिया। उनकी सहायता से मुझे सीट मिल भी गयी। इसके लिए मैं जैसीडिह के स्टेशन मास्टर का कृतज्ञ हूँ। वहां स्टेशन पर मैंने अथाह जन सागर के दर्शन किए। साधारण यात्री ट्रेन में जगह पाने के लिए संघर्ष कर रहे थे। ट्रेन में तीसरी क्लास के डिब्बे अनेक थे फिर भी सब को जगह नहीं मिल सकी। हर डिब्बे में बेचारे यात्री सामान की तरह बुरी तरह से लदे हुए थे। अनेक लोग निराश होकर लौटे भी गए। आपको शायद यह जानकर आश्चर्य होगा कि जब मैं अपने फर्स्ट क्लास के डिब्बे में बैठा था तो मुझे डिब्बे में लाइट नज़र नहीं आई। केवल मेरे ही डिब्बे में नहीं, बल्कि किसी भी कम्पार्टमेंट में रोशनी नहीं थी। जब गाड़ी दूसरे बड़े स्टेशन पर पहुंची तो मैंने वहां के स्टेशन मास्टर से रोशनी की व्यवस्था करने का निवेदन किया। स्टेशन मास्टर ने विनम्र शब्दों में अपनी लाचारी प्रकट की। लाचारी थी कि अंधेरे और असुविधा में ही यात्रा करनी पड़ी। मैंने इस बारे में कलकत्ता पहुंचने पर माननीय रेल मंत्री को पत्र लिखा। 320 डाउन मुगलसराय

पैसेंजर नं० 1319 बी में घटित उक्त घटना मेरे निजी अनुभव की बात है। जाहिर है कि यह अपनी किस्म की एक मात्र घटना नहीं होगी। 31 अक्तूबर, 1966 को लिखे गए पत्र का उत्तर मुझे अभी तक नहीं मिला है। रेल मंत्री के निजी सचिव ने अवश्य 5 नवम्बर को मेरे पत्र की प्राप्ति स्वीकार की है। यहां मैं यह भी बतला देना चाहूंगा कि शिकायत केवल रोशनी के बारे में ही नहीं थी। उस ट्रेन में टायलेट भी काम नहीं कर रहा था। कन्डक्टर गार्ड ने हमारी शिकायत पर कोई ध्यान नहीं दिया। इसके विपरीत, उसने चितरंजन स्टेशन पर दो अन्य यात्रियों को हमारे डिब्बे में ला बैठाया जिन के पाम भारी लगेज था। जब मैं ने इस बारे में शिकायत की तो इस पर भी कोई ध्यान नहीं दिया गया। रोशनी न होने के कारण हम न तो खाना खा सके और न टायलेट का उपयोग कर सके। मुझे आश्चर्य है कि जब मेरे साथ ऐसा व्यवहार किया गया तो अन्य साधारण यात्रियों के साथ क्या होता होगा? यह घटना रेलवे प्रशासन की कार्यविधि का एक साधारण नमूना है। संसद में रोजाना ये घोषणाएं की जाती हैं कि यात्रियों को अधिकाधिक सुविधाएं दी जा रही हैं। उक्त घटना इन घोषणाओं की पुष्टि नहीं करती। भाड़े रोजाना अधिकाधिक बढ़ाए जा रहे हैं, लेकिन सुविधाएं लगातार घटती जा रही हैं।

उपसभाध्यक्ष महोदय, यह घटना सिर्फ इसलिए मैंने आपके सामने रखी ताकि वर्तमान स्थिति का यथार्थ चित्र आपके सामने आ जाए। यात्रियों के साथ रेल अधिकारियों के कटु व्यवहार से मुझे कितनी पीड़ा हुई यह मैं बयान नहीं कर सकता। बेचारा यात्री अपनी लाचारी के कारण इस दुर्व्यवहार का इतना अभ्यस्त हो चुका है कि सब कुछ मौन रहकर बर्दाश्त कर लेता है। पिछले साढ़े 19 वर्षों में रेल भाड़े ड्योढ़े और दुगुने तक हो गए हैं, लोगों में रेल यात्रा की प्रवृत्ति बढ़ी है और आबादी भी काफी बढ़ी है। लेकिन दूसरी ओर इसी अनुपात में न तो डिब्बों, और गाड़ियों

की संख्या बढ़ी है और न सुविधाएं बढ़ी है। इसका अर्थ यह है कि सामान्य यात्री आबादी के पहले की स्थिति से भी पिछड़ गया है। लोक कल्याणकारी राज्य में इस बात की कल्पना भी नहीं की जा सकती।

एक दलील यह दी जाती है कि यात्रियों की संख्या बेहद बढ़ गयी है। लेकिन यह दलील बचाव की दलील नहीं हो सकती। रेलवे पब्लिक सैक्टर में है। अगर भीड़ बढ़ी है तो गाड़ियां भी उसी अनुपात से बढ़नी चाहिए थीं। यात्रियों की संख्या के अनुपात में गाड़ियों की संख्या न बढ़ाना सरासर अनुचित है प्राइवेट सैक्टर पर मुनाफाखोरी का आरोप रोजाना लगाया जाता है, लेकिन पब्लिक सैक्टर की इस कार्यविधि की ओर कोई उंगली भी नहीं उठाता। अगर किसी प्राइवेट सैक्टर के वाहन में निश्चित संख्या से ज्यादा यात्री होते हैं तो तुरन्त चालान कर दिया जाता है लेकिन पब्लिक सैक्टर के सारे गुनाह माफ हैं। यदि यात्री बढ़ते हैं तो गाड़ियां बढ़ाई जानी चाहिए। जो लोग टिकट खरीदते हैं उन्हें स्थान मिलना ही चाहिए। वे जानवर या जड़ पदार्थ की तरह एक दूसरे के सर पर बुरी तरह सवार हो कर यात्रा करें, इससे ज्यादा शर्म की बात क्या हो सकती है। लोगों की मजबूरी का नाजायज फायदा नहीं उठाया जाना चाहिए।

मैं अन्त में एक बुनियादी बात की ओर संकेत करना चाहूंगा। रेल दुर्घटनाओं की लगातार बढ़ती हुई संख्या से जनता में रेलवे यात्रा और रेलवे प्रशासन के प्रति अविश्वास बढ़ रहा है। यात्री अरक्षा महसूस करने लगा है। सरकार को यात्रियों की रक्षा का दायित्व संभालना चाहिए। मेरा मुझाव है कि हर रेल यात्री को स्वतः इन्श्योर्ड माना जाए। जान माल की क्षति के लिए पूरा, समुचित मुआवजा निर्धारित किया जाना चाहिए। किसी भी गाड़ी और किसी भी दर्जे के यात्री के लिए समान मुआवजा निर्धारित किया जाए ताकि रेल दुर्घटना में मारे गए यात्रियों के परिवारों को अप्रत्याशित आर्थिक संकट का शिकार न बनना पड़े। प्राण

[श्री रामकुमार मुन्नालका]

तो लौटाए नहीं जा सकते लेकिन कम से कम यात्रियों के परिवारों को आर्थिक संकट का तो सामना न करना पड़े। यह एक मानवीय समस्या है। अतः इसका समाधान मानवीय होना चाहिए। हर नागरिक राष्ट्र की सम्पदा है। अतः उसकी रक्षा का भार राज्य पर है। सरकार इस दायित्व से विमुख नहीं हो सकती।

अन्त पन एक बार रेल मंत्री को उनकी कर्तव्यपरायणता के लिए धन्यवाद देता हूँ। उनके प्रयत्न सराहनीय हैं लेकिन प्रयत्नों को आगे बढ़ाने की जरूरत है। इन शब्दों के साथ मैं इस बिल का समर्थन करता हूँ।

**श्री जगत नारायण (हरियाणा):** माननीय वाइस चेयरमैन महोदय, मैं अपने रेल मंत्री श्री पाटिल साहब की खिदमत में एक दुख की बात रखना चाहता हूँ। पिछले महीने 7—8 दिन मैं जापान में था और एक बड़े धार्मिक और सोशल जापानी के यहां ठहरा हुआ था। उन्होंने कहा कि आपका देश बहुत बड़ा है, क्या आपके देश में मोनो रेलवे है मैंने कहा “नहीं”। उन्होंने कहा आपके देश में ग्रन्डग्राउन्ड रेलवे है जैसी मास्को में है और जमीन के नीचे चलती है। मैंने पूछा क्यों। उन्होंने कहा कि हम आपके अखबार पढ़ते हैं उनसे मालूम होता है कि—अगर आपके यहां दो चीजें नहीं हैं—आपकी गाड़ियां बहुत तेज चलती हैं। मैंने पूछा आपको कैसे कैसे मालूम हुआ। उन्होंने कहा कि आपके यहां हादसे बहुत होते हैं, गाड़ियां बहुत तेज चलती होंगी। मैंने कहा हमारी गाड़ियां तेज भी चलती हैं। उन्होंने कहा किस रफ्तार से चलती हैं ट्रेनें। जो मुझे इल्म है, उसके मुताबिक मैंने कहा कि 40 और 50 मील के दरम्यान एक घंटे में फ्लाईंग मेल सबसे ज्यादा तेज चलती है। वे कहने लगे कि आप जापान

पहली दफा आए है क्या। मैंने कहा नहीं, दूसरी दफे आया हूँ। उन्होंने कहा कि क्या आप ओमाका से टोक्यो तक चलने वाली मोनो रेल में बैठे हैं, जो 360 मील का सफर तीन घंटे में पूरा करती है और 120 मील फी घंटा की रफ्तार से चलती है। मैंने कहा नहीं दूसरे दिन उन्होंने कहा कि चलो आपको उस गाड़ी में बिठाएं। उस गाड़ी में मैंने सफर किया यह सफर उमने तीन घंटे में पूरा किया और रास्ते में चार स्टेशनों पर ठहरी। फ्लाईंग मेल 230 मील जालन्धर 7 घंटे में पहुंचती है। खैर यह तो और बात हुई। दुख इस बात का हुआ कि जापान छोटा देश है, फिर भी जो गाड़ी चलती है पहाड़ी इलाके से होकर गुजरती है, दो-दो मील की सुरंगें हैं और इतनी तेज चलती है और हमारा देश इतना बड़ा है, फिर भी हम इतने पीछे हैं। मैं ने फिर उनसे पूछा कि आपके देश में कितने हादसे होते हैं। उन्होंने कहा पिछले 4 साल में कोई हादसा नहीं हुआ। मैंने एक और सवाल किया कि आपकी यह 120 मील फी घंटा चलने वाली रेल कितने समय में बनी। उन्होंने कहा चार साल में। मैं बहुत हैरान हुआ। हमारे यहां रेलवे का पुल बनना हो तो ढाई तीन साल लग जाते हैं। इतना बड़ा देश है हमारा, हम किसी से पीछे नहीं है काम करने में, रुपया यहां काफी खर्च किया जाता है, फिर क्या वजह है कि हम उस स्टैंडर्ड पर नहीं आ सकते जिस स्टैंडर्ड पर दूसरे देश आ रहे हैं। अब जापान में क्या खूबी है कि एक घंटे में 120 मील की रफ्तार से गाड़ी चल रही है और कोई हादसा नहीं होता। उन्होंने पिछले डिब्बे से लेकर आगे वाले डिब्बे तक सब कुछ दिखलाया। केटरिंग रूस भी देखा, बड़ा अच्छा इन्तजाम था खाने-पीने का। वहां से गाड़ी से उतर कर जब मैं उनके मकान पर आया तो बड़े सोच में पड़ गया। वे पूछने लगे कि सोच में क्या पड़ गये। मैं उनसे क्या कहता, मगर मैं दिल में सोच रहा था कि हमारे देश में अगर ये आए, हमारी गाड़ियों में सफर करे तो हमारी रेलवे के

मनालिक और देश के मुनालिक क्या राय कायम करेंगे। मैं पाटिल साहब की खिदमत में यह अर्ज करना चाहता हूँ। वे तो बड़े पापुलर मिनिस्टर है, राम सुभग सिंह भी बड़े पापुलर मिनिस्टर है, पब्लिक के आदमी माने जाते हैं, और पब्लिक के मिनिस्टर गिने जाते हैं और उनके दिल में भी पब्लिक के लिये दर्द है। मैं उनसे एक बात कहना चाहता हूँ। जब पटवारा हुआ था उस वक्त दो महकमा-जान की बड़ी तारीफ थी। हम पंजाबियों के दिलों में—एक रेलवे के महकमे की और दूसरे मिलिट्री के महकमे की। उन्होंने उस वक्त बड़ी सेवा भी की थी, बड़ा अच्छा उनका इन्तजाम था, वक्त पर काम होता था, लेकिन आज 20 साल के बाद रेलवे का महकमा क्या हो गया है। मैं यह नहीं कहना कि आपने कुछ नहीं किया है, मगर इसके बावजूद जो सफर करने वाले लोग हैं वे भी असन्तुष्ट हैं और जो रेलवे स्टाफ हैं वह भी असन्तुष्ट हैं। इसकी क्या वजह है आपको सोचना चाहिए। आप करोड़ों रुपया, अरबों रुपया खर्च करते हैं इस सब के लिए फिर क्या वजह है कि न मुसाफिर सन्तुष्ट है, न रेलवे स्टाफ सन्तुष्ट है। इसकी क्या वजह है उसे आपको सोचना चाहिए और एक सन्तोषजनक जवाब यहां पर देना चाहिए।

मैं फिर अर्ज करना चाहता हूँ पंजाब के मुनालिक—आगे भी अर्ज कर चुका हूँ। अब तो खैर चंडीगढ़ सेंटर के पाम आ गया है। चंडीगढ़ को मेन लाइन पर लाने का वायदा किया था। कहा था कि जब अगला प्लान आएगा तब उसमें लाने की कोशिश करेंगे। अगला प्लान आ रहा है, चंडीगढ़ को मेन लाइन पर लाने की कोशिश कीजिए, जरूर कोशिश कीजिये क्योंकि अब तो चंडीगढ़ सेट के तहत आ गया है और निहायत जरूरी मकाम बन गया है। आपको उसे मेन लाइन पर लाना चाहिए। इसके अलावा आगे भी अर्ज किया था कि अम्बाले से लेकर दिल्ली तक डबल लाइन नहीं है। जो अंग्रेज के जमाने में बनी थी

बनी हुई है। उसको डबल करने की कोशिश नहीं की गई हालांकि इतना ट्रैफिक है। फ्लाईंग मेल में, जैसा मेरे भाई कह रहे थे, थर्ड क्लास के डिब्बे में बैठने की जगह नहीं मिलती है। इतनी बुरी हालत है कि लोग अपने मामान पर, ट्रकों पर बैठे होते हैं, रास्ता नहीं होता। अगर किसी को पेशाब करना होना है तो यूरिनल तक नहीं जा सकता है। इतनी बुरी हालत है फ्लाईंग मेल की। मैं समझता हूँ कि इसकी तरफ आपको तवज्जह देनी चाहिए।

थर्ड क्लास की जो बुरी हालत है वह मैं अर्ज कर चुका हूँ। फर्स्ट क्लास के डिब्बे आप कहते हैं बहुत अच्छे हैं। जब बंटवारा हुआ था तो जो सेकिन्ड क्लास के डिब्बे थे वह आज के फर्स्ट क्लास के डिब्बे से बेहतर थे, उनका ज्यादा अच्छा इन्तजाम था आज जो हालत है वह बहुत बुरी है, बहुत रद्दी हालत है। कहीं बल्ब नहीं होते, कहीं पंखे नहीं होते, सीट एक तरफ को ढलब होती है, आदमी आराम से लेट नहीं सकता। काफी एम० पी० लोग शिकायत करते हैं। इसको भी देखना चाहिए।

आज जो यह असन्तोष है स्टेशन मास्टर्स में और कामर्शियल स्टाफ में उसको भी जरूर दूर करना चाहिए। मैं जब आने लगा जालन्धर से, कुछ स्टेशन का स्टाफ मिला। उन्होंने कहा आप जा रहे हैं, रेलवे एप्रोप्रिएशन बिल भी आएगा, आप पाटिल साहब की खिदमत में अर्ज करिएगा कि हठधर्मी छोड़ दें, हमारी मांगों में जाने की कोशिश करें, हमारे नुमाइन्दों को बुलायें, उनको सन्तुष्ट करने की कोशिश करें। हम नहीं चाहते कि ट्रेनें डिले करें लेकिन अगर गवर्नमेंट नहीं मानी तो यकीन कीजिए सारे हिन्दुस्तान में बड़ी-बड़ी, दूर जाने वाली ट्रेनें दो-दो, चार-चार घंटे लेट हो जायेंगी और उससे मुसाफिरों को भी दिक्कत होगी।

मैं बड़े अदब से पाटिल साहब की खिदमत में अर्ज करूंगा कि उनको जरा

[ श्री जगत नारायण ]

इसकी तरफ भी ध्यान देना चाहिए। अभी मेरे भाई ने लोको शाप के मुतालिक कहा, बिल्कुल दुरुस्त कहा। ठाकुर रघुनाथ सिंह उनकी यूनियन के सदस्य हैं। कल उनके जलरल सेक्रेटरी मेरे पास आए थे, काफी लम्बा लिख कर दे गये। उन्होंने बताया कि 11-11 बजे तक वे लोग काम करते हैं। यह है कि 8 घंटे से ज्यादा काम करेंगे तो ओवर टाइम के पैसे मिलेंगे, मगर सारे मर्कुलर्स जारी होने के बाद उन पर अमल नहीं हो रहा है। यह सारा उनका लिखा हुआ है, जो आपका आर्डर है यह लिखा हुआ है। फिर उन्होंने कहा है कि हमारी जो पे-स्केल्स हैं उनमें बड़ा फर्क है बाकी और लोगों से हालांकि हम सब से ज्यादा काम करते हैं, इंजिन हम बनाते हैं, इंजिन हम दुरुस्त करते हैं और हम पर बड़ी जिम्मेदारी होती है। जो पुर्जा लोको स्टाफ के मजदूर लगाते हैं उनकी अगर 6 महीने उम्मीद मुकर्रर की गई है उससे कम चले तो फिर उनको सजा मिलती जाती है, पुर्जा लगाने वाले या बनाने वाले की यह जिम्मेदारी है। यह वह स्टाफ है जो कि बहुत पुराने इंजिनों को, जो 50 साल के पुराने हैं उनको, चालू रखे हुए है और आपकी गाड़ियां चल रही हैं। तो ऐसे स्टाफ को पूरी तरक्की मिलनी चाहिये और जो ओवर टाइम वह लगायें वह उनको मिलना चाहिये। तो यह चीज मैं आपके सामने रखना चाहता था।

एक और अर्ज करना चाहता हूं और वह यह है कि देहली से अमृतसर तक बड़ा रश होता है। आप हफ्ते में एक दिन के लिये उधर से और एक दिन के लिये उधर से डिलक्स चलाते हैं, तो डिलक्स की जगह एक और फ्लाईंग चला दें तो मैं समझता हूं कि लोगों को बड़ा आराम मिल जायगा और आज अमृतसर और दिल्ली के दामियान जो रश है उसमें कमी हो जायगी। लोगों को इस ढंग से सफर

करने का मौका मिले कि वहां से रात को चले तो यहां आ जायें और यहां से वहां चले जायें और दिन का अपना काम कर के वापस आ जा सकें। इस तरह करने से रश भी कम हो सकता है। कभी पाटिल साहब फ्लाईंग मेल में सफर कर के देखें कि कितनी बुरी हालत होती है, कितना रश होता है। देहली से पंजाब के हर कोने को इतनी मोटरें चलती हैं लेकिन इसके बावजूद भी लोग रेलवे से सफर करते हैं और इतनी बुरी हालत होती है, आदमी के लिये वहां बैठना मुश्किल हो जाता है। तो मैं उनकी खिदमत में अर्ज करूंगा कि इसके मुतालिक भी ध्यान दें।

मैं एक अर्ज और करना चाहता हूं और वह यह है कि अब आपने पंजाब भी बना दिया हरियाना भी बना दिया और मुझे हरियाना में भी रख दिया गया तो मैं हरियाना की भी एक बात रखना चाहता हूं कि हिसार को सीधी गाड़ी जानी चाहिये, रोहतक तक तो आपकी गाड़ी सीधी जाती है तो उसके आगे हिसार तक क्या नहीं जा सकती, रोहतक से हिसार तक तो आपको मेन लाइन पर लाना चाहिये, जिस तरह भी आप कर सकें, अगले प्लान में रखें, जैसे भी हो इसको करें। अब छोटी लाइन से दूसरी तरफ से हो कर हिसार आती है। इसकी तरफ आपको जरूर तबज्जह देनी चाहिये। यही बात मैं आपके सामने रखना चाहता था।

**श्री शीलभद्र याजी :** माननीय बाइस-चेयरमैन साहब, रेलवे यूनियन में काम करने की वजह से और 25, 30 वर्षों से महीने में करीब 20 रोड ट्रेन में चढ़ने की वजह से तजुर्बे के आधार पर यह कह सकता हूं, जो आंख से ठीक से देखता है उस के आधार पर कह सकता हूं, कि आजादी के बाद सरकारी सेक्टर में जितने काम हुये हैं उनमें अगर कहीं भी तरक्की हुई है तो वह सिर्फ रेलवे में हुई है,

रेलवे का विकास हुआ है और आमदनी बढ़ी है, उस ख्याल से आमदनी बढ़ी है कि जेनरल रेवेन्यू को 100 करोड़ से ज्यादा दे कर भी कुछ वह मुनाफा ही कर लेता है। इस लिये अभी जो यह कहा गया कि थर्ड क्लास के पैमेंजर्स को दिक्कत है सो ठीक है लेकिन हमारे राजनारायण जी ने कहा कि एक पैसा नहीं देगे, तो मैं उनसे कहना चाहता हूं कि फिर क्या समाजवाद करेंगे, एक पैसा नहीं देंगे तो फिर उनको दिल्ली में ही बराबर के लिये रहना पड़ेगा या नहीं तो बनारस में रहना पड़ेगा, वह यह पहले सोच लें तब यह कहें। वह तो चश्मा भी लगाते हैं, तो सही मानों में आप देखें कि यदि रेलवे में तरक्की हो रही है तो उसको बोलें।

एक चीज में सरकार से कहना चाहता हूं। ठीक है, डिमांड तो हम मंजूर कर लेते हैं, लेकिन 14 लाख रेलवे के कर्मचारी हैं जो कमा कर रुपया आपको देते हैं और हम बराबर मांग करते रहे हैं कि जो चतुर्थ श्रेणी के कर्मचारी हैं जिनकी तादाद ज्यादा है, जो कि रेलवे वर्कशॉप में काम करते हैं, उनके लिये पे कमिशन से काम नहीं चलने वाला है, सेकेंड पे कमिशन आया लेकिन उससे काम नहीं चलने वाला है, जिस तरह से बिजली में काम करने वालों के लिये या और सब जगह के लोगों, के लिये वेज बोर्ड बनाते हैं उसी तरह से इनके लिये आप क्यों नहीं बनाते हैं। आप टाटा, बिरला और डालमियां को एक एग्जाम्पुल क्यों नहीं देते हैं कि पब्लिक सेक्टर में फायदा भी होता है और जो 14 लाख कर्मचारी हैं उनको इस तरह से सहूलियत भी मिलती है, जो निजी क्षेत्र में काम करने वाले हैं उनसे ज्यादा सहूलियत मिलती है। तो टाटा बिरला को यह नमूना दें कि हमारी सरकार का, हमारे समाजवाद का, यह नमूना है। अभी जितने रेलवे कर्मचारी हैं वे ओवरटाइम काम करते हैं और इसलिये एक्सीडेंट नहीं होता है।

यों कुछ ह्यूमन बीकनेस भी है, कमजोरी भी है और पूर्वी जोन में ज्यादा जाने की वजह से, बीच में काम करने की वजह से मैं जानता हूं कि प्रोचायनीज और प्रो-पाकिस्तानी एलिमेंट देश में है जो कि इस पर आज तुले हुये हैं कि सैबोटेज करें और गाड़ी चलने न पाये। जो पूर्वी क्षेत्र है, जो एन० एफ० रेलवे है वहां तो ओपेनली, खुले आम, हास्टाइल नागा लोग हैं जो टाइम बाम्ब रखते हैं, कभी डाइनामाइट करते हैं। यह सब ओपेनली करने है, एक बार नहीं चौदह बार ऐसे हादसे हो गये, कितने लोग मरते हैं। दक्षिणी जोन में और सब जगह हिन्दुस्तान में पाकिस्तानी एजेंट और प्रोवाहनीज एजेंट हैं जो सैबोटेज करने पर तुले हुए हैं और जब तक उनके साथ सहनी नहीं होगी तब तक कुछ नहीं होगा। कामरेड भूपेश गुप्ता श्री पाटिल जी का इस्तीफा मांगते हैं लेकिन उनके जो साथी हैं, जो प्रोचाइनीज हैं, जिनका हम नेफ्ट कहते हैं, और जो प्रोपाकिस्तानी एलिमेंट हैं, जो एक नहीं बल्कि जिनकी तादाद बहुत ज्यादा है, ये सैबोटेज करने पर तुले हुये हैं, ये इस पर तने हुये हैं कि हमारी सुरक्षा खतरे में पड़ जाय, हमारी आजादी खतरे में पड़ जाय, तो इनके साथ कोई मुरब्बत नहीं करनी चाहिये लेकिन उल्टे वह इस्तीफा मांगते हैं, कहते हैं कि अगर वह देशभक्त हैं तो इस्तीफा दें, जो लोग सैबोटेज करते हैं उनको सजा देने के लिये कहा और यह कहा कि सूट कर दो तो कहते हैं कि पाटिल साहब को पहले इस्तीफा देना चाहिये।

**श्री राजनारायण :** श्री भूपेश गुप्ता यहां नहीं है।

**श्री शीलभद्र याजी :** मैं आपको नहीं कहता हूं, कामरेड भूपेश गुप्ता को कहता हूं, श्री नीरेन घोष को कहता हूं या स्वतंत्र पार्टी के लोग जो पथभ्रष्ट हो जाते हैं उनको कहता हूं और अगर आप भी ऐसे बोझेंगे तो आपको भी कहूंगा।

[श्री. जी. ल. व. य. जी.]

तो मैं आपसे कहता हूँ कि ज्यादा से ज्यादा पूर्वी जोन में यह काम हो रहा है और इसको रोकने के लिये जरूरी व्यवस्था होनी चाहिये। मैं वहाँ के लिये 10 वर्ष से कह रहा हूँ—अभी चंडीगढ़ की बात कही गई, चंडीगढ़ में तो रेलवे लाइन है। मैं कहता हूँ कि कहीं रेलवे लाइन नहीं दी जाय और रेलवे लाइन एक ही जगह देनी चाहिये जहाँ से सुरक्षा खतरों में है, मनीपुर के बारे में 10 वर्ष से मैं कह रहा हूँ। वहाँ के सिर्फ दो एम० पी० हैं, कोई बोलने वाला नहीं है तो कोई सुनता नहीं, हम अपने सूबे में 75 या 90 एम० पी० हैं तो पाटिल साहब पर और डा० रामसुभग सिंह पर असर पड़ता है और वह दो आदमी हैं तो कुछ असर नहीं पड़ता। डा० रामसुभग सिंह और जनरल शाहनवाज खाँ एनाउंस करते हैं लेकिन इम्फाल तक किया और सिलचर से जोकी वाम तक नहीं किया और वहाँ सारी सुरक्षा का, डेवलपमेंट का काम बन्द है। इसलिये रेलवे मंत्रालय से हमारी यह गजारिश है कि जो जो हिन्दुस्तान के राज्यों के कैपिटल हैं, जो राजधानी हैं, वहाँ पहले रेलवे ले जाइये और जो दूसरी मांगें हैं उनको न सुनिये। जो सुरक्षा और विकास का काम है वह करना है।

इन शब्दों के साथ इसका समर्थन करते हुये यहीं कहूंगा कि जो हमारे रेलवे कर्मचारी हैं वे बड़े देशभक्त हैं, जब-जब हिन्दुस्तान में चढ़ाई हुई, चाहे वह पाकिस्तान ने गड़बड़ किया या चाइना ने किया, उन लोगों ने बड़ी सेवा की और खास कर के एन० एफ० रेलवे के लोगों ने और सारे हिन्दुस्तान के लोगों ने भी ओवरटाइम कर के, दिन रात कर के अपनी देशभक्ति का परिचय दिया तो आपको भी चाहिये कि इनका ख्याल करें। डीयरनेस एलाउंस बढ़ाने से या गजेन्द्र गडकर कमेटी बिठाने से कुछ हल नहीं होगा, आप उनके लिये वेज बोर्ड बनाइये। इसके साथ-साथ जब तक चीप ग्रेनशाप खोलने की व्यवस्था नहीं करेंगे तब तक वह संतुष्ट नहीं होंगे। इस

तरह काम चलने वाला नहीं है। इसलिये मैं पाटिल साहब से गुजारिश करूंगा कि चूँकि वह प्रैक्टिकल आदमी है इसलिये टाटा बिरला के सामने सरकारी क्षेत्र का यह नमूना रखिये, यह हमारे समाजवाद का आदर्श होगा, यह सैम्पुल होगा। इन शब्दों के साथ मैं फिर इन दोनों विधेयकों का समर्थन करता हूँ।

SHRI K. SUNDARAM (Madras): Mr. Vice-Chairman, I rise to oppose this Appropriation Bill. There is no doubt and there is no dispute about the achievements. We are running more number of trains, more goods traffic and there are more passengers. At the same time we should not forget about the increased tariffs and the increased revenue. Is it commensurate with the increased performance? That is the question?

I have all my sympathies with the third class passengers. Many Members have already spoken on this subject and I do not want to cover the same ground. But talking about air-conditioning, first-class, sleeper coaches and long-distance travelling passengers, there is a provision for making advance reservation. But unfortunately we always find that reservations are booked long before the date that one wants. But at the same time most of these berths travel vacant. This is a place where there is a lot of room for eradicating corruption.

Sir, there is a lot of corruption going on in these reservations. If only the Railway issues tickets for sale without any restriction whatsoever at any time when anybody wanting to travel can buy tickets even one month in advance, there will not be this corruption any longer.

It may be argued that there will be blackmarketing if the tickets are sold in advance. Whether it is done by the public who buy the tickets, corner them, and then sell them at a later date in black market, or whether the staff themselves take a third or a fourth of the rail fare and allow the



passengers to travel without ticket, both are corruption. Both amount to blackmarketing. Who does it is the only question. If the refund system is abolished, definitely nobody will venture into this blackmarketing practice. I think, Sir, the Railway Minister will give a considered view to the suggestion and at least try for six months and stop refunding on tickets. I am sure that the thing will be set right and all the coaches will run fully booked and the revenues of the Railways will definitely improve.

I would like to touch upon a few points regarding goods traffic. It is very unfortunate that damage, pilferage and loss of goods is increasing day by day. Repeated complaints and reminders and repeated promises by the Railway Ministry have not improved the situation. The long-distance goods traffic is becoming very difficult these days. The department itself takes months at a stretch to find out where the wagons are or where the missing goods are. I have got one instance of my personal experience. Out of a hundred bales of cotton booked from Punjab to Coimbatore in the month of April under one receipt, in one wagon, only 50 bales were received in normal time, and the balance of 50 bales has not reached, not even traced, up to this date. From April to December 1, they have not been able to trace where the wagons are, where the goods are. At the same time they are not prepared to accept a claim form. If a claim is made, probably it will take another one year to settle it.

SHRI BABUBHAI M. CHINAI (Maharashtra): You are very optimistic.

SHRI K. SUNDARAM: Probably your experience is two years.

Sir, such a loss of goods is a national loss. In the case of very costly machinery that is being transported by rail, half a number of cases containing the goods get damaged when it reaches the destination. Even of the imported costly machine no care is taken in transit. It is high time, Sir, that the Railways take very

good care of the goods that are entrusted to them and it is delivered in proper time and in good conditions.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): Mr. Mani. You have given your name very late. So two minutes only.

SHRI A. D. MANI (Madhya Pradesh): Please give me five minutes.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): We have exceeded the time and I will not be able to accommodate you. No Member has the right to just walk in and give his name at any time. Let me be very clear. I am prepared to accommodate you for two minutes.

SHRI A. D. MANI: In two minutes how can I make a speech? Give me five minutes. I want to be extremely brief in my observations on this Appropriation Bill. Other Members have referred to the series of accidents that have taken place on the Railways and the disturbing feature of the Railway Administration, namely the slackness on the part of the Railway staff. I had many occasions to discuss matters with individual railwaymen and I found that every railwayman had almost a frustrating source of grievance about some matter or the other. I would like to suggest to the hon'ble Railway Minister to consider the setting up of a Council of Employees and the Management of the Railways in every zone, in every district, so that individual grievances may be looked into. I have seen a large number of people suffering from high blood pressure on account of some administrative injustice that has been done to them. These matters should be discussed by the Council set up to examine the grievances in every district, in every zone.

Sir, I would like to go also to the question of the action taken by the Government in respect of the recommendations of the Kunzru Committee. I believe more accidents have taken place after the Committee concluded its work than before. This is not a

[Shri A. D. Mani.]

satisfactory state of affairs. There has been a feeling that the official who has been appointed to look after railway safety has not been able to take effective action in bringing about restoration of the morale of the staff. I would like the hon'ble Railway Minister to tell us in what respects action has not been taken on the recommendations of the Kunzru Committee because I believe that in regard to the Research Division the Kunzru Committee made a series of recommendations which have not been fully accepted by the Government.

Sir, I would like to go to the question of dieselisation of Railways. I understand that the Railways are now using the Naharkatia crude which gives smoke and has a dust which is much worse than the dust that is thrown up by engines using coal. May I ask the Railway Minister whether the use of Naharkatia crude has affected the operational efficiency of the diesel engine and whether this has led to a series of overhauling of diesel locomotives?

Sir, a question has arisen with regard to the dieselisation of railways, namely, that a good deal of money is being spent on the import of diesel oil from abroad. Every railway service which runs on diesel locomotives is using precious foreign exchange and the question has been asked by railwaymen privately whether in a country which has vast coal reserves it is necessary to go in for dieselisation at this stage. I know the Railway Minister would tell me that in Japan they are running their railway services at 150 miles an hour. But the *per capita* income of Japan is much more than that of India. Japan has set up a model of efficiency in regard to business enterprises which here we have so far not set up. The Railway Minister may tell us whether he considers that the use of diesel oil has led to economy in operation on the railways. This is a very important matter which engages the attention of the railwaymen themselves. A large number of

railwaymen and officials seem to feel that electric locomotives could answer the needs of this country because electricity can be produced with the help of coal and thermal power. Thermal power can be used for running the Railways. These are the three points that I wanted to say in the course of my five minutes. I have not taken more time.

SHRI S. K. PATIL: Mr. Vice-Chairman, it is but natural that this Appropriation Bill should have been taken advantage of by hon. Members to criticise the Railway administration and to point out some of the burning questions. That gives us also an opportunity of knowing how the minds of the hon. Members who are representatives of the people are working. Now if I do not try to answer every question that has been raised—because this is not a budget discussion where we are all prepared with all the things—the Members should not find fault with me that I really want to withhold some information that was readily available to me. I shall try to cover as fast as I can some of the queries that have been put and I shall try to answer them. It has been the good luck of the Railways and of this House, the Parliament—both the Houses—that many Members had at one time belonged to this noble profession of being railway employees and therefore we get sometimes . . .

SHRI A. D. MANI: You were yourself one.

SHRI S. K. PATIL: I was; but only for less than a month. But some of them have been for a long time and therefore I get the advantage of their experience. I am not sarcastic in saying so because some of them have really given an excellent account of their experience, which they had in their respective capacities. The first speaker, my friend Mr. Kumaran, had spoken about many staff matters and I can readily admit that he is more conversant about them than I am myself, because, I will have to seek information about many things that he has

raised but those points are there. Mr. Kumaran spoke of the surplus staff if I remember, in the Golden Rock Workshop due to the introduction of the incentive scheme he was afraid that it might lead to a kind of there being a surplus of the employees entailing difficulties. The surplus staff have been absorbed—that is the note that I have received—in the new lines of production undertaken in the Workshop mainly wagon manufacturing on a large scale. This Workshop has an order—and it is a very good thing to be proud about—because many of these things are going outside the country also and earning very valuable foreign exchange. They have an order for the production of 1,875 wagons this year and for 1,000 next year in terms of four-wheelers. This will absorb the type of surplus staff that he has in mind. He also talked about the work to rule. Now this has become a very fashionable expression in India—work to rule. Everybody wants to work to rule and that would mean some consequences.

AN HON. MEMBER: Idle payment?

SHRI S. K. PATIL: They are entitled to demand something for the additional work. I am not unsympathetic about that but it must not be carried to a point that they sit there because something is not done and the consequence will be so disastrous in many cases, involving not only delay but loss of money also which ultimately would mean that it would have consequences on the Revenues of the Railways.

He had suggested some other difficulties, about our S.Ms. and A.S.Ms. As a policy the Government are not in favour of recognising or encouraging unions or associations composed of a particular or limited categories of employees. Vertical, horizontal, etc. we do not go into. The All-India S.Ms. and A.S.Ms. Association is a sectional body representing the interests of the category of S.Ms. and A.S.Ms. Under the existing rules the Association of S.Ms. and A.S.Ms. is

not eligible to be considered for recognition. Naturally, the Ministry, as a policy, does not enter into correspondence with them. That does not mean that all communication is stopped. There are the Staff Councils and many other remedies. They can directly talk to the General Manager and so far as Members of Parliament are concerned, I have told them—possibly I may not have told Mr. Kumaran but those who meet me with their grievances—that I do not refuse to examine any question or problem brought to my notice. A Member of Parliament has every right to represent to any Ministry and particularly to my Ministry and to me any grievance that he has got. I do not bring in the stock argument that a particular union is not recognised. The Members of Parliament are really so alert about these because I see those things voiced in the House and the other House. Therefore there would be no difficulty about it.

Mrs. Khan has given so many instances of things that are from her experience. I am really sorry that she had to go through that experience but in another sense I am glad indeed because when a person of her stature says something in this House, it is immediately believed and it does create an impression and surely I would look into those things because these small things may speak volumes, whether there is proper maintenance or not of our rolling stock, etc. and I think that her speech will go a long way not only in educating me but in educating the Railway administration as to howsoever small these may appear, they ought not to be neglected. I can tell you that, sometimes I tell openly, although I happen to be the Railway Minister for the last 2½ years, I have been a citizen for a longer period in the country and when I had occasions to travel by the Railways, if I did not find a bulb sufficiently strong to read, I used to curse the Railway administration because they cannot expect us to coddle and go into our beds by 9 P.M. It is impossible. Although that

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may not be my experience now; and if I happen to travel just now, they would naturally make all provisions for me, but that is an exception and that is not the rule. Somebody, my friend Shri Rajnarain—I would come to his points later but just now I am mentioning him because he recommended to me a very fine thing indeed that I should travel third class in order to understand the difficulties of the third class passengers. He is very much wrong. If a Minister travels in the third class, the third class will be changed into a first class because I have the experience of it. He referred to Mahatma Gandhi. I may mention that I had the good fortune of arranging for his third class compartments all my life and therefore I know what I had to do with those things. The poor Railway authorities, even in those days, in the British days, were put to so much of inconvenience—not that Mahatmajī wanted it that way but they thought that it must be worth his while, that there must not be other passengers in that third class except his people, that it must be at a particular place and where to get him off at a wayside station, etc. So many security measures had to be taken. Therefore I do not think that he wants to saddle the Railway administration with having the calamity of the Railway Minister landing in a third class compartment and then adding to the worries of the Railway administration. I am merely saying—whether it will end in my comfort or discomfort is a different matter—that instead of gaining experience in it I would be gaining a different experience. The experience would be that the other people are put out and I would have added to the inconvenience of the people. If that satisfies him, my friend Shri Rajnarain, I am prepared to oblige him by travelling sometimes in the third class and seeing what it is.

SHRI A. D. MANI: *In cognito* would be all right.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): If you go to the Railway station at times without informing anybody, you can see things for yourself.

SHRI S. K. PATIL: Yes, I must go *in cognito*, etc. That can be done.

SHRI A. D. MANI: With a moustache.

SHRI S. K. PATIL: Perhaps change my appearance a little so that nobody knows that I am the Railway Minister. A point was raised by Mrs. Khan.

श्री राजनारायण : गांधी जी तीसरे क्लास में कलकत्ते से बनारस तक लटकते हुए आये और बनारस से हरिद्वार तक उन्हें तीसरे क्लास में बैठने तक को जगह नहीं मिली ।

SHRI S. K. PATIL: I am not comparing myself with Gandhiji. I am just telling.

SHRI RAJNARAIN: Do not try to compare yourself with Gandhiji.

SHRI S. K. PATIL: She talked about the Railway Protection Force and the G.R.P. There has been a lot of misunderstanding in both the Houses, in Parliament. Some of them feel as if there is some kind of antagonism. It is not a question of any antagonism because their duties are distinct and separate. The R.P.F. have no jurisdiction like the ordinary police. They can only protect our track or rolling stock or property. We had a Bill which has now been enacted and has become a law that even the other people's property entrusted to us should be covered but we have not the normal right of the police. The law and order question is the responsibility of the State Government. That is where the G.R.P. comes in. They are given to us but they are not under our discipline for that purpose and therefore there is no antagonism. If it is suggested that we should take the responsibility for guarding everything and even taking over the normal duties of law and

order in our jurisdiction there throughout the lines which is now done by the G.R.P., in the first place we must seek the permission of the States to do so. I had a talk with the Chief Ministers more than once whether they would entrust such a responsibility and there was not one Chief Minister who was ready to part with the responsibility. And I do not want to create trouble or a crisis on this point that I should undertake that responsibility. There is another railway point also, that if I undertake this responsibility of guarding that and doing the normal duties which are supposed to be done by the Government Railway Police, then I stand responsible for all that, and you can understand what it means. It means that I shall have to double or treble the staff, and all that Rs. 130 crores that the Railway administration gives to the public exchequer, possibly might be reduced to a zero. That is not exactly what is intended, and therefore I am sorting out as to what exactly has got to be done, how the line could be drawn, so that the Railway Protection Force could get a little more power as well as there could be some kind of a co-ordination, a better and a more effective coordination between the R.P.F. and the G.R.P. We are doing that.

Now I was rather surprised by the speech of my friend, the hon. Member, Mr. Niranjan Varma, because when he was talking of the accidents—I am not referring to accidents; possibly there would be another speech—he thought that while replying to that debate my attitude was perfunctory, that I did not feel it, etc. That is a wrong impression, and if I have conveyed it by my words, I apologise to him; I am very sorry indeed. Nobody is miserable as I am miserable when I hear of these accidents—sometimes at odd hours, and perhaps at 5 o'clock or 6 o'clock in the morning I get telephone calls,—because I am the first person to be informed about the accident, if any accident takes

place. Do you mean to say that the man becomes happy by these accidents? Whether it is due to sabotage or whether it is due to negligence of the administration, of our own people, after all it is an accident and, therefore, if I talked about it, it is not in that perfunctory manner. When I talked, I might have given some example. I do remember now because I get sometimes some letters from other countries, and I mentioned two letters, one having been received from the United States, and another from Switzerland telling me that last year, in one single accident in the United States the death role was 200, perhaps 50 more than in all the accidents that have taken place here during the last five or six months. This is not merely that I merely count 200 lives and 150 lives, and because we are 50 less, therefore we are better. That was not at all my intention. I merely said that, sometimes, owing to the negligence on our part, or owing to sabotage such accidents do take place, and the idea is not that the Minister can do anything about it except that, if there is anything wrong, if the maintenance is not proper, or the security measures are not adopted, then only he can come and clamp restrictions about them, which is exactly I have been doing. In fact it puts us to very great difficulty too when many people suggest easy remedies, which are so very easy to suggest but which are difficult of implementation in terms of cost and in terms of the remedies not solving the problem or even mitigating the problem to any palpable extent. The hon. Member suggested that something was found in the Southern Railway, that something was suggested there, that the fish-plates, etc. and the bolts, etc. may be of a particular type so that it will take more time in order to do some kind of damage. We experimented upon it. It is not as if we did not do it. Every little thing that comes to our notice, it is experimented on. Now experimenting on it we found that that was not a fool-proof device. It takes only a minute or two more in order to do the job, but in order to put them, it might cost 30

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per cent. or 40 per cent. more. Now, while the cost of construction of the entire thing will be so much more, the advantage that we will get will be that, instead of taking now, say, five minutes for the removal of those fish-plates, the culprit with his dexterity and skill, might take seven minutes. Now for that purpose you do not incur an expenditure of crores of rupees in laying these lines in a particular manner. Therefore, no fool-proof method has been devised in any country or here. There is a method, but that takes time; it cannot be immediately done. Instead of having these rails 42 feet in length, which generally is the case everywhere, if we could have them 420 feet in length, have them welded where necessary, then the fish-plates become unnecessary, but yet, some time, somewhere, a joint has got to be made. I am merely saying this; I do not go into that, because this is constantly engaging our attention, whether any fool-proof remedy,—need not be 100 per cent. fool-proof—could be found by which the accidents could be eliminated. But the Members should not have that impression that I am not touched by the misery caused by accidents. Sometimes I feel what have I done, why have I taken this Ministry at all, because the only accidents that are possible are in the Railway Ministry; other accidents are not so very wellknown, but here they are so very demonstrable that one can see that the accident has occurred—I am merely referring to that.

My friend, Mr. Savnekar, comes from that area, which was at one time a little inaccessible, etc., because it is a difficult area. We are very glad that Marathwada is a part of our State now and, therefore, anything which is possible to be done to improve the communications in that part of the State has got to be undertaken. There is no doubt about it and that can be done. Sometimes it so happens that things are not immediately possible because the resources at our disposal are very small. But yet I can assure

him that to the extent to which it is possible for us to undertake the extension or the development in those areas, which really do require, and very badly require that development, it would be done.

My friend, Mr. M. C. Shah, wanted to ask what is the progress that is made with regard to a railway line between Bhavnagar and Tarapore. In 1956 we had done a survey for that line, and the cost then was going to be Rs. 7½ crores. The cost now, you can quite imagine what it would be. It is not only the cost; it may be perhaps Rs. 10 crores or even more now. When it is necessary, it has got to be done, but there is always a priority, and in that the Railway Ministry is not alone responsible. The Gujarat State has got to do that. The Railways must have the money, but the sooner it is done, the better it is. We have understood the importance of it, and it should be done.

Noy I come to Mr. Rajnarain. One thing I have already said because I had to say it in connection with another thing. The Railway Minister should travel III Class, he said, and I have replied to it earlier. Another thing that he said was that there should be one Class in the Railways. At one time we really thought of it, that there should be only one class throughout, if possible, and, failing that, there may not be more than two, and we made them the Upper and the Lower; that experiment also was there—when I was not the Railway Minister—but very soon that experiment had to be given up, because it did not work. Classified as we are in this country, that kind of thing is not easily possible. Now I can tell you an experience, that when you travel anywhere, say, in Europe, or mostly in the United States, you find there are two classes, only one class of sitting accommodation for everybody, and then the sleeperette i.e., sleeper accommodation, which is perhaps three times, four times more. Only for sleeping purposes sometimes we can go there. Otherwise, every-

body sits in the common class. But there you find a different society, you compare the passengers that sit there, and the passengers that sit here in the 3rd Class. It is not immediately possible to have one class, but that could be done. Our habits have got to change. Our national character, standards, everything has got to change. It is a process of evolution. It does not change simply because India has become free. This type of thing, of having many classes, is not acceptable to me also; it looks bad; it adds to the difficulties. Sometimes there is room in one Class but there is no room in another Class. All this should go, but it is not easily possible.

My hon. friend referred to some line, narrow-gauge line. I think it is the Dehri-Rohtas Light Railway. He said, "Because it is so and so—S. P. Jain—therefore it is not nationalised". He can quite understand that this is not the reason, that this is not why it is not nationalised. There are many such, there are 12, 13, I do not know what the number is; I have not got it at my finger tips now, the number of such lines. First we have got to see that, when we nationalise a line, immediately people expect something to be done; the line has got to be changed; something has got to be done. It means that unless I am prepared to all that, I should not undertake that risk, which of course has got to be undertaken at some time or the other. Besides, it has got to make profits. If it does not make profits, it cuts across the Rs. 130 crores that I have got to give and the dividends might be lessened. Also many other factors have got to be taken into consideration and, surely, if his mind is working under that type of impression, that because this belongs to so and so, therefore it is not done, it is not so. It can be done and it is constantly under our review. Also it is not this one Line; there are many such Lines and, therefore, we want to take them one by one as and when funds become available. You know that money has to be found in order to pay them. Besides that, money has to be found for the development which is likely

to be demanded as immediately necessary, because most of these are narrow-gauge lines and we are doing away with the narrow-gauge lines except in inaccessible places where there are hill stations, etc. Therefore, we have got to think of all the repercussions following their nationalisation.

Then he has got another nation; I shall examine it. I do not know but he says that it is kacha loha rails that we manufacture at Bhilai and therefore they are not properly manufactured. I am not prepared to agree with him, but I keep an open mind. I shall find out as to whether there is anything in what he says. It is not merely done by them. There are the scientists there. Every little thing is under scrutiny, whether the proper texture is there or not, whether the proper type of steel is used or not, all the more because we are exporting these rails. It is not that we are using them for ourselves only.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): They are being constantly tested, I take it.

SHRI S. K. PATIL: Yes, constantly tested. If still he feels that there is some kind of a defect in it, I shall find out. If defective, foreign countries would not accept our things. They have been certified as the best. You know there is a special plant for it. We have got vast capacity; we do not use all the capacity, and if I use the full capacity, then surely I must have the resources to have those lines. It is no use merely having the rails and keeping them unused. Well, that is the point that he has made.

Then my hon. friend Shri Anandan also referred to this removing of fish plates and asked if our scientific research organisations cannot help us in this direction. Of course our

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research organisations are looking into this constantly and investigating into this problem if anything can be found. Not only our own organisations have not yet found a solution, no organisation in the world where even better research is being done has found out anything. It is something which has to be done immediately. Possibly with the passage of time something could be done. As I said we may have longer rails, a rail of 420 feet. That means that instead of the fishplates being ten in number there can be one fish plate for the same length. Then it will be possible and it can be done in a way that it will not be easily possible to remove them.

Then my hon. friend Mr. Anandan also talked about the staggering of the staff and their working hours and so on. That is a good suggestion and I liked it. I do not immediately get the reaction of the Railway Administration, whether it can be done in such a manner that those between 2 and 5 in the morning—generally those hours are a little inhuman because then people dose off or are not as active and alert as in other parts of the day—could be regarded as something special so that less duty could be given. If there is any possibility and if I can by that avoid accidents then that is something worth considering and surely shall do so.

My hon. friend Shri Jagat Narain talked about the Tokaido, the railway line between Tokyo and Osaka. I may tell him that year after year I have watched its construction and what it is. There is no comparison between that line and our lines. I believe he must have seen that line, if he had travelled on the line between Tokyo and Osaka. There they want to develop a speed of 250 kilometers, that is to say about 160 miles per hour. They have not yet developed up to that. They have gone up

to about 120 miles. But imagine what that line is. If that line is to be constructed it will cost nearly twenty times more than what we spend for our lines. It is 14 feet high throughout and nothing else moves on it. There is no obstruction. Besides there is the engineering skill and all that. They are the Japanese engineers. There is no comparison between the two. The proper thing would be to compare what is happening in, say, West Germany just now or in France, or for that matter, in Switzerland, where the speed has gone up to 100 or 120 miles. That line is something special, the one between Tokyo and Osaka. But surely on our lines something could be done and our speeds are also changing and going up. In the near future the Taj Express will run at 75 miles an hour. Also some of our other trains do something like 60 or 65 miles. Therefore we are concentrating and finding out how the track behaves under that kind of a speed, because that is something which has got to be done. Our tracks are sometimes 100 years old. Not that every line is old, but surely we have not done the foundations all along for such high speeds. We have to look to the foundation and also to the width of the rails and the ballast that we put under it and the sleepers and their frequency and so on. All these have got to be taken into consideration where speed is concerned. That is something which has got to be constantly kept under watch. After being kept under watch if the speed of 70 or 75 miles is at all easily possible then we shall see that many more trains are run on that speed.

Somebody talked about dieselisation and asked whether we should really spend all that money on diesel locomotives and on dieselisation. There also it is not only a question of the cost of the diesel oil. The House must not forget that every diesel locomotive means about 40 per cent additional efficiency, efficiency not



only in speed but also in the carrying capacity. For instance, while a steam engine can haul only 10 or 12 coaches with the diesel locomotive you can have 15 or even 17 coaches and, therefore, ultimately it is more economical. So also about the goods wagons. You must not merely depend on electric locomotives. No country does it. At one time, Mr. Vice-Chairman, you will remember we were always talking of hydel electricity, hydel power. I was the greatest exponent of it. But experience shows that you cannot depend on that electricity because you see if the rains do not come or something else happens, what happens to this electricity. You cannot depend on it. Take the case of Bhakra Dam or the Cauvery basin. You will find there for two or three months, year after year, the generation of electricity goes down because there is not sufficient water in storage. Therefore in most of the advanced countries they have struck a balance. Even in America while there are so many rivers and where hydel power can be produced, they do not depend only on that and even today they have the thermal electricity. They have to keep a proportion between the two because these difficulties are there. I am referring to these things because these are factors which can be compared and we have got to compare them and then come to a proper solution. In this country we find that we cannot depend on hydel power or the thermal electricity and so we have come to the atomic electricity and therefore you have the Tarapore and other plants developing because it all depends on the circumstances and the raw materials that are available. I am merely saying that because we cannot depend completely on electric locomotives we have to go in for diesel locomotives also.

Shri Yajee raised a very pertinent question and asked why something should not be done for these 14 lakh people, why not have a wage board for them? I may tell him that I have an open mind on the question of

wage boards. Whatever people may say or members of other ideologies may say, I have never kept a closed mind to anything in life. If it is necessary, a wage board can be had and if that would mean greater benefits to these people, I shall be one with them. But may I tell him that when a wage board comes then it becomes legal. The wage board has got to do everything. That means that the destiny of all the 14 lakhs of people will be with that wage board not all the 14 lakhs, maybe some of them are contract labour. All these staff will have to be looking to the wage board. It is true that they may get sometimes a rise here or there. But I want to give railwaymen something more. That is my ambition. I have been trying to give them many more facilities than the wage board can give because that is not the ordinary thing that a wage board does. For instance, see the money that we spend on education, crores and crores are spent and I want to extend them. And there is the housing that the Railways provide. Nobody can compete with the Railways in the housing, in the standard of housing that they do. We want to do more things. Take the case of grains. I want the satisfaction and contentment of all these people and if it were possible for me to buy that grain today and give them at prices which it is possible for them to pay then most of our difficulties would vanish. Though I cannot do it today, I may be able to do it tomorrow, as soon as the situation improves. All these things do not come within the purview of a wage board because then normally speaking, the relationship will be that of employees and wage boards and therefore they will do just as other wage boards are doing. That shuts out the possibility of giving these benefits to the railway people which otherwise could be given to them. Therefore, we have got to balance and contrast between a wage board and the other thing.

SHRI P. K. KUMARAN: But a wage board does not shut out the existing facilities or benefits.

SHRI S. K. PATIL: It does, of course, it does because then the Railway Administration could take the view that they need do only whatever has to be done. The question is how much we spend on these things today. It is not as if a wage board is something *vedic*, something like a boon or a heaven, that at once the doors will be opened. Nobody has kept these doors locked and if at all possible something can be done. But I put it, to these machineries that we have, the bodies that consult us, that always sit with us, the permanent negotiating machinery and I asked them whether this was good. When I put this thing to them they themselves told me that it is not and there is something in my argument which has got to be very carefully considered. Ultimately all these things have to be considered and if they think that it will be more beneficial to them, then surely I am not opposed to it. It is always and constantly under our observation as to what should be done. After all a wage board is not the be all and end all of things. It is only a means to something. They should become more happy and if by that way they can be made more happy and not by the other way, then surely there is that possibility and that can be considered. I am merely saying that I do not maintain a rigid attitude about this matter.

Arbitration and other things have been mentioned. Now arbitration is not there because once you have it then everything has to go to that. As soon as you do not agree on something, it goes for arbitration. But today we have the permanent negotiating machinery, which by its sweet reasonableness and by its persuasiveness and the fear in our minds that if we do not keep them satisfied something else would happen—therefore we also go and help them—creates perhaps a situation which is good for them and good for the Railway Administration. In the balance ultimately if it is felt it has got to be done, then it can be done. There is no rigidity about it. I

can assure the House that so far as the Minister is concerned he does not hold any rigid view on these questions.

I do not want to take more time of the House, Sir. All these things, or whatever I have said have nothing to do with the Appropriation Bill, but even I am thankful to the House for giving me this opportunity to give these explanations.

SHRI M. RUTHNASWAMY (Madras): The Minister has replied to almost every Member who had spoken on this matter but he has not taken account of Mr. K. Sundaram's criticism about the loss in the carriage of machinery.

SHRI S. K. PATIL: I said in the beginning about refund of tickets, etc. I did not deal with this because when I looked at the watch I thought I must not take more time. If anything is left out I would send my replies; many more things I have left.

श्री राजनारायण : एक जानकारी हमको दे दें । मंत्री जी ने कहा कि रेलवे विभाग में एक महीने तक थे तो किस पद पर काम कर रहे थे ।

SHRI S. K. PATIL: Not any dacoity; doing some honest work.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): I shall first put the motion regarding the Appropriation (Railways) No. 3 Bill.

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 1966-67 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

SHRI RAJNARAIN: No, no, Sir. We demand a Division.

SHRI G. MURAHARI: We shall not give a single pie to the Railway Minister who has been responsible for all these accidents.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): May I ask hon. Members who have said 'No.' to stand up.

SHRI A. D. MANI: You will have to take a proper vote.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): Not necessary when there are two or three voices only it is not necessary.

श्री राजनारायण : इतनी दुर्घटनायें हुई हैं । इतनी दुर्घटनायें होने के बाद एक पैसा भी इतको मिल जाय तो देश हमको क्या कहेगा । यह रिकार्ड होना चाहिये कि हम नहीं देना चाहते ।

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): I will first request those Members who have said 'Ayes' to stand up.

SHRI G. MURAHARI: But we want a proper voting to be taken.

श्री राजनारायण : श्रीमन्, इसमें क्या कठिनाई है कि आप हमारे इस विनम्र निवेदन को मान लें ।

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): All right, let us have Division.

SHRI AKBAR ALI KHAN (Andhra Pradesh): Sir, it is not obligatory, it is your discretion. If you think it is necessary then only it needs to be done.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): Well, I have decided that we will have Division.

SHRI RAJNARAIN: Well, he is a just Chairman.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): 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 1966-67 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

*The House divided.*

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): Ayes—40; Noes—2.

AYES—40

Anandan, Shri T. V.

Anis Kidwai, Shrimati.

Arora, Shri Arjun.

Bhuwarka, Shri R. K.

Chinai, Shri Babubhai M.

Devaki Gopidas, Shrimati.

Dharia, Shri M. M.

Ghose, Shri Surendra Mohan.

Gilbert, Shri A. C.

Gurupada Swamy, Shri M. S.

Khan, Shri Akbar Ali.

Khan, Shri M. Ajmal.

Khaitan, Shri R. P.

Kurre, Shri Dayaldas

Lalitha (Rajagopalan), Shrimati.

Mani, Shri A. D.

Maniben Vallabhbbhai Patel, Kumari.

Mehta, Shri Om.

Momin, Shri G. H. Valimohmed

Muhammad Ishaque, Shri.

Pahadia, Shri Jagannath Prasad.

Patra, Shri N.

Purkayastha, Shri M.

Puttappa, Shri Patil.

Ramachandra, Shri G.

Rawaswamy, Shri K. S.

Reddy, Shri Y. A.

Shah, Shri M. C.

Sherkhan, Shri.

Shukla, Shri Chakrapani.

Shukla, Shri M. P.

Shyam Kumari Khan, Shrimati.

Singh, Shri J. K. P. N.

Sinha, Shri B. K. P.

Swamy, Shri N. R. M.

Tapase, Shri G. D.

Untoo, Shri Ghulam Nabi.  
Vaishampayan, Shri S. K.  
Varma, Shri C. L.  
Yajee, Shri Sheel Bhadra.

NOES—2.

Murahari, Shri G.  
Rajnarain, Shri.

*The motion was adopted.*

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): We shall now take up the clause by clause consideration of the Bill.

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

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

SHRI S. K. PATIL: Sir, I move:

"That the Bill be returned."

*The question was proposed.*

श्री राजनारायण : मैं इसका विरोध करता हूँ ।

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): No third reading speech unless you have got some new basic points. I shall not allow any long speech now.

श्री राजनारायण : वही तो मैं कह रहा हूँ । सुन तो लीजिये । दो मिनट तो सुनियेगा ।

श्रीमन्, मैं इस समय विरोधी पक्ष और सरकारी पक्ष दोनों से विनम्र निवेदन करूंगा कि एक आंकड़ा इस सदन में हमने प्रस्तुत किया कि अंग्रेजी राज में 7 अरब रुपया और 35 हजार रेल की पटरी और कांग्रेसी राज में 7 अरब रुपया और सात सौ रेल की पटरी ।

श्री शीलभद्र याजी : गलत हिसाब है ।

श्री राजनारायण : आप मंत्री नहीं हुये, गलत हिसाब था तो मंत्री को कहना चाहिये था ।  
Learn manners; learn how to behave.

तो मेरा निवेदन यह है कि आज रेल मंत्री को इस सदन में इतना साहस नहीं हुआ कि इस आंकड़े पर कुछ रोशनी डालते । सदन

के सम्मानित सदस्य जरा सोचें कि एक पैसा अगर इस समय कांसोलिडेटेड फंड से खर्च करने की बात रेलवे मंत्रालय को कहते हैं तो कितना जबरदस्त अपने कर्तव्य का हनन करते हैं और कहीं मुंह रहता है, हम कहते हैं हम जनतंत्री हैं, हम कहते हैं कि हम राष्ट्रीय हैं, हम कहते हैं कि यह राष्ट्र की निधि है, यह जन-कोष है, जनता की निधि है, जनता की निधि का इतना जबरदस्त दुरुपयोग हो ऐसी कल्पना हमने कभी नहीं की थी । इसलिये, श्रीमन्, मैं अपनी पूरी ताकत के साथ, पूरे बल के साथ, सदन के सम्मानित सदस्यों से निवेदन करूंगा कि इस सरकार को एक पैसा खर्च करने की इजाजत न दी जाय और इसलिये मैं इसका विरोध कर रहा हूँ ।

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): Any reply?

SHRI S. K. PATIL: There is no reply except the one that except for the exception of the United States the one Railway that is making profit in this whole world is the Indian Railways.

SHRI RAJNARAIN: Profit you are making at the cost of the people.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): Please take your seat, Rajnarainji.

The question is:

"That the Bill be returned."

*The motion was adopted.*

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): I shall now put the motion regarding the Appropriation (Railways) No. 4 Bill.

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 amount spent on certain services for the

purposes of Railways during the financial year ended on the 31st day of March, 1964, 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 M. P. BHARGAVA): We shall now take up the clause by clause consideration of the Bill.

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

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

SHRI S. K. PATIL: Sir, I move:

"That the Bill be returned."

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

5 P.M.

I. THE APPROPRIATION (NO. 4)  
BILL, 1966

II. THE APPROPRIATION (NO. 5)  
BILL, 1966

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI B. R. BHAGAT): Mr. Vice-Chairman, Sir, I beg to move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1966-67, 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 during the financial year ended on the 31st day

of March, 1964, in excess of the amounts granted for those services and for that year, as passed by the Lok Sabha, be taken into consideration."

The first Bill arises out of the Supplementary Demands of Rs. 458.35 crores voted by the Lok Sabha on the 21st November, 1966 and the expenditure of Rs. 103.05 crores charged on the Consolidated Fund of India, as detailed in the Supplementary Demands presented to the House on the 10th November, 1966. Detailed explanations in support of the Demands have, as usual, been given in the foot-notes below the Supplementary Demand statements. I would, therefore, confine myself to a few introductory remarks on some of the major items for which additional provision is required.

A supplementary provision of Rs. 210 crores is required under Loans and Advances for payment of increased assistance to the State Governments for scarcity relief, particularly Bihar and Uttar Pradesh in view of the drought conditions prevalent there, and also to strengthen the financial position of some of the States and for other purposes—Rs. 103 crores—, larger requirements of the public sector undertakings, because of devaluation, as well as short-fall in their internal resources—Rs. 85 crores—, provision of additional credit facilities to certain foreign Governments under the Trade Agreements with them—Rs. 17 crores—, and a loan to the Indian Cotton Mills Federation to enable it to meet certain liabilities arising out of the exports of textiles prior to devaluation—Rs. 5 crores—.

An additional provision of Rs. 209.56 crores is required for purchase of food-grains in India and abroad. The provision of Rs. 446.27 crores was made in the current Budget on the assumption that the total purchases would amount to 83 lakh tonnes of imported wheat, 2.5 lakh tonnes of imported rice, 7 lakh tonnes of internally procured rice