

SECRETARY: Sir, I have to report to the House the following messages received from the Lok Sabha, signed by the Secretary of the Lok Sabha:

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"In accordance with the provisions of Rule 96 of the Rules of Procedure and Conduct of business in Lok Sabha, I am directed to enclose herewith the Rajasthan Appropriation Bill, 1967, as passed by Lok Sabha at its sitting held on the 28th March, 1967.

2. The Speaker has certified that this Bill is a Money Bill."

II

"In accordance with the provisions of Rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose herewith the Rajasthan Appropriation (Vote on Account) Bill, 1967, as passed by Lok Sabha at its sitting held on the 28th March, 1967.

2. The Speaker has certified that this Bill is a Money Bill."

I beg to lay a copy of each of the Bills on the Table.

THE BUDGET (RAILWAYS), 1967-68—GENERAL DISCUSSION

DR. B. N. ANTANI (Gujrat): Sir, I rise to offer a few general observations on the interim Railway Budget as I understand there will be another occasion to deal with the subject at length later when the supplies for the rest of the year will be voted. In the present era of nationalisation of services, trade, commerce and industries one will at once look at the largest nationalised service in the country, namely, the Railways. The test to judge the efficacy and indeed justification for nationalisation of other concerns in India is the result of nationalisation of this great con-

cern by way of financial returns, progress in expansion and the conditions of safety in travel as well as the general satisfaction of the employees.

[THE DEPUTY CHAIRMAN in the Chair]

Considered from these aspects I am constrained to think that this is a mere routine Budget without vision. It is a Budget based on mere red-tapism and it is a Budget not based on a policy of progressivism in a developing country and if such a state of affairs is allowed to continue, I feel further nationalisation will not be viewed with favour in this country. Beyond that, while conceding that after nationalisation and independence the Railways have expanded, the financial and other result have not increased as they should in spite of rise in the passenger and freight charges. Have the financial and other results been correspondingly satisfactory, as they should? One has to consider. 'Has there been efficiency in the services?' I consider that efficiency has deteriorated. The conditions regarding safety, even after adopting many of the recommendations of the Kunzru Committee, have not improved. Look at the number of railway accidents and the consequent loss of life and property during the last few years. Sabotage is not the only reason. I am sure if the railway authorities will look deeper into it to find out the causes, they will realise that indifference and half-hearted work are the causes of these accidents. The general dissatisfaction among the Railway servants is piling up. To defend the heavy expenditure on the Railway Board on the one hand and to the elementary demands of staff, particularly Guards, Conductors and Drivers on the other cannot be

explained. The guards, I 1 P.M. know, Madam, collectively and constitutionally have approached the railway authorities communicating their demands, but they are not yet heard. In the direction of expansion, the approach

is juore towards improvement of existing railways than to covering uncovered areas, even strategic areas. If you look at the needs of Khandla, for the development of the Khandla port, why is Khandla-Jhund broad-gauge railway not being given priority in this direction? It is a major port constructed for development of trade, for opening up the trade of the interior to northern India. Passengers from Khandla to places in northern India, and passengers from places in northern India to Khandla have to have a eleven hour halt at Palanpur in order to get connection. And when they reach there, what are the condtions for them? There is one solitary waiting room flooded with railway employees, where the passengers having to take rest for eleven hours cannot even sufficiently breathe. Representations have been made about it, and yet nothing has been done. Now so far as expansion of the railways is concerned, as I said, I again say that attention is being paid only to the improvement of the existing lines. Dieselisation except of the Frontier Mail is yet to take place. When coal has to be brought to the Western Railway operating in Gujarat from a very long distance, dieselisation of railway locomotives is not yet thought of. Representations have been made through this House that in the erstwhile Baroda State the Baroda Government paid about one crore of rupees or more for development of what is known as "Tarapore railway. Why is no attention being paid to it? Now Khandla occupies a strategic position and is of great importance because it is there that our border is connected with Pakistan's. And yet, when demands are being made for extension of the railway from Khandla, Bhadreshwar, Mundra, Mandvi and Lakhpat Narayan Sarovar up to the western part of Kutch, no attention is being paid. When the entire western portion of Kutch is connected with the border of Pakistan, even then this railway extension is not being considered at all. All these considera-

tions should weigh with the Railway Ministry when they frame the budget for the whole year.

Much has been said about the larger dividend being given to the Central Government from railway funds, etc. I feel, Madam, that this is only to show whether the head is in the turban, or the turban is in the head. We are not concerned with what dividend is being paid to the Central Budget. We are concerned, and the general public is concerned with the proof, and the proof of the pudding is in eating it. Railways are a great concern; in spite of the fact that self-sufficiency in coaches and everything is claimed, is overcrowding still avoided? Under the erstwhile management, when it was in the hands of private enterprise, in the days of the B.B. & C.L Railway we used to call these III Class compartments as compartments for sheep and goats. Are they better, or are they worse today? In spite of the mention in this White Paper, Madam, that so many stations have been given so many amenities, do these amenities operate at all? Is corruption being brought under check? All these things lo&k very well in the White Paper in letter but, in practice, I am afraid, Madam, the condition on the railways has not improved. What machinery has been created by the Railway Ministry to find out why these accidents occur almost every day? The former Railway Minister, out of exasperation, once cried out that he was alarmed to think of the accidents on those nights when telephone messages reached him informing him of the accidents that took place late in the night. And then, when he went to America. Madam, he said that he was going there to find out how there were only a few railway accidents there. So there was the benefit of his experience in America to check these accidents. Now this House is entitled to know of this aspect. Coming to the White Paper, it is said:

[Shri B. N. Autani.]

"Non-suburban passenger traffic registered an increase of 18 per cent during the Plan while the suburban passenger traffic increased by over 40 per cent. The total number of originating passengers rose about 32 per cent from 1,594 millions at the end of the Second Plan to 2,097 millions at the end of the Third Plan."

In spite of this increased traffic what are the returns? Is overcrowding checked? All these are the considerations which should be taken note of when the new budget comes here.

Now I come to Khandla, to the Gandhidam railway station retiring rooms. Of course it is a big station built. Yet, at the time of derailments, which are gradually mounting up on this line, on this strategic line, passengers have to wait for four hours and six hours. But catering arrangements are not made at all. And yet we say that catering has been improved. Now for a great concern like this, for such a nationalised concern, if the result is this, it is really regrettable. Why is there such general dissatisfaction in spite of the fact that so many improvements are claimed to have been made? All these considerations in the matter of this strategic line and its extension have to be brought to the notice of the railway authorities at the time of framing its Budget.

Thank you, Madam. I have done.

MISS MARY NAIDU (Andhra Pradesh): Madam Deputy Chairman, I thank you for giving me this opportunity to express my appreciation for the trouble that the Railway Ministry and the railway administrations took to implement certain suggestions made last year. Since the last Railway Budget was discussed more trains have been introduced and some more improvements have been made in some trains. For example, I now notice in the Grand Trunk Express that the food trays are being placed on the attendants' berths, and

not near latrines as it used to be done before. Once again I suggest and request that permanent arrangements may be made for two berths, one upper for the attendants, and one lower for the food trays to be kept. Another thing, Madam. For want of accommodation and proper uniforms the attendants that come through from Madras to Delhi, or from Hyderabad to Delhi have been, of late, shirking their duties in a way. They take leave and they leave in between the stations and ask somebody else to take over their duties. They are not really shirking their duties but they do not want to come through, because they do not have the proper facilities.

Now, Madam, the I Class compartments in the corridor trains are not at all safe if there is no through attendant, because when the doors are kept open, you find all kinds of people entering the compartments, beggars, loafers and even thieves, and one is terrified at night to come out of the compartment and go to the bath room. So I request the department and the Ministry to make it convenient for the attendants by supplying them the uniforms and by giving them other facilities to see that they do their duties properly and be on duty throughout.

Next, Madam, the food supplied to the III "Class passengers in the long distance trains is very poor. The caterers should be ordered to look to their convenience in the two-tier and three-tier coaches where the orders for food could be taken just as it is done for the I Class passengers. The Railways get most of their revenue from the third class passengers and it is only fair that they should be looked after better.

Coming next to the subject of cleanliness, Madam, I would like to invite the attention of the Railway Minister to maintenance of the trains. At present I do not know if water is scarce or soap and wax are not there, or whether cleaners are retrenched of late. I know that compartments, es-

pecially the first class corridor coaches never see soap or water or wax. They are always and invariably dirty, at the Delhi end here, at the Madras end and in Hyderabad. These are the places that I frequently visit and I can say that the compartments are not cleaned at any of these ends. I know that the coaches are such that with a little soap and wax they begin to shine and they look like new ones. Such a beautiful look can be given to these nice painted coaches. But never never have they seen for years any soap or wax. I am not exaggerating because I say this only after insisting on this matter and after complaining at every end at all these stations for two or three years. I would not request but would insist—forgive me for saying it—that the Minister concerned and the administrators at the top should go to the yards at some time just to check up, if there are any people who work on the trains when they arrive there. I say this because the deterioration has gone too far and it is too much for anybody to rectify it by ordering on paper. Paper orders will not help. If the administrators really want to do it they must at least once go and check up themselves and then orders on paper may help. I suggest that your ticket collectors also should be requested to give a report if the trains are not clean. Your C.I.D. should go and check up and see that the cleaning is done. There are people to clean the trains. There are inspectors to inspect. There are train inspectors to check up when the trains come to the platform. Still I do not know how this thing escapes them. Trains come and go as dirty as possible. I am really sorry to say this. They even become the carriers of diseases. Naturally, when they are not clean they can easily be the carriers of diseases. Unless maintenance is taken care of there is absolutely no use adding more and more trains because that is next to useless and we will be losing everything. Not only that. Certain trains like the Grand Trunk Express and the Delhi Express Train that come from Madras.

I am told, the same trains have to return. That is to say, they have very little time in which to clean the coaches and do all the other things needed, I think they have enough of workers and if somebody were to look after the work and see that this work is done then it will be done. I feel sometimes while travelling and hearing the rattling sound that the train might break at any time. That shows that oiling is not done. So I make a special request that the Railway Administration should take a little trouble and ask its C.I.D. to check the work of cleaning and maintenance. Then you will find that in no time the whole set-up will start working and the thing will be done. Now at the big stations only the first class compartments are swept and the latrine cleaned, not the three-tier and two-tier coaches on the long-distance trains. Let them please see that orders are given to get these compartments cleaned because it is these compartments that need cleaning most.

The Railway Minister stated that there are A. C. Express services from Delhi to Bombay, Delhi to Calcutta and Delhi to Madras and so on. May I humbly beg for at least one air-conditioned compartment from Hyderabad to Delhi in the hot season? We do not want anything in the cold season.

SHRI P. K. KUMARAN (Andhra Pradesh): Only in the next Five Year Plan.

MISS MARY NAIDU: Andhra Pradesh is backward and . . .

SHRI N. PATRA (Orissa): Andhra Pradesh is backward and not Orissa?

MISS MARY NAIDU: Does not my hon. friend know that Andhra Pradesh is backward? Andhra Pradesh is backward industrially and economically. The per capita income in Andhra Pradesh is lower than the all-India average. Therefore, is not Andhra Pradesh backward? Out of the Rs. 2,400 or Rs. 2,500 crores spent during the Third Plan I learn that

only Rs. 48 crores are invested in Andhra Pradesh which is the largest of the South Indian States. Take electricity. Our neighbouring State of Madras which is much smaller than Andhra Pradesh has four times more of electric supply. Does this not prove that Andhra Pradesh is backward even though it has all the necessary resources and facilities? Of course, we produce foodgrains. Even then what is the ration that we get in Vizag and Hyderabad? It is only 6 ounces, the same as in Kerala.

SHRI M. RUTHNASWAMY: (Madras): It is a backward Ministry.

MISS MARY NAIDU: Why does the hon. Member call it a backward Ministry?

SHRI M. RUTHNASWAMY: It is not progressive.

MISS MARY NAIDU: I may agree with the hon. Member. Perhaps our Ministers are busy with other things. Usually it is said that there are quarrels. But what is the Central Government doing? It is supposed to be the mother government. Whatever the children may do the Central Government must see that all the children get the same kind of treatment. They should not be left alone to be neglected on the top of it all.

THE DEPUTY CHAIRMAN: Not a mother but a father.

MISS MARY NAIDU: Not a stepmotherly treatment, but we do feel that we have no parents at all, nor brothers or sisters. Nothing is left. That is why I say it is a backward State. I hope the hon. Member is satisfied now.

I thank the Ministry for having given a direct train from Hyderabad to Madras and thus responded to my request. However, that train perhaps keeping in line with the general backwardness of Andhra Pradesh, takes a very very long time to drag itself from Madras to Hyderabad. It leaves Madras at mid-day and reaches

Hyderabad the next day between 9 and 10. May I request that the train may be made to leave Madras, say by 5 P.M. and reach Hyderabad a little earlier than it does now? I know the administrators will always try to do whatever is possible and so I thank them in advance now.

While thanking them I would like to add another word of appreciation and gratitude for having immediately taken steps to restore the displaced Class IV workers last year. For one thing, the Railway Administration does take immediate steps to look into the suggestions made. Here may I remind the hon. Minister of Railway about the train to the Temple of the Seven Hills? I have already done this before. This temple is better known in northern India by the name Giri Balaji. The roads of this temple are well laid by the State Government and those roads are there. May I request the Central Government to make the line from Renugunta to Tirupati? And then the next step would be to have an electric train from Madras to Tirupati. Why not have it? You like to ask for donations the whole of India will come forward because sometimes I find that in the *hundi* even a lakh is being put by an individual. So perhaps everybody would like to help in making this line a line for electric train.

Then last, but not least, I have got one request to make and it is this. Please see if anything can be done to give concessions to teachers during their winter and summer holidays. You know teachers are the worst neglected race in the whole of the nation and unless they travel about they cannot improve their knowledge. I do request that teachers may be given some railway concessions so that they may be able to go about during the summer holidays and the winter holidays, go all round India and thus improve their knowledge so that they may teach the children better.

There is just one more thing that I want to say and that is really my last

point. The Nagarjunasagar project which is much talked about and the least helped will be completed soon and then within six months there will be enough rice even to be exported to different places. But the railway line cannot be laid in six months. Therefore, I request the Railway Administration that they should have some plan to see that round about the Nagarjunasagar area a railway line is laid soon.

Thank you, Madam.

SHRI J. VENKATAPPA (Mysore): Madam, it is needless to mention here the importance of the role played by the Railways in the development of the national economy. At the same time it is astonishing to hear from the Railway Minister that we are facing a deficit this year. The two reasons he has put forth are firstly the shortfall in passenger and goods traffic which has been affected to the tune of Rs. 8.20 crores and secondly the unexpected increase in the dearness allowances to be paid to the staff which has amounted to nearly Rs. 3 crores as a result of both of which the anticipated surplus of Rs. 30 crores has come down to about Rs. 18.60 crores in the current year that is, 1966-67. Out of 12 million tonnes of anticipated additional traffic only about 4 million tonnes materialised which means there is a shortfall to the extent of nearly 66.67 per cent. I really cannot understand how this could happen in a developing country like ours. I can understand this happening in a country where there is stagnation or where the country is fully developed but I fail to understand how in India where we are still in the process of development such a thing could happen. Perhaps our estimates were not based on realities. This brings out the fact how our plans are and how the estimates are not based on realities. Maybe due to over enthusiasm they prepared unrealistic estimates at the commencement of the current year. I would however like to point out to the Minister concerned that if the goods movement is quicker we can increase

the capacity of these empty wagons by nearly 30 per cent. I can point out many instances where the goods traffic is unnecessarily delayed. I myself had experience of this delay just two three months back. We had to get seed potato from Simla for agricultural purposes and for the goods to reach from Simla to Bangalore it took nearly a month. If it could be regularised at certain points like Delhi, Vijayawada and others they can reduce the number of days and bring it down to nearly 15 instead of the present one month which they take. At times it takes even 45 days to reach Bangalore. If these unnecessary delays in the movement of goods can be eradicated it would help them to increase the capacity of the empty wagons which can be put to further use in the areas where they are needed.

The Minister has also said in his report that the sister Departments could not utilise the available resources to their full capacity and so they have cut down their allotment for the current year.

Now with regard to deficit financing I want to make one suggestion. This deficit just forms about 2.5 per cent of the total expenditure that is incurred on the Railways, if with a little effort they could effect a saving of about 3 to 4 per cent in their expenditure, it would come to nearly 40 to 50 crores and that would help him to overcome deficit financing and also help him not to come to the Central Revenues to borrow Rs. 22 crores which he is proposing to do. Would it not be possible to effect this saving of 3 to 4 per cent in the total expenditure? It should not be a great difficulty for him to save 3 per cent in the total expenditure on the Railways.

With regard to amenities I would like to mention that for the third class passengers it is horrible on the trunk routes to travel in summer. Amenities like fans and sleeper coaches should be provided wherever long journeys are performed by third class passengers. The amenities pro-

[Shri J. Venkatappa.]

vided for the higher classes also are not up to the mark. We have experienced that sometimes electricity is not there, sometimes the faru are not in working condition and so on. Will this not amount to harassment of the passengers when they have to perform long journeys? How can you expect the passengers to travel from Bangalore to Delhi in a hot summer without fans? Again the facilities that the Railways provide to the passengers must have some relationship to the present-day thinking. Nowadays when everybody is thinking of going fast if the railways were to maintain an average speed of 90 miles how can you attract passengers? That is the main reason why the passenger traffic is coming down. To travel from Poona to Bangalore if one needs 25 to 30 hours how can you expect people to make use of the railways? So I would like to bring to the notice of the Railway Minister that it is necessary to improve the speed of the trains by means of dieselisation and other methods if you want the passenger traffic to pick up. For that it may be necessary to strengthen the railway track so that diesel engines could be used on them. Whatever it is, we have to improve the speed of the trains.

The next thing I would like to bring to the notice of the hon. Minister is how the Railway Board is favouring some of these contractors by not calling for tenders. It has been reported by the PAC also that the Railway Board has favoured only one contractor, a company called Hindustan Construction Company. They have been consistently, throughout their career, preferred by the Railway Board for all the works. They have been offered so many items of work without calling for tenders, even for instance the construction of a bridge across the Mahanadi in Orissa, which would cost nearly Rs. 1 crore, *i.e.*, without calling for tenders they entrusted it to this firm. I can quote them. There are five or six instances where without calling for tenders all the items of

work have been entrusted to this firm. It is in the PAC's Fifty-third Report. Paras 198 and 199 of this Report deal with the subject of entrusting these works to this firm, the Hindustan Construction Company.

Then, I would also urge on the Government to take up and provide new lines where they have been neglected ever since we became independent, *i.e.*, from 1947 not even a single mile of new line has been constructed either in Mysore or in Orissa or in Assam. These are the three backward States as far as the Railways are concerned. Economically Orissa and Assam are the most backward areas. Unless we provide good transport, we cannot expect development as far as the national economy is concerned. So, wherever we need economic development, it is necessary to provide facilities for the transport of agricultural commodities and industrial commodities. I would request that special consideration may be given to Assam, which is a hilly area, and also to Mysore.

As far as Mysore is concerned I would like to bring this to the notice of the Minister concerned. He is also fortunately from Mysore. Many a time it has been brought to his notice and also he, as a Member of Parliament, had brought it to the notice of the then Government. There is need for providing a railway line to facilitate the transport of ore to Karwar harbour from Hubli. This is an important link route, which works out cheaper also for the mine owners. The cost of transport from Hubli to Karwar would work out to Rs. 4 per tonne, whereas the same ore, if it is carried to Cochin or some other harbour, would be about Rs. 7.5 per tonne. In other words, half the total realisation from this would go towards transport alone. So it would help them to a greater extent and it is a primary necessity, which he should take up for consideration.

Also, there is need for broad gauging some of these important lines. There is a line from Poona to Bangalore which connects two capitals of

two States. If it is converted into broad gauge it will be of greater help to the passengers and will facilitate quicker transport and movement of the „goods that are intended to be carried to Poona and other areas. Agricultural commodities and perishables like mangoes, potatoes and other items are abundantly grown in Mysore. Then, broad gauging the Bangalore-Secunderabad line will be helpful. It would connect us better and help us to take our journey *via* Secunderabad to Delhi.

While on this, I would like to mention one more point, namely, the department is lagging in future thinking. I remember the former Minister of Railways, Shri S. K. Patil, mentioning this. If we are to take up in future any new railway line it will be broad gauge. Yet I cannot understand how they are now thinking of constructing a metre gauge line from Salem to Bangalore, which is still incomplete. A major part of it has already been completed, but still it is a waste. It cannot be properly utilised. That is why I said that if any amenity has to be provided it should be in consonance with present-day thinking. The present-day thinking is to go faster, but the amenities that we are providing are those which were existing fifty years back, not intended to meet the needs of the present day. I would like to bring to the notice of the Minister one instance where a bridge was constructed near Seringapatna. An agitation is there for broad gauging this line between Bangalore and Mysore. It was only constructed very recently, I think at the end of the Second Five-Year Plan. It may be in 1961. It has hardly any space if it has to be converted into a broad gauge in future. What a waste it would be to demolish it—and then construct a new bridge across the river. I do not say they are lacking in foresight. The only thing is they are not taking much care and they are not doing all these things in the national interest. They think that if they complete a work, perfect in all respects and cater to the needs of

the public and also the country, for another fifty years they will be deprived of further work. If it is with that intention they are carrying out these works, I am sorry it is high time they change their mind. If at all anything, big or small, is done, it should be in the better interests of the country and it should serve the country in the long run. Thank you.

SHRIMATI LALITHA (RAJAGOPALAN) (Madras): Madam Deputy Chairman, the two interim Budgets presented by the Finance Minister and the Railway Minister are gloomy ones. The Finance Minister's Budget shows a deficit of Rs. 350 crores. With the present economic strain, the effect of devaluation, the export trade stagnation, the internal production affected by strikes and agitation and the drought situation, prices are showing an upward trend. There is also the change in the party position after the general elections. These are the factors which are bound to create a greater amount of deficit financing, higher taxation and the need for more foreign exchange. I am happy to note that the present Finance Minister has taken up the challenge and I have every hope that he will be able to evolve measures for higher production and better economic stability in our country. I also hope that the Finance Minister will put into practice the 16-point formula which he put forward soon after devaluation and check the rise in prices, increase production, cut down non-Plan expenditure and thereby stabilise our economy. Whatever might be the position, one factor has to be remembered, namely, the financial position of the country cannot be sound unless additional sources of income are found from time to time.

Now, coming to the Railway Budget, it shows a deficit of Rs. 15.27 crores. We also have come to know that the Development Fund would be wiped out in the current financial year. There is also the likelihood of

[Shrimati Lalitha (Rajagopalan),] the railway fares and freights going up. An increase in passenger fares, especially of the third class passengers, who contribute the bulk of the revenue, in the present economic strain and cost of living, I do not think, will add laurels to the Government. And I want the Railway Minister to give an assurance to this House that the third class passengers will not be affected in the coming Budget.

At the outset, let me congratulate the Railways on their excellent job done in the movement of foodgrains during the drought situation. The Railway Ministry is the only Ministry or one of the Ministries which can be proud of its achievements and the network of Railways all over the country speaks for itself. But there are certain remote parts of the country like Nagaland, Mizo Hills, Assam, etc. which need the attention of the Minister. Unless these areas are connected by railways and road transport, I do not think it is possible to have complete integration of these areas and better movement of these people.

Now, coming to the amenities of the Railways, I would like to say that about 5.8 million people, more than one per cent of the population, travel every day in India and the comfort of passengers is most important as far as the Railways are concerned. Of course the Railways have made some significant changes and also made some progress regarding the comfort of long distance travelling passengers, but much has to be done in this direction. I am happy to learn from the Southern Zonal Railway Consultative Committee which I attended last month that they are going to attach *two* dining cars to the air-conditioned coach to Madras, and I hope the Minister will take up this matter and see that they introduce the same dining cars in other long distance trains so that the passengers will benefit by it.

As far as the amenities at the stations are concerned, the provision of drinking water is the most important thing and it should be provided in every station irrespective of the size and status. It is actually felt during long distance travel I have had experience of going from Delhi to Madras during summer and found that in small stations we do not get water at all. Waiting hall, *pucca* platforms and benches and improved type of latrines alone are not enough. I think maintenance is the most important part of it. I am sorry to say it is not so. Waiting rooms are invariably dirty, articles of the furniture are in a horrible condition; the latrines are stinking. I think the railway authorities should give more care regarding the maintenance of these things, and something has to be done in this matter.

Then I come to the most important thing as far as I am concerned, and people who are travelling by train also feel like that. It is about catering. This question has been raised in this House a number of times by many Members including Kumari Maniben Patel, and this question has not been properly dealt with by the railway authorities. It is a common sight to see caterers in the dining cars with their dirty white uniforms and a dirty towel on their shoulders which they use for double purpose, that is for wiping the plate as well as their perspiration. This is a nauseating and repulsive sight for every passenger.

Another common feature in the corridor first class coach is that these bearers bring *khana* plates, say about a dozen placed one over the other, and keep them in the space near the latrine and rearrange them and distribute them to the passengers. This is most unhygienic and repulsive. In the last meeting of the Southern Zonal Railway Users Consultative Committee I have suggested with measurement the fixation of a foldable plank between the two doors of the carriage on either side.

and the General Manager of the Southern Railway, rather the ex-General Manager, Mr. Gangully, has sent a letter stating that a reference has been made to the Director-General, Research, Design and Standards Organisation, Lucknow, giving details of the proposal and suggesting the location of the foldable plank, which may be fixed to the coaches. I hope that if my suggestion is taken up and the design is accepted, these foldable planks will be introduced in all the long distance trains. As far as the cleanliness of the bearers is concerned, I think they should be provided with two sets of uniforms, one for summer and one for winter, and I would prefer that the colour should be of khaki or navy blue, so that it can withstand heat, perspiration and dirt.

Coming to punctuality and speeding up of trains, I think the railway authorities have done very splendidly and even today I see from papers that from 1st April some trains are going to be speeded up. This aspect should be given more thought for better administration and progress. I think the travelling time between Madras and Delhi has been considerably reduced in all trains, but I think it is still possible at least in G.T. Express that we can save two hours by avoiding unwanted stops.

Then I come to the ever-green problem of the railway authorities, that is ticketless travel. Beggar nuisance, unauthorised vendors in the compartment, pulling of alarm chains all these are always a constant headache to the railway authorities. They should devise measures to check them. Severe penalty for ticketless travel and surprise checks I think can reduce the number.

Then I come to another thing which has cropped up recently and is occurring often, that is, the crime and theft in trains. I think it is high time that the railway authorities are provided with adequate security police. I want to know from the Railway Minister what is

the strength of the Railway Security Police in a long distance train.

In a long distance train I feel there should be a doctor always on duty. I feel this is most essential. I took my small child with me in train and she developed dehydration. I had to wait for hours before any doctor came. One doctor came at one station, another came at Nagpur I think, and another came at another station. The condition of the child was critical. Such things happen in the trains. It is always essential for a doctor to travel in the train for the benefit of passengers. I think this will be taken note of by the Railway Minister and I hope he will do something about it.

I come now to the reservation facilities. Of course, the railway authorities are trying their best to give all sorts of amenities to the passengers by reserving the tickets 10 or 15 days in advance. But when these third class passengers go to the booking office, invariably they say "no tickets". I know an instance. Some persons wanted to travel on the , 18th April, by the Southern Express. They were told by the railway booking office that tickets were not available. I cannot understand that. They asked for the tickets on the due date. They said "no tickets". I think it is also due to the fact that certain quotas are reserved for the officials as well as the Members of Parliament, which mostly go unused, and these quotas are released only just before the train starts, some time before the train starts. This creates a lot of trouble to the third class passengers. Something has to be done regarding it.

I come to the dieselisation and electrification of trains. Of course it is no doubt essential. When the world is progressing so fast, we have also got to go fast. At the same time when we introduce dieselisation and electrification we should also see that it is done gradually so that retrenchment is also gradual. Even these people should be absorbed in some

[Shrimati Lalitha (Rajgopalan).] other channel; otherwise they will create unrest in the railways which have been really doing their job efficiently and which have not in any way fallen a prey to the Communists.

Regarding trade union also, I do not know much about it, but still I feel that there should be only one Union and that union should be recognised by the Government and there should be enough co-ordination between that union and the authorities concerned. This can really avoid the workers' unrest, strikes, agitations and other things. But I find that there are more than one trade union in the Railway," specially in the South.

Madam, above all, though the measures are taken by the Railways to provide comfortable journey, the cooperation of the public in every phase of the journey is most important. The Railways have a long way to go in the journey of progress to provide comfort to the passengers and to earn additional revenue through freights and in popularising railway travel by introducing more holiday concession trips, and I am convinced that with the progress the Railways have made so far they are bound to become popular and efficient in the future and an asset to the country.

Thank you very much for giving me time to speak on this subject.

श्री जगत नारायण (हरियाना) : मैडम डिप्टी चेयरमैन, मैं वजीर साहब की तबज्जह तीन चार बातों की तरफ दिलाना चाहता हूँ। सबसे पहली अर्ज आपकी खिदमत में यह करना चाहता हूँ कि मुफ़्तसल चार साल से इस हाउस में चंडीगढ़ को मेन लाइन पर लाने के लिये कहा जाता रहा है। तीन साल से मैं भी इस हाउस का मेम्बर हूँ और मैं हमेशा ही इस मौके पर यह अर्ज करता रहा हूँ वजीर साहब से कि वे चंडीगढ़ को मेन लाइन पर लाने की कोशिश करें। चंडीगढ़ एक "शो पीस" है

जहाँ तमाम व्ही० आई० पी० जों हिन्दु-स्तान में आते हैं वहाँ उनको ले जाते हैं दिखाने के लिये। मगर चंडीगढ़ को मेन लाइन पर लाने की आज तक कोशिश नहीं की गई। मैं वजीर साहब की तबज्जह दिलाना चाहता हूँ . . .

श्री शीलभद्र याजी (बिहार) : मैडम चंडीगढ़ में रेलवे स्टेशन है।

श्री जगत नारायण : रेलवे स्टेशन तो है मगर मेन लाइन पर नहीं है। उसको मेन लाइन पर आना निहायत जरूरी है और इसलिए भी जरूरी है कि अब तो वह यूनियन टेरीटरी बन गया है और वहाँ हरियाना की बजारत भी है, पंजाब की बजारत भी है और वहाँ से आप हिमाचल प्रदेश को भी कट कर रहे हैं। जितने अखबारों में हरियाना के और पंजाब के वे तमाम चंडीगढ़ में आना चाहते हैं ताकि तीनों सूबाजात को अपने अखबारों में पहुँचा सकें, वे जितने वर्कर्स पेंशन हैं उनको। मगर उनकी डिफिकल्टी है कि चंडीगढ़ मामूली सा स्टेशन है और वह मेन लाइन पर नहीं है। तो उसको मेन लाइन पर लाने की कोशिश की जाय। कल ही वहाँ चंडीगढ़ के अपर हाउस में सवाल किया गया तो वहाँ भी मिनिस्टर साहब ने कहा कि हम कोशिश कर रहे हैं, सेंटर वालों को कह रहे हैं कि वे चंडीगढ़ को मेन लाइन पर लायें। मुझे पता नहीं उन्होंने कहा है, नहीं कहा है, यह जवाब उन्होंने दिया है हाउस में। मैं वजीर साहब से गुजारिश करूँगा कि अभी तो यह इन्टरिम रेलवे बजट है लेकिन जब पूरा बजट बनाएँ तो चंडीगढ़ को मेन लाइन पर लाने की कोशिश करें। उनके लिये भी यह मुफीद है क्योंकि वह एक यूनियन टेरीटरी है और व्ही० आई० पी० को ले जाने में उनको आसानी होगी।

दूसरी चीज यह है कि कभी थोड़ा सा बक्त निकाल कर वे नई दिल्ली के रेलवे स्टेशन पर तशरीफ ले जायें। जो एक बजे

मेल जाती है वहां से अमृतसर को, उसको जाकर देखें कि पैसेजर्स का कितना बुरा हाल होता है। उस फ्लाईंग मेल में इतना भारी पैसेजर्स का रण होता है कि चढ़ना मुश्किल हो जाता है। जो पैसे वाले हैं वे तो कुली को एक रुपया, दो रुपया दे देते हैं और वे खुद गाड़ों के साथ साथ भागते हैं और कुली उनको सीट पर बिठा देता है। मुझे यह तो खुशी है कि वजीर साहब ने या उनकी मिनिस्ट्री ने जो एक डीलक्स चलती थी अमृतसर की तरफ, आज उन्होंने फैसला कर लिया है कि अप्रैल के महीने से तीन डीलक्स चला करेंगी तीन दिन। लेकिन मैं समझता हूं कि सिर्फ अमीर लोगों को केटर किया जा रहा है ये तीन डीलक्स अमृतसर से आ सकती हैं तो क्यों नहीं एक फ्लाईंग मेल रोज चला दी जाय जो उन लोगों के लिये काफी हो जो थर्ड क्लास में ट्रेवल करते हैं ताकि जो रण उनको थर्ड क्लास में मिलता है एक बजे यह फ्लाईंग मेल में रण नहीं मिलेगा क्योंकि पंजाब के लोग, हरियाना के लोग, बड़े ट्रेवल माइन्डेड हैं बावजूद इसके कि वे बसेज में भी ट्रेवल करते हैं और पंजाब की बसेज खूब केटर करती हैं ट्रेवलर्स की। पंजाब के लोगों के लिये बड़ी भारी दिक्कत यह है कि रेलवे सफर इतना पैकड अप होता है, लोग अपना ट्रंक रखते हैं, बिस्तर रखते हैं, उन पर बैठ जाते हैं उनको बड़ी मुश्किल होती है सीट मिलने के लिये। तो मैं वजीर साहब की बिदमत में अर्ज करूंगा कि जहां उन्होंने तीन डीलक्स चला दी हैं बजाय इसके अगर वे एक और फ्लाईंग मेल रोज चला दें तो उनको कोई दिक्कत नहीं होगी चलाने में और जितना रण होता है वह बहुत कम हो जायेगा और लोगों को ट्रेवल करने में आ गयी होगी।

तीसरी चीज, अगर व नंगल जायें— नंगल डैम भी व्ही० आई० पीज० के लिये एक एट्रिक्शन को जगह है—तो वह देखेंगे कि वहां रेलवे स्टेशन तो है मगर हकीकत में वह कोई हिल स्टेशन नहीं है लेकिन वहां का

जो फेअर चार्ज किया जाता है वह हिल स्टेशन का किया जाता है। शिमला के लिये आप बेशक चार्ज करें हिल स्टेशन का मगर नंगल में जहां तक रेल जाती है वह बिल्कुल प्लेन है, उसका हिल स्टेशन का किराया चार्ज करना बिल्कुल मुनासिब नहीं है।

एक बात मैं पहले भी कहता रहा हूं कि आपको मिलिटरी का, फौज का सामान अमृतसर के बार्डर पर ले जाना पड़ता है, जो कि पाकिस्तान के साथ मिलता है और काफी सामान वहां आपको डोना पड़ता है। अम्बाला से लेकर दिल्ली तक अंग्रेजों के जमाने में जो डब्ल लाइन बनी, जब से कांग्रेस सरकार आई है उसने कोशिश नहीं की कि अम्बाला से लेकर अमृतसर तक डब्ल ट्रैक बनाया जाय। इसके लिये भी मैं तीन साल से मुसलसल कह रहा हूं और प्रामिस भी किया जा रहा है मगर आज तक इसकी तरफ ध्यान नहीं दिया गया।

तो मैं ये दो, तीन, चार दरखास्ते जो अगला बजट बनने वाला है उसके सम्बन्ध में रखना चाहता हूं और मैंने रखने की कोशिश की है। मैं वजीर साहब से अर्ज करूंगा कि उसकी तरफ जरूर ध्यान दें मगर इसके साथ साथ मैं उनको एक बात और भी कहूंगा कि जरा मेन स्टेशन पर जायें और वहां जाकर देखें कि पार्सल आफिस में कितना बुरा हाल है। वहां जहां लगेजेज और पैकेजेज पड़े होते हैं पैसेजर्स का वहां से गुजरना और रेल में चढ़ना इतना मुश्किल होता है कि कुछ कहा नहीं जा सकता। खास तौर पर जो पार्सल क्लक्स हैं वे पूरा इंतजाम ही नहीं कर सकते। एक जाता है दूसरा आता है, मामूली सी रसीद दे देते हैं, न पैकेजेज गिनते हैं, फल सड़ जाते हैं, लोग तंग हैं। कभी जाकर देखें तो आपको पता लगेगा कि कहां तक उनके लिये इंतजाम किया गया है और स्टाफ कितना कम है और स्टाफ को कितनी कम तनखाह दी जाती है।

[श्री जगत नारायण]

इसके साथ उससे मैं एक और बात अर्बन कंफार्स कि वे किसी ओर जगह नहीं जायें बल्कि यहाँ ही वे जाने की कोशिश करें और देखें कि लोको वर्कशॉप जहाँ इंजनों की मरम्मत होती है, जो उनको हर रोज चलाते के लिये ठीक हालत में रखते हैं और जिनकी वजह से आपको रेलवे चलती है, उसके स्टाफ को कितनी बुरी हालत है। मैडम, वहाँ जो मैट्रिक पास काम करते हैं, जो कुन्नी हैं, जिनको कुन्नी कहा जाता है उनको दो सप्ताह रोज तनख्वाह दी जाती है और जिम्मेदारी उनकी इतनी है कि जो पुर्जा बना कर इंजिन में लगा दें उनको एक निमिष मुकदमा होता है कि इस पुर्जे ने इतना काम देना है। उनको जिम्मेदारी है कि वह पुर्जा एक महीने, दो महीने या चार महीने काम देगा। तो उस छोटे से मैकेनिक को, कुन्नी को, जिसकी इतनी कम तनख्वाह होती है उसको जिम्मेदारी इतनी ज्यादा होती है, उसका स्टैंडर्ड आफ पे इतना कम है और बाहर जो मैकेनिक काम करते हैं उससे बहुत कम है हालांकि कि वह लोग हैं असलो जो इंजिन को ठीक हालत में रख कर रेलवे को चलाते हैं और रैसिंग्स को केंटर करते हैं। वजीर साहब जाकर देखें तो हैरान होंगे कि वर्कशॉप में वे पुराने टूल्स से काम करते हैं। इतनी नई नई ईजाद होगई हैं, इतने आधुनिक साइन्टिफिक तरीके से बन गये हैं लेकिन वहाँ पर इलेक्ट्रिशन्स हाथ से ही सब काम करते हैं, हाथ से ही मैकेनिक्स पुर्जे बनाते हैं। उनके पास कोई नये टूल्स नहीं हैं। आप सहारनपुर में जाइये तो वहाँ भी वही हालत है। मैं ने चार पांच लोको वर्कशॉप्स देखे हैं। जहाँ हालत यह है कि पुराने केबल्स हैं, नये साइन्टिफिक तरीके से इलेक्ट्रिक टूल्स न तो इस्तेमाल किये जा रहे हैं न सप्लाय किये जा रहे हैं। इसकी तरफ वजीर साहब को तबज्जुह देनी चाहिये।

एक और बात स्पीड के मुतालिक है। हमारे हिन्दुस्तान की जो रेलवेज हैं ये जापान से बहुत पुरानी रेलवेज हैं। मगर जापान में

जाकर आप हैरान होंगे कि ओसाका से टोकियो तक 360 मील का रास्ता है और 360 मील का रास्ता तीन घंटे में खत्म हो जाता है। उन्होंने एक ट्रैन ऐसी तैयार की है जो 120 मील घंटे की रफ्तार से चलती है और रास्ते में तीन स्टेशन हैं, इसके बावजूद वह तीन घंटे में 360 मील का सारा रास्ता कवर कर लेती है। वहाँ जो रेलवे है उसकी उम्र 80 या 90 साल से ज्यादा पुरानी नहीं है मगर वहाँ पर यह हालत है कि 50 मील से ज्यादा स्पीड से गाड़ियां नहीं चलती हैं हालांकि आपको इस बात को बड़ी जरूरत है कि आप तेज गाड़ियां ले जायें। आज क्या हो रहा है कि रोड और रेल का इतना बड़ा कम्पेटिशन है कि ट्रक अम्पुसर से चलती हैं सामान लेकर और कलकत्ते तक पहुंचती हैं, हालांकि अगर रेलवे की सर्विस आसान और स्विफ्ट हो तो उसकी कोई जरूरत नहीं है लोगों को कि वे ट्रकों में माल भेजें। एक्सपेडेंट होते हैं, दूसरी बातें होती हैं, लोग घबड़ाते हैं, मगर वृत्ति उनको बैगन नहीं मिलता है, स्विफ्टली माल नहीं पहुंचता है इसलिये वे कोशिश करते हैं ट्रकों में माल भेजने की और ट्रक रेलवे के साथ कम्पेट कर रही हैं। यही वजह है कि आपको घाटा हो रहा है। तो अगर आप स्पीड बढ़ायें और लोगों को ज्यादा बैगन्स मुहैया करें तो आपको फायदा ही होगा। अगर आप यह सब कर सकेंगे और रेलवे की सर्विस अच्छी होगी तो सबके लिये इकानामिक होगा, इससे इन्डस्ट्री को फायदा पहुंचेगा और लोगों का जो माल पड़ा हुआ है वह आसानी से दूसरी जगह पहुंचा सकेंगे। तो मैं ये चीजें आपके सामने रखना चाहता हूँ और मुझे उम्मीद है कि आप इन बातों पर तबज्जु दे देंगे।

2 P.M.

एक बात मैं और कहना चाहता हूँ। मैंने आपका यह सारा बजट पढ़ा है लेकिन उसमें पैसेजर्स की एमेनिटीज के मुतालिक कोई बात नहीं है। हालांकि पोजीशन यह है

कि जितना रुपया आप कमाते हैं उसका कम से कम एक चौथाई, पांचवां हिस्सा, छठा हिस्सा, पैसैजरो को एमनटीज में लगाया जाना चाहिये क्योंकि आज हर आदमी यह चाहता है कि वह आराम के साथ सफर करे। हम लोगों को तो फर्स्ट क्लास का पास मिला हुआ है और आनरेबिल मेम्बर उसमें ट्रेवल भी करते होंगे। आज हालत यह है कि उस फर्स्ट क्लास में भी जो साइड लैम्प होता है वह लगा नहीं रहता है और इस तरह से लाइट नहीं मिलती है। इसी तरह से जो पंखे उनमें लगे होते हैं वे भी ठीक तरह से लगे नहीं होते हैं। अगर ऊपर का पंखा होगा तो नीचे वाले लोगों के लिये पंखा नहीं मिलेगा या जो पंखे होंगे तो वे काम नहीं करते हैं। इसलिए मैं यह अर्ज करना चाहता हूँ कि आप फर्स्ट क्लास में लैम्प लगाने का इन्तजाम कर दें ताकि मुसाफिरों को आसानी सफर करने में हो जाय क्योंकि आप उनसे तो बहुत ज्यादा पैसा चार्ज करते हैं मगर उनको इस तरह की सहूलियत नहीं देते हैं। आपने तो हमको पास दिया हुआ है मगर जो लॉग पैसा देकर सफर करते हैं, इतना खर्च करते हैं, उन्हें हर तरह की सहूलियत मिलनी चाहिये।

जब फर्स्ट क्लास में यह हालत है तो थर्ड क्लास की क्या हालत होगी, यह आप अच्छी तरह से समझ सकते हैं। वहां पर भी जो पंखे लगे हुए होते हैं वे अक्सर नहीं चलते हैं। इन डिब्बों में जो पाखाने होते हैं, उनका बहुत बुरा हाल होता है। मैं आपसे कहना चाहता हूँ कि आप मेहरबानी करके इन डिब्बों में जाइये तब आपको पता चलेगा कि वहां पर किस तरह की हालत है। वहां पर किस तरह से मुसाफिरों को तकलीफ होती है यह वहां जाकर ही आप मालूम कर सकते हैं। आज दिल्ली से अमृतसर जाने में डिब्बों के अन्दर लोगों को कितनी तकलीफ होती है, यह बात वही जान सकता है जो कि उसमें सफर करता है।

इसलिए मैं चाहूंगा कि आप खुद देखें कि उसमें कितना रश होता है। इसलिए मैं यह अर्ज करना चाहता हूँ कि आप इस रश को कम करने के लिए और लोगों को अमेनिटीज देने के लिये ज्यादा से ज्यादा कोशिश करें। इन सब बातों को सामने रख कर मैंने आपकी तवज्जो इस बात को तरफ दिलाई है और मुझे उम्मीद है कि आप इन तकलोफों को दूर करने की कोशिश करेंगे।

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

एक दो बातें मैं और कहना चाहता हूँ और वह यह है कि आप पहले प्राइवेट पार्टीज से वैगन्स खरीदा करते थे जिसको अब आपने बंद कर दिया है। मैं यह जानना चाहता हूँ कि आपने इन प्राइवेट पार्टीज से वैगन खरीदना बंद क्यों कर दिया है? जब आप इन्डिजिजुअल एफर्ट्स को सपोर्ट करते हैं तो क्या वजह है कि आप ने प्राइवेट पार्टीज से वैगन खरीदना बंद कर दिया है? यह सिस्टम आपने क्यों बंद कर दिया है यह बात मैं वजीर साहब से जानना चाहता हूँ।

एक बात में यह जानना चाहता हूँ कि जो माल अमेरिका से मंगाते हैं उसके लिए आप रेलवे बोर्ड का आदमी खरीदने के लिये क्यों वहां भेजते हैं। जबकि वाशिंगटन में हमारी एम्बेसी है और वहां पर ऐसे दफतर हैं जो कि गवर्नमेंट आफ इंडिया की तरफ से माल खरीदते हैं तो फिर यहां से अलग से आदमी भेजने की क्या जरूरत है इस से तो यह ख्याल पैदा होता है कि जो आदमी वहां पर माल खरीदने जाता है उसका कुछ हिस्सा होगा और तब उसको यहां से माल खरीदने के लिए भेजा जाता है। तो मैं समझता हूँ कि जो वहां पर कारपोरेशन है, एसोसिएशन है, आपने बनाई है, जिस के मा-फत आप माल खरीदते हैं जो अमला गवर्नमेंट

[श्री जगत नारायण]

इंडिया का माल वहां पर खरीदता है उसके जरिये आप खरीदारी क्यों नहीं करते हैं ? तो मैं यह जानना चाहता हूं कि रेलवे बोर्ड जो स्पेशल आदमी अपना माल खरीदने के लिये वहां पर भेजता है वह क्यों भेजा जाता है ?

एक बात और कह कर मैं बैठ जाऊंगा मैं वजीर साहब से जानना चाहता हूं कि चंडीगढ़ को मेन लाइन में लाने की कब तक कोशिश की जायेगी । क्या आप अपने बजट में उसके लिए रुपया रखने की कोशिश करेंगे ? इस जगह को मेन लाइन में लाने के लिए सब मांग कर रहे हैं और अखबारों में भी इस बारे में बार बार लिखा जाता है । तो मैं वजीर साहब से यह जानना चाहता हूं कि क्या वे इसके मुतालिक कोई भरोसा दिलायेंगे कि चंडीगढ़ को मेन लाइन में जल्द से जल्द लाने की कोशिश की जायेगी ?

मुझे इतना ही कहना है और मैं फिर मिनिस्टर साहब से अर्ज करूंगा कि जो सुझाव मैंने दिये हैं वे उन पर गौर करेंगे ।

श्री राम सहाय (मध्य प्रदेश) : उपसभाध्यक्ष महोदय रेलवे के संबंध में मेरा तो ऐसा खयाल है कि जितने भी सरकारी विभाग हैं उनमें से जितना अच्छा और सुचारु ढंग से रेलवे का काम होता है उतना और विभागों में नहीं होता है । इन सब बातों के होते हुए भी जो इसमें त्रुटियां हैं जो खामिया हैं उनकी तरफ मैं आपकी तवज्जों दिलाना चाहता हूं ।

मेरा ऐसा खयाल है कि कुछ रोज पहले रेलवे मिनिस्टरी ने यह तय किया था कि रेलवे लाइन के आसपास जो खाली जगह पड़ी हुई है उसमें कृषि की जाय । इस समय देश में जो अनाज की तकलीफ है, जिस तरह की दिक्कत है, जिस तरह से हम बाहर के मुल्कों से अनाज मंगा रहे हैं उसको देखते हुए यह आवश्यक है कि रेलवे

के किनारे किनारे जो खाली जमीन ज्यादा तादाद पर पड़ी हुई है, उसका उपयोग किया जाय । इस बारे में रेलवे मिनिस्टर की ओर से कुछ आदेश जारी कर दिये गये थे और मुझे मालूम है कि गांवों में कुछ इस तरह की बात लोगों में हुई है । लेकिन रेलवे अधिकारियों की उदासीनता की वजह से इस बारे में अभी तक कुछ नहीं किया गया है । मुझे इस बात की जानकारी है कि रेलवे अधिकारियों को इतना ज्ञान नहीं है कि वे जो पत्र भेजते हैं कि फरवरी मार्च से जून तक ड्राई फार्मिंग रेलवे लाइन के आसपास की जमीन पर कर सकते हैं । शायद उनको यह बात मालूम नहीं है कि इन महीनों में ड्राई फार्मिंग नहीं हो सकती है और इन महीनों में कोई फसल उगाई जा सकती है या नहीं ? हमारे रेलवे के अधिकारियों ने इस प्रकार का रवैया क्यों अपना रखा है यह बात मेरी समझ में नहीं आती है । मैंने स्वयं इस बारे में पत्र व्यवहार देखें और मैं रेलवे मिनिस्टर साहब का इस ओर ध्यान दिलाना चाहता हूं कि वे इस बात को देखें कि रेलवे के आस पास जो मीलों कृषि लायक खाली जमीन पड़ी हुई है जहां घास भी उत्पन्न नहीं हो सकती है उसको रेलवे अधिकारी गांव वालों को खेती करते के लिए ठीक समय पर क्यों नहीं देते हैं ?

एक बात मैं और निवेदन करना चाहता हूं और वह यह है कि मुझे ऐसा मालूम हुआ है कि ऐसी जमीन पर रेलवे को कुछ आमदनी घास से होती है । लेकिन मैं समझता हूं कि घास से जो आमदनी होती है अगर उस जमीन पर अनाज उत्पन्न हो सके तो इससे ज्यादा आमदनी होगी । लेकिन हमारे रेलवे अधिकारी इस तरफ कोई तवज्जों नहीं देते हैं और होता यह है कि ऐसी जमीन पर जो घास होती है और उसके लिए जो कांटेक्ट दिया जाता है उस पर अदरहेन्ड डीलिंग होती है । यही कारण है कि जो खाली जमीन पड़ी है उसकी तरफ हमारे रेलवे के अधिकारी तवज्जों नहीं देते हैं । ६

मंत्री जी के सामने इस तरह की कई मिसाल पेश कर सकता हूँ और उन्हें बतला सकता हूँ कि जहाँ घास नहीं होती है उस जमीन के लिए अधिकारियों को बार बार लिखा गया मगर उन्होंने कोई चिन्ता नहीं की, आप स्वयं मौके पर जाकर इस तरह की जमीन को देख सकते हैं जहाँ पर कि अनाज हो सकता है लेकिन फिर भी उसकी तरफ तबज्जों नहीं दी जाती है। तो मैं समझता हूँ कि यह इतना महत्वपूर्ण कार्य है जिसकी तरफ आपको अवश्य तबज्जो देना चाहिये। जिससे कि देश में अनाज का उत्पादन बढ़ सकता है।

जहाँ तक कृषि का संबंध है मैं समझता हूँ कि यह एक ऐसा महत्वपूर्ण प्रश्न है जिस पर रेलवे अधिकारियों को तबज्जों देनी चाहिये। जब रेलवे को किसी प्रकार की कोई हानि नहीं होती है, जब उसने पालिसी के तौर पर यह कर लिया है कि खेती होनी चाहिये तो इसकी तरफ देखना भी निहायत जरूरी है।

साथ ही मैं अब रेलवे से संबंधित जो दूसरी बातें हैं उनकी तरफ आप की तबज्जह दिलाऊंगा। ट्रेन्स की कमी की वजह से जो दिक्कतें आती हैं उनकी तरफ मैं आप की सबसे पहले तबज्जह दिलाना चाहता हूँ। यह मैं जानता हूँ और अच्छी तरह से जानता हूँ कि हर जगह ट्रेने नहीं बढ़ाई जा सकती हैं। लेकिन फिर भी जहाँ ज्यादा तकलीफ है और जिन स्थानों के बारे में चार पांच साल से बराबर यह प्रश्न हर एक आता रहा है, एडवाइजरी कमेटीज में भी आता रहा है, जो रेलवे की टाइम-टेबिल कमेटी होती है उसमें भी आता रहा है, उनके बारे में भी अभी तक पूरी तबज्जह नहीं फर्माई गई है। मेरा ऐसा खयाल है जनता की शकल में एक ज्यादा ट्रन दिल्ली से लेकर बम्बई तक जरूर चलनी चाहिये अगर किसी कारण से यह संभव न हो तो

दिल्ली से इटारसी तक तो जरूर ही चलनी चाहिये ताकि जो थर्ड क्लास के मुसाफिर हो उनको तकलीफ न हो। मैंने ट्रेन में यह देखा है कि स्त्रियों और बच्चों को बहुत ज्यादा तकलीफ होती है। लम्बी लम्बी ट्रेने होने पर थर्ड क्लास का एक डिब्बा एक सिरे पर होता है और दूसरा डिब्बा दूसरे सिरे पर होता है और लोगों को इस कदर परेशानी होती है कि वे ट्रेनों में बैठ नहीं पाते हैं। इसलिये या तो सीधी ट्रेनें बढ़ाई जायें या जैसा कि कहा जाता है कि डीजल इंजनों के लगाने से कुछ बोगियां बढ़ाई जाने वाली है, तो मैं उसके लिये यह सुझाव दूंगा कि बजाय कोई फस्ट क्लास और सेकेंड क्लास की बोगी बढ़ाने के केवल थर्ड क्लास की बोगियां बढ़ाई जानी चाहियें जिस से लोगों को सुविधा हो इस लिये इस ओर खास ध्यान देने की जरूरत है।

एफिशिएंसी के बारे में मेरा यह अर्थ करना है कि मैंने फस्ट क्लास के डिब्बों में यह देखा है कि उनमें जो मरम्मत करने वाले आते हैं वे इतने गन्दे तरीके से काम करते हैं कि कहीं तो तार खुले रह जाते हैं, कहीं पंखों की स्वीच नहीं रहती है और कहीं वे उसको इस तरह से काट देते हैं कि वैसे होल बने रहते हैं। इस बारे में भी अगर थोड़ा सा निरीक्षण रखा जाय और जो काम करने वाले फिटस हैं उनको थोड़ी सी तम्बीह दी जाय तो निश्चय ही इसमें सुधार हो सकता है।

एक मेरा अर्थ करना यह है कि चैन पुलिंग जो है इसका मर्ज इतना ज्यादा बढ़ गया है और इसकी वजह से इतनी ज्यादा तकलीफ होती है कि मैं समझता हूँ कि शायद किसी खतरे के वक्त चैन के खींचने से जितना लाभ होगा उससे ज्यादा इस से नुकसान हो रहा है। तो मेरा ऐसा अर्थ करना है कि इस बारे में आप जरूर जांच कराये कि दर-असल इससे लाभ कितना होता है और नुकसान कितना होता है। मेरा ऐसा

[श्रीराम सहाय]

खयाल है कि अगर इस चैन को रखना ही जरूरी हो तो कोई ऐसी डिवाइस जरूर होनी चाहिये जिस से जो चैन खींचने वाला शक्स हो उसकी किसी प्रकार से जांच की जा सके। उसमें कोई ऐसी व्यवस्था होनी चाहिये जिससे यह सिताखत की जा सके कि फलां शक्स ने चैन खींची। आम तौर पर गैर जरूरी तौर पर चैन खींची जाती है। काम के लिये तो शायद ही कभी चैन खींची जाती है। तो इस बारे में जरूर कोई व्यवस्था होनी चाहिये जिस से चैन खींचने वालों का पता लगाया जा सके और उनको दंडित किया जा सके।

ईस्टर्न फ्रंटियर रेलवे पर जो इस वक्त एक्सीडेंट बढ़ रहे हैं उनके बारे में मैं समझता हूं कि इस वक्त तक कोई विशेष कदम शायद नहीं उठाया गया है क्योंकि मैं यह देखता हूं कि आये दिन कुछ न कुछ खबर इस बारे में अखबारों में देखने में आती है। तो इस बारे में भी मेरा ऐसा अर्थ करना है कि विशेष तवज्जह जरूर दी जाय।

करण के बारे में मेरा यह अर्थ करना है कि वैसे तो आम तौर पर देश में इस की शिकायत है और जैसे जैसे शासन की जिम्मेदारी बढ़ती गई वैसे वैसे इस करण के बारे में शिकायतें बढ़ती गई और कभी कभी जितनी शिकायत होती नहीं है उस से ज्यादा बढ़ा कर कही जाती है। लेकिन फिर भी कुछ न कुछ वजूद तो उसका रहता ही है। अभी मैं बम्बई गया था। बम्बई में मुझे एक साहब मिले और वे मुझे यह शिकायत करने लगे कि उनको एक फर्स्ट क्लास के टिकट की जरूरत थी तो वे वहां गये स्टेशन पर और वहां उन से यह कहा गया कि कोई जगह कहीं भी नहीं है। फिर उनको एक सहाब मिले और उन्होंने एक रेलवे के दलाल को या एक खास आदमी को बताया जो वहीं पर बैठ कर इस प्रकार का व्यवस्था ही करता है और कहा कि आप उन से

जा कर के कहिये वे आप को टिकट का इन्तजाम कर देंगे। वे बेचारे गये उसके पास और उसको पेशगी टिकट के पैसे दे दिये और करीब दस रुपये और ज्यादा दिये। वे यह कह रहे थे कि मुझे यह शंका थी कि जब मुझे से मना कर दिया है तो शायद मुझे स्थान न मिले। लेकिन बहुत इत्मीनान के साथ उनको लोअर बर्थ जिस दिन वे चाहते थे, उस दिन के लिये मिल गई। तो जो बात उन सज्जन ने कही वह मैं आप से अर्थ कर रहा हूं। वैसे आम तौर पर यह शिकायत देखने में आती है कि कुछ दलाल लोग रहते हैं और वे कुछ वर्ष पहले से ही रिजर्व करा लेते हैं। इस बारे में मेरा ऐसा खयाल है कि अगर अच्छी तरह से चेकिंग की जाय और इस पर निगरानी रखी जाय तो मुमकिन है कि जो पैसेजर्स की शिकायत है वह शायद पूरी दूर न की जा सके। लेकिन इस प्रकार करप्शन को किसी न किसी हद तक कम किया जा सकता है।

कुलियों के बारे में जैसा अभी जगत-नारायण जी ने कहा, वह तो एक आम बात है। किसी भी ट्रेन पर और किसी भी वक्त जा कर देखा जा सकता है कि कुली किस तरह से दौड़ते हैं और किस तरह से वे पैसेजर्स का सामान ट्रेन्स में डाल देते हैं और तब कहीं उनको स्थान मिलता है। ये बातें रात दिन हमारे देखने में आती हैं और इनकी तरफ अगर हम थोड़ा सा ध्यान देंगे तो निश्चय ही इसमें काफी कमी हो सकती है।

रेलवे मंत्रालय की तवज्जह मैं एक बात की तरफ और दिलाना चाहता हूं। स्टेट्स रिआर्गेनाइजेशन कमीशन जब बना था तो उसने अपनी रिपोर्ट में यह बात कही थी कि विन्ध्य प्रदेश के कुछ खास मुकामात पर जहां अभी तक रेलवे लाइन नहीं है वहां रेलवे लाइन डाली जाय, लेकिन बावजूद इसके

कि उसको काफी अर्सा हो गया है, उसके बारे में कुछ नहीं हो सका है। अभी अभी हाल में रेलवे बोर्ड ने कहा है कि बीना से कुरवाई सरोन और मकसूदगढ़ तक रेलवे लाइन का सर्वे किया जाय। इसी प्रकार सागर से राहत गढ़ रायसेन और भोपाल तक रेलवे लाइन का सर्वे करने के लिये कहा गया है। मेरा यह निवेदन है कि इस बजट में अगर इस बारे में कुछ गुंजाइश रखी जा सके तो निश्चय ही इस से रेलवे को आमदनी होगी और जनता को भी इस से लाभ होगा।

मैं कैटरिंग कमेटी का सदस्य हूँ और उसके नाते मैंने यह बात कई दफा रखी है कि रेलवे में जो खाना मिलता है वह अच्छा नहीं मिलता है बल्कि बहुत ही खराब किस्म का मिलता है। इस बारे में कहा यह जाता है कि वहाँ जो गेहूँ मिलता है वह खराब मिलता है या चावल जो मिलता है वह खराब मिलता है। मेरा ऐसा खयाल है कि जिन स्टेट्स में चावल या गेहूँ ज्यादा पैदा होता है और जहाँ से इन चीजों की सप्लाई दूसरे प्रदेशों की की जाती है, वहाँ के चीफ मिनिस्टर्स से रेलवे मंत्रालय तय करे कि वे कुछ गेहूँ और चावल जितनी कि रेलवे विभाग को आवश्यकता हो, दे दिया करें। तो मेरा यह अर्थ करना है कि अगर रेल मंत्रालय स्टेट लेवल पर चीफ मिनिस्टर्स से बातचीत करेगा तो निश्चय ही उसको इस सम्बन्ध में कामयाबी हासिल होगी। मैंने तो पिछली बार कमेटी की मीटिंग में यह भी कहा था कि अगर आप इस बारे में प्रयत्न करें और मुझ भी उसकी सूचना दें, तो मैं निश्चय ही अपने मुख्य मंत्री जी या अपने फूड मिनिस्टर से बातचीत कर के इस बारे में कुछ व्यवस्था कराने का प्रयत्न करूँगा।

मैं तो यह समझता हूँ कि अगर हमारे श्री पुनाचा जी इस बारे में दिलचस्पी लेकर कोई कार्यवाही करेंगे तो निश्चय ही कामयाबी मिलेगी क्योंकि उनका सम्बन्ध

जितना पुराना पार्लियामेंट से रहा है मैं समझता हूँ कि हरएक मुख्य मंत्री और हरएक फूड मिनिस्टर उनको काफी अच्छी तरह से जानता है और उनकी थोड़ी जो फरमाइश है उसको दर गुजर नहीं करेंगे, उसको पूरा करेंगे।

ये बात जो मैंने अर्थ की है उनके बारे में समझता हूँ कि खास तौर पर आप ध्यान देंगे और मैंने कृषि के विषय में जो बात कही है उनकी ओर श्री पुनाचा जी की तबज्जह फिर दिलाना चाहता हूँ कि वे इस बारे में काफी कोशिश करें और अपने आफिसर्स को तम्बीह करें कि रेलवे के किनारे जहाँ खेती हो सकती है आसानी से होसके और जो सुविधाएँ हो वे दी जा सके। मैं समझता हूँ कि वे लगान की शकल में कुछ पैसा भी लेना चाहे तो मिल सकेगा, उसमें कोई दिक्कत नहीं होगी। बस इतना ही कह कर मैं समाप्त करता हूँ।

SHRI D. THENGARI (Uttar Pradesh): I think the Railways have been following a policy of false economy all these years. While on the one hand for Class I officials the Railways have become a training ground, there is a tendency to accommodate a greater number of Class I officers through the different zones which are being carved out, there is also an attempt to retrench, directly or indirectly, the Class III and Class IV employees. For example, there has been a ban on the creation of clerical posts and therefore an increase in the workload of clerks. One can understand this but at the same time because new zones have been carved out, the number of Class I officials is increased and therefore the burden on our economy is also increased. Retrenchment is being effected through various ways, as I said directly or indirectly. For example, when we introduced mechanisation in the Accounts Department, it led to indirect retrenchment, it blocked the promotional avenues. There is no substantial reduction in the cost, and actually it has increased

[Shri D. Thengari.]

our dependence on the U.S.A. for mechanics, spare-parts and other materials. After electrification and dieselisation there is bound to be large-scale retrenchment and the Government has not assured that the principle of no-retrenchment without alternative employment would be followed and there has been no attempt or effort to train the workers who would be declared surplus, in the various jobs including that of electrification and dieselisation.

Regarding the various facilities that should be naturally and justifiably given to the employees, there is much room for discontent. A few important problems I would like to refer to. Firstly, there is the housing problem. Less than one-third of the total Railway employees are provided with quarters. Some of them are in service for 15 or 20 years and still they are without quarters, staying in big cities. We know that there is no free suburban services also and much hardship is caused to the Railway employees on account of this lack of housing facilities. More quarters should be constructed. Some vigorous programmes for industrial housing must be undertaken by the Railways. The officers are given big bungalows. As a matter of fact their bungalows also can be utilised for some construction purposes.

Then there is complaint about inadequate and inefficient medical services. The workers are not satisfied with the present facilities and if they approach doctors outside, their bill will not be re-imbursed. At least the C.H.S. should be extended to the Railway employees.

Regarding selection tests also there is much discontent. In the name of merit, favouritism is rampant and it is necessary to see that there is no room for any grievance so far as selection is concerned and also to see that seniority is given its due place.

Now the emergency has been practically over though not legally probably but the extra half-an-hour has not been curtailed and alternate Sundays have not been declared as holidays. This should be done immediately.

We now come to some big problems. There has been no uniformity in the different zones about the service conditions and even in the same zone there is no uniformity in the payment of different allowances such as overtime or night allowances. Night allowance should be granted to all those who work during nights but unfortunately many of the categories that have to work during nights are not given night allowance. This should be rectified.

We come to the most important problem, that is of wage. The Railway employees have been demanding a separate Wage Board, and there is justification for the demand. In the first place somehow a number of categories were not properly represented before the Second Pay Commission. Therefore, the Second Pay Commission could not do justice to these categories. Now even the Second Pay Commission's period is over and there is no talk in the air about the appointment of a Third Pay Commission. Even if there is one, I find that it is not going to solve the problem because our experience with the first two Pay Commissions has been that the Railways being a very huge concern comprising more than one and a half million workers consisting of a number of categories, it is not possible to have a very comprehensive study of the Railway employees' plight by a Pay Commission which is also to look after all the various Central Government departments and therefore the demand for a separate Wage Board is perfectly justified. I would request the Minister not to make it a prestige point and to concede this just demand of the Railway workers.

Then we took pride last year in saying that 45 lakhs of workers have been brought within the purview of *the right to bonus*. As a matter of fact bonus is not actually profit-sharing so far as our present conditions are concerned because it has been accepted by economists all over the world that bonus is nothing but a deferred wage so long as there is a gap between living and actual wage and it assumes the character of profit-sharing only after the actual wage attains the level of a living wage but even assuming for the sake of argument that it is profit-sharing, there is no reason why the right to bonus should be denied because the Railways have earned huge profits, last year more than Rs. 13 crores, and it was because of the sweat and blood of the Railway employees. So they should be given the right to bonus.

Now there are some other facts that are causing discontent among the Railway employees. For example rules are *not* strictly followed regarding many vital matters such as decasualisation. It is really shameful to see that lakhs and lakhs of workers are kept as casual for years together and as temporary for years together and therefore there should be strict implementation of the rules of permanency and of decasualisation.

The contract system, the Government has declared, would be abolished but it is really unfortunate to see that on their own Railways, the contract system still prevails and the principal employer is not held responsible for all the rights and remuneration of the employees. Now it is necessary to revise, in view of the increased traffic load during the last three decades, the various time schedules for the different operations, the number of personnel in every Department, the working rules, etc. because all these have become obsolete. For example, the compensation

after an accident *it* being governed by an Act of 1890. It is really obsolete. So all these should be rectified and should be brought up-to-date. If all these suggestions are taken into consideration and if we try to curtail the number of Class-I officials, if we resolve not to retrench the Class III or Class IV employees and if all these rights and amenities are granted to the workers, a contented labour would be an asset to the Railway Administration. Thank you.

SHRI NIREN GHOSH (West Bengal): Mr. Vice-Chairman, Sir, now this Railway Budget has a sad tale to tell. After three Plans they have come with a budget which paints a gloomy picture of the economy, a continuing picture of the same. And of course there is also the Fourth Plan. So can it not be said that it is the result of all the doings of the Government that has brought the country's economy and of the Railways to this pass? This is the first point. I know that this is an interim budget and so I do not want to go into a comprehensive discussion, of the whole thing, but still I would like to make one or two general remarks and they are these.

There is dieselisation; there is electrification and a sum of Rs. 600 crores in foreign exchange has been spent in this process, and in buying the rolling stock from abroad. Now we have certainly a reasonable fear that due to this very process sufficient revenues are not being earned, and it is because of what has happened. For example, in the matter of electric traction, they have given all the overhead installations and all other connected things to foreign contractors. Foreign experts come since they are to instal them, and our industry, unfortunately, does not even produce, say, 15 to 20 or, say, 15 to 30 per cent of the components or the requirements or the equipments that are needed for them. So for the rest of this thing, for the

[Shri Niren Ghosh.] remaining 70 per cent I suppose there is a contract with them for ten years. You have to depend on them for these and spend the money. And still you go in for electrification. Is it not a deliberate policy of creating a vast market for the foreign profiteers who sell their goods at exorbitant prices and continue to net profits without creating a really sufficient and adequate industrial base which could undertake those tasks? This is a pertinent question which the Railway Ministry or the Government should take into consideration. Even in the case of the steam locomotives, 15 to 20 per cent of the components are still imported—their evaluation is perhaps more than that; it may be 30 per cent. This is as regards the steam locomotives. As regards the electric locomotives, I suppose 70 to 80 per cent of the components, and everything else connected with it are imported. It is merely an assembling plant. The same story is there in regard to the diesel factory that is being constructed at Varanasi. It is the same position; it is merely an assembling plant. So we have gone in for electric traction and dieselisation without creating a sufficient industrial base which could at least make 95 per cent if not 99 per cent of the components of the engines and everything in that connection that we require in this country. We have not done that. Without doing that we have spent Rs. 600 crores in foreign exchange on them, and perhaps they will go on mounting. So the debts incurred and the overhead charges are being laid on the Railways. And the Railway Ministers come, and they say that the railways are not giving us sufficient revenues and that loans have to be taken from the General Revenues or the General Budget, and that retrenchment is going to take place. There are things which I for one know. Now the figure has been given that 150 electric locomotives have been produced. I know definitely from inside information that it is untrue. Only

1 120 locomotives have been produced;
I the rest is a figment of imagination. Sometimes a locomotive is shown for an inauguration, certain plates are just attached to it and then they are pulled down after the dignitaries have gone away. This is the state of affairs. And you come and say that we have produced such and such things. So that is a point which the Government should note. I say that the entire policy is lopsided, not in conformity with national interests. It is catering to certain foreign investors, who are netting crores of rupees, and in the bargain we are taking loans and paying debts, and the creditors are receiving all manner of payments. That is the position. I must also say that before you went in for mechanisation, for dieselisation or electrification, first of all it was necessary for you to create a sufficient industrial base of your own inside the country, which could undertake the task. Without doing that it is a mere luxury and nothing else. What is the harm in steam locomotives, where we do everything? We at least produce 80 per cent for steam locomotive traction in our country. We have come to this stage of, if not 100 per cent, 80 per cent. Now we can complete this process and build up our base and then go in for all those things. So, this is one aspect of it.

Then there is another. It is supposed to be a commercial undertaking, a paying concern but then it is a public utility service and we do not expect Rs. 100 crores to be donated to the General Budget leaving the workers and the general public to suffer. Leaving aside that fact, the other fact is that it is a scandalous state of affairs that the railways never attend properly to commercial requirements. In order to get wagons you have to stand in the queue for long and to grease their palms all along the line, beginning with the high-ups, with thousands of rupees. Then only you can book a wagon. That is how the Railway

Board functions, those higher-ups, that it does not even cater to commercial needs properly. Yet they say now, "It is not going to 'give us sufficient revenue." But that is everybody's experience. It is the general talk on the Budget, and that is how things work. In the State i come from there are big railway-yards, railway marshalling-yards, and yet the story there is that in order to book a single wagon you have to spend some thousands of rupees. Then you book it and then you get it. So heavy or bulk movement of goods is sluggish due to dilatory tactics adopted by the railway authorities. Unless you grease their palms this is the state of affairs. So they are not catering to the needs of commerce. If there had been, a quick turnover of goods, you should have got more money. Then as regards some other things I will say.

On the side of the employees sufficient has been said by my colleague, Mr. Thengari. But for all those things what remedy has he found in the Budget? It is that we are resorting to measures of economy with retrenchment of staff at the lower level. When a normal vacancy occurs, we are not going to fill in that vacancy. Where the question of efficiency and security comes in, where railway accidents are taking place galore, where sufficient personnel are not there, sufficient station masters are not there, sufficient locomotive drivers are not there, you still keep the posts becoming vacant in the normal course, vacant. You retrench them. You do not fill up the posts and you make the depleted strength overwork. But look at the overhead charges incurred on posts carrying a salary from a thousand rupees onwards. Can you give us a figure as to how much you spend annually on them, on those drawing salaries, from a thousand rupees onwards, in the railways? It is certainly running into crores and crores of rupees. The Railway Board itself,

I suppose, consumes eight crores of rupees. So slash it there. But, at the expense of security and efficiency you are curtailing the expenditure at the rock bottom level and throwing all the burdens on the employees. What a step-motherly treatment towards the employees. I want to refer to one particular instance.

There is the Chittaranjan Locomotive Works Union. The hon. Minister should give me a patient hearing on this question, and I would appeal to him in the first instance that he should not stick to a dogma. Let him not become a dogmatist and stick to certain things that have been put forward to him by the Railway Board, grasp them and hold them, not knowing why he should do so. Let him not at least do it. Let him bring a fresh mind to bear on this question. There is a railway union at Chittaranjan and it represents 90 per cent of the employees. They contested the election for the staff council and they won all the seats. But nothing much was settled in the staff council. Even the promises given in respect of the 'small things that were settled in the' staff council were broken. This is the record of the railway management there. They once submitted a memorandum to the late Jawaharlal Nehru, and he said that if it was a union run by the employees themselves he would consider the question. It was some six or seven years ago. Then the then Railway Minister Mr. Patil, said that he would look into the question. Then last year we met the hon. Mr. S. K. Patil along with Mr. Jyoti Basu, the present Deputy Chief Minister of West Bengal.

As regards the question of the recognition of the unions, Mr. Patil said that he would look into it. At least he gave an assurance that he would look into it. Small details are outstanding there and nothing is settled there. So the joint consultative machinery that has been constituted by the Home Ministry does not function there. It will never function there because the union is not

[Shri Niren Ghosh.]

recognised even though 90 per cent of the employees are in this union. Therefore nothing is solved. The joint consultative machinery is not functioning there. If you do not know that I give you that information. It is not there. And it is said that the Government's policy is that only representatives of recognised unions can go into this machinery. Since they have not recognised this union there is no joint consultative machinery even. Of course there is a staff council which is a kind of body created for the workers. But the union has boycotted it after trying it for some four or five years. They had won all the seats, but they have boycotted it. At least Mr. Patil gave an assurance that he would look into it. But the other day, on the 28th, the hon. Minister jumped up and said, "No, we are not going to give recognition to any union in production units, as a matter of principle or policy." How it can be a matter of principle, I do not understand. So no union will be recognised at Chit-taranjan or at Perambur or at Vara-nasi or at any other production unit that is set up. What policy or principle is involved here except one of adopting an obstinate obdurate attitude? So I would appeal to the Railway Minister that he may at least look into this question again and see that something is done about it.

SHRI P. K. KUMARAN: He is a good man.

SHRI NIREN GHOSH: He comes from the south and you are likely to know him I say that he should not jump up again and say. "No". This is a Railway Board decision that no union in production units is going to be recognised. If that is so, nothing will be solved. You can penalise the workers. You can put the workers into difficulties. But that does not solve any problem. Only the higher bosses will be saying that they are producing 150 locomotives when actually they make only 120. That is the story in Chittaranjan, let me tell

you that. So I say that this thing should be revised.

Then there is the contract-labour system on the Railways. This is really labour unemployment. Shri Jaisukhlal Hathi, the Minister Labour, is there who says that system should be abolished. I do not know if they have got any collective responsibility. That is what I want to know. He says that in Ministry they want this contract-labour system to be abolished. But here the Railway Board is clinging on to it like anything, like a drowning man catching at a straw. The Railway Board is saying that the contract-labour system should be retained, this some thousands and thousands of workers are involved. And what about casual workers? Out of the total of 14 lakh employees as many 6 lakhs are in this position. And they say this is the biggest national undertaking and yet this is their attitude to labour.

I say we need not donate any money to the Development Fund or to the Depreciation Fund. Curtail the expenditure of donations given

I to the General Revenues. Make lower levels where real efficiency runs concern. Recruit staff at the lower levels where real efficiency comes and where security lies. Speed up the bulk movement of commodities and earn more money. Give up this policy of going in for luxuries and things which we cannot produce in our country. If you cannot electrify without going in for foreign imported things, I say, give it up. Don't have electrification. If cannot proceed with dieselisation without foreign aid or foreign equipment give it up. I say, create an industrial structure inside the country which can undertake the job and do it. That will create a employment potential. It will absorb lakhs and lakhs of workers as well as give more employment to the lakhs and lakhs of workers on Railways. That will be a national policy and that is the policy that I

would like to see adopted here immediately. That will be in conformity "with our national interests, not the present one which may be in conformity with the interests of some bigwigs or some foreign investors. So I should like to have a radical departure. These are the general observations that I want to make on this occasion. When the full Railway Budget comes, we will see what it is.

SHRI T. V. ANANDAN (Madras): Mr. Vice-Chairman, the motion of a Vote on Account for the Railways is before the House and a picture is made out in the country today by submitting a deficit Budget. I think the Railway Ministry wants to prepare the country to accept an increase in freights and fares. That is what I think is behind the idea of submitting this deficit Budget. As far as I know, Mr. Vice-Chairman, we can convert this deficit Budget into a surplus *one* also. But the responsibility lies on the Railway Convention Committee. Last year that Committee recommended that the dividend should be increased to 6 per cent. At the same time they did not consider what the borrowing rate of the Government of India was. The borrowing rate is different and the dividend that the Railway has to pay is quite different. Mr. Vice-Chairman, if only we reduce by 5 per cent the dividend recommended by the Convention Committee, I think I can produce a surplus Budget with a surplus of Rs. 1.35 crores for the year 1965-66. We must now take into consideration why this lethargy or slowing down the carriage of goods by the Railways had happened in our country. The planners "thought and the Railway Ministry thought during the first year of the Third Plan, the Railways would be required to clear about 249 million tonnes of goods. The planners planned it but their planning has not been successful. They cannot say "that the Railways were not able to carry. The Railways are prepared

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to carry the goods, but the goods are not there. The Railways are prepared to carry not only 249 million tonnes but even more. But the goods are not there and the country's progress has been blocked in all spheres, in the agricultural sector, in the public sector, in the private sector, everywhere. Also added to that our political parties had also played their game in the country and therefore this has happened. Let us remember that railwaymen have done well all along. Mr. Vice-Chairman the 13.5 lakh railwaymen have worked wonderfully. They have done excellent work. It is a proud record that in our Railways there has not been a single day's strike. Compared to Indian politics, our railwaymen have done a magnificent work. They have also increased the operating efficiency. It is more than 116 per cent today. The workshop production has also increased by about 53 per cent over and above what was the production in 1957-58. Therefore, these laurels should go to the railwaymen. The railwaymen are prepared to do even more, but the country is not prepared. The fault is with the planning. Some three years ago they planned in a certain way. They should not have imported diesel and electric engines for this country. The country is not prepared for them. Dieselisation has been done for 9,500 kilometres and electrification has been done for 1,700 kilometres. But the country is not able to give these trains all the goods that they should carry. What are the Railways to do? In the United Kingdom only after 100 years in an independent country, they have brought in dieselisation and electrification and this they have done in 1963. Ours is a country which has not even completed twenty years since attaining independence. We have not yet guaranteed minimum wages for our people. We have not yet given them enough food. What necessity is there to bring in 643 electric and diesel locomotives to this country, including those for narrow-gauges which we have taken a

[Shri T. V. Anandan.] decision to abolish. The decision was that the narrow gauge should not function. Why then did the Railway Ministry indent for narrow gauge diesel engines?—These are things that country must think about, and that is — the, reason for today's slump in the railway front and for the Railway Minister, coming up with a deficit Budget. Therefore, Mr. Vice-Chairman, I think the policy followed by the Railway Ministry is not right. We have the Chittaranjan Locomotive works, the factory at Varanasi and the Integral Coach Factory and they are producing in abundance. We have got efficient engineers in the Railways and they should be given their due credit. What was steam locomotive production factory yesterday is today converted to produce electrical engines; it shows the valour, dexterity and the know-how of our engineers. Such being the case, why did we go to the United States of America. It is said—I have heard it—that in order to support a liquidating company in the United States of America we have placed an indent for diesel engines on that firm. That is what I have heard; I do not know how far it is true. That is why things do not shape well in this country.

Now, there is so much of competition. Road transport is one of them. Thanks to the three Five Year Plans we have expanded the road transport and provided metallic and tarred roads in the country. The road transport is a keen competitor with the Railways. The Railways, cannot any more say that they hold a "monopoly for carriage of goods in the country." The road transport is also there and I am told that the road transport is also financed by the Railways. I think the road transport should be nationalised soon or it should be taken over by the Railways. It is happening in other foreign countries; in advanced countries the road transport is under the control of the Railways. If we, did that, there could be a quicker move—

ment 01 goods. Many more business people go in for road transport because goods are handed over quicker than the rail transport. Therefore if the Railways could take over the road transport also along with it, I think the situation could be improved.

Coming next to the question of grievances, I do not want to demand a Pay Commission or a Wage Board at this juncture because immediately they will say that they have appointed the National Commission under Gajendragadkar. I think he has yet to submit his Report, and it is not going, to be submitted soon. It will take two to three years and until then I know the wage-earners in the country including the railway-men will be only told this: 'There is this National Commission and that Commission's Report is awaited.* That would be their plea. Yet I would say there are several grievances which have to be tackled by the Railway Ministry. For instance, although the Railway Board issues orders on many questions, the individual Railways do not implement those orders. I can quote many such instances where unnecessary delay is made in the execution of such orders. I suggest that there should be a Bureau or a special Committee in the Railway Ministry to check up why such orders of the Railway Ministry are not implemented then and there by the individual Railways. Mr. Vice-Chairman, we must remember the capability of the two Federations in this country controlling the entire railwaymen without going in for any agitation. The Railway Ministry must take into confidence these two Federations which have come into existence. May be these two Federations may also combine into one to see that they dominate the Railway Ministry to bargain with the Railway Ministry and to dictate to the Railway Ministry. I anticipate that day will not be very far especially after what we have seen in the Fourth General Elections in this country.

Next I come to a point, a very pertinent point which was also referred to by Mr. Niren Ghosh—a salient point—about the recognition of those Unions in the Chittaranjan factory, in the Integral Coach Factory and at Varanasi. What is the difficulty there? Today you may say that it is a production unit and you cannot grant recognition but what will happen tomorrow, we do not know. We have seen what has happened after the Fourth General Elections. So why don't we take that honour and grant them the recognition? Those units are doing wonderful work and the Minister himself has paid encomium on their good work. I think there is no harm in it. We have democracy here and with so many things happening in this country I think there is really no harm. So I would appeal to the new Minister to take a bold decision to see that the Integral Coach Factory and the Chittaranjan Works Unions are recognised. Though they are not recognised, today, they are given representation when we go for discussion. When you have given them that facility you can as well extend it by giving recognition to their Unions to deal with the General Managers of the respective units.

Now before the Minister comes up with the full Budget in May I would like to make some suggestions for his consideration through you, Mr. Vice-Chairman. Now the traders are not well disposed towards the Railways because their goods handed over to the Railways are handled very rashly. Because of their rash handling there is breakage. The Railways may say, 'We pay compensation' but there is no good paying compensation after their goods entrusted to you are broken to pieces. I think this aspect should be taken care of; because you have also taken up the carrier responsibility now you should be more careful in handling the goods entrusted to your care. The Railway staff should be told that they should be

very careful while handling the goods.

In the last Budget, Mr. Vice-Chairman, it was announced that a container service had been introduced between Delhi and Ahmedabad. If the experiment has proved successful. I think it must be extensively introduced almost all over the country because in advanced countries we see the containers serve a very good purpose. There will be no breakage of fragile things. I think we have got oil tankers and we have got box wagons. On a similar way we must introduce new types of wagons to load in bulk foodgrains, fertilizers cement etc. instead of packing them in bags. That will eliminate a lot of difficulty for the trader and it is also easy and quicker for the Railways to unload if such special wagons are constructed and used. Our designing officers should apply their mind and see how best they can introduce these wagons of new type. We must also have wagons with shock absorbers so that in the course of shunting things may not break and the goods handled by the Railways may not be spoilt.

I would like to point out to the new Minister another thing—the amount of scrap lying undisposed and unaccounted in the Indian Railways. That will amount to crores and crores of rupees. Nobody takes any interest in it. They may say that scrap worth so many lakhs has been disposed of but consider how much scrap there is. If Members go to the stations, the yards, they will see how many engines and other scrap are lying there unused and undisposed of. There are hundreds and thousands of wheels lying in several workshops in the country and nobody takes any interest about

[THE DEPUTY CHAIRMAN in the Chair]

Minister to appoint a special committee through you I appeal to the new Minister, including some Members of them. And crores we can gather. There also, Madam Deputy Chairman,

[Shri T. V. Anandan.] Parliament, to go into the entire Indian Railway workshops and loco sheds to find out the undisposed scrap. Nobody takes interest. I know that. Even though I have tackled this subject at higher levels, nobody would care for that. Therefore, I think this must also be taken into consideration.

3 P.M.

SHRI DAHYABHAI V. PATEL (Gujarat): Scrap does not burn. Otherwise, they would have burnt it also. Whether they be sleepers or logs of wood, they set fire to them.

SHRI T. V. ANANDAN: Today, after twenty years of independence, there are 4-foot doors quarters in existence in the country where rail-waymen live. Although the Minister referred to their services in good terms, this must be eliminated first. This is a free country. The fourth general elections have been completed. All this we know. The railway-men must be treated as true and faithful citizens of this country and this 4-foot door must be immediately taken away, because you are charging an equal amount of rent for these 4-foot door quarters which have served for more than seventy or eighty years. If you want the name, you can go to Artikere in Mysore Division. You will find 4-foot doors still in existence. Now, no drinking water is served to the railwaymen free. You are charging the railwaymen for drinking water. Crores of rupees are being spent in the Fourth Five Year Plan to provide drinking water to the entire people of the country, but here in the case of Railways, which fetch you about Rs. 823 crores, you charge them for drinking water. Is this right?

Finally in the suburban area traffic is increasing everywhere and, therefore, electrification of the Madras-Arkonam line is very essential. I think the State Government also has

referred the matter here. There is another point. To clear the traffic bottle neck between Vyasarpadi and Basin Bridge, about one mile length, if you quadruple I think there will be no bottle-neck at all. Estimates have been submitted and approved, but the work has not yet been taken up. This is in Madras area. Between Vyasarpadi and Basin Bridge it has to be quadrupled.

Another thing, a circular railway should be introduced. There will be no difficulty, because the line between Madras and Tambaram is electrified. If Tambaram is connected to Avadi on the BG, it becomes a circular railway. This should also be done.

Another request to the hon. Minister is about the conversion of MG into BG, the line between Reni-gunta and Tirupati, which you have also mentioned. That should also be immediately implemented.

Furthermore, to stop ticketless travel, the ticket examiners should be increased. The policy of the Rail-Way today is they do not increase the ticket checking staff. They reduce the ticket checking staff. How can you prevent ticketless travel, unless you increase the ticket checking staff? That must also be taken note of by the hon. Minister. One more thing—to show how deliberately the Railway Administration is working. Diesel engines have been introduced in this country three or four years ago, but you have not paid the diesel assistant that rate of pay, because the FA & CAO has not accepted the creation of the post. What reason is there? When you have got diesel engines, when you have got an allotment for the diesel assistant, you are not paying the diesel assistant because he has not created the post. What kind of argument is this in this country? I do not understand it at all. I appeal to the hon.

Minister to specially take note of this. This is a problem for the last three years. How calm and loyal these railwaymen are. If they had joined the political agitations, what would have been the country's fate? They did not join them, because they love the country. They want to serve the country. Therefore, all these anomalies and creation of unnecessary obstacles by some of the administrators should be put an end to. Thank you.

SHRI P. K. KUMARAN: Madam Deputy Chairman, we have now heading the Railway Ministry a brand new team. Our experience as far as the Railway Board is concerned is that whatever criticisms we make, they go over the head of the Railway Board or the Railway Ministry. While congratulating our new friends, I hope they will take some of the criticisms which we offer seriously and try to understand them. Last year I had occasion to mention that the policy of reducing the expansion work, of constructing new lines and new investment on the Railways would adversely affect the finances of the Railways. Now, this year they have come forward with a balance-sheet in which Rs. 15.27 crores is shown as deficit. This they say is due to lack of traffic, which they expected from coal, iron ore, steel plants, etc. The traffic which fell relates to coal, iron and steel. Now if one million tonnes of steel have to be manufactured, four million tonnes of raw materials have to be moved. So, when the country fails to produce one million tonnes of steel the Railways lost five million tonnes of traffic. In India the main consumers of iron and steel are the Railways. The other consumers are only minor ones. Be they wagons or coaches or other things, the Railways constitute the main consumers of iron and steel products in India. When the Railways have decided to reduce consumption, how can they expect traffic? So, that is why this year they have come forward with a deficit of Rs. 15.27 crores.

Anyway, that does not mean that the railway finances are in very bad shape. The Railways' balance-sheet is prepared in such a way as if they are private railways. Profit is hiding in every nook and corner. What is the Development Fund, the Depreciation and Revenue Reserve Fund? Crores of rupees are lying there. All these are profits made out of the Railways. Again, during the Third Five Year Plan, Rs. 53 crores had been paid to the General Revenues, over and above normal rate of interest, to which the General Revenues are entitled, because it is according to the recommendations of the Convention Committee. During the Second Five Year Plan Rs. 30 crores were paid. So, within the last ten years the Railways have paid to the General Revenues an excess of Rs. 83 crores. So, I do not think that the Railway finances are in a very bad state, that it has been badly managed. The point is their curtailing the development plan is mainly responsible for the present lack of traffic. So, this has got to be revised. New development plans have got to be undertaken. What is indicated in the pattern is that in order to save premature investment, you have curtailed investment. That is the argument. This is a wrong policy. In a developing country this should not be so, especially as the Railways are such an important thing. Railways are the main means for developing new areas. Nobody will go to a place if there are no railways. For example, who will go to the northern part of Mysore and start an industry when you cannot take anything to that place by rail? So also, in areas where the railway line is not there, nobody will go and start an industry. Neither will the Government go there. So the industrial development of India also is hampered by the lack of development or the lethargy shown by the Railway Ministry in taking up developmental activities on the railways. As far as last year is concerned the actual profit has been Rs. 117.82 crores. But the deficit comes because of the convention and the passenger tax which has to be paid

[Shri P. K. Kumaran.] by the railways; Rs. 133.7 crores. HTtice the deficit. It is not an actual deficit. It is a pa"per deficit. There is a significant passage in this white paper where they say that during the last ten years they have increased the fares only two times. After stating that we have already incurred a loss of Rs. 15.27 crores. This is quietly stated! for creating a reason in May next. I doubt whether they would not come with a proposal for raising the fares and freights. I think it is not correct. It is not necessary. If necessary the Central contribution may be retained at 5.75 per cent, but in the present conditions rates and fares should not be increased until you are in a position to provide comfortable travel. Even for the first class traveller it is not sufficient. For third class travel there are some sleeping compartments. You cannot say you are providing any facility which comparable Railways in other countries are providing.

There has been anxiety to introduce mechanisation, dieselisation and electrification. Already 51 per cent of the traffic is being handled by diesel trains and electric trains. I am not against dieselisation or against electrification. I want my country and my Railways to develop at a fast rate. But any planning should be done taking into consideration the socio-economic conditions of our country. Here we have introduced dieselisation at a fast rate while it has caused displacement of staff here and there. A number of skilled workers were asked to go and work as khalasis; skilled drivers were made to work as shunters; and these things have happened. But the diesel oil has to be imported. I can understand if our dieselisation proceeds in accordance with our capacity of using our indigenous diesel oil. To that extent we should go.

The same is the case with computerisation by the I. B. M. company. We do not manufacture these computer machines, and the American firms do not sell them also. They give the machines to us on rent. After making

the entire cost and profit from the Railways as rent they take the machines back. We cannot keep them. By using that a number of clerks in the audit offices are rendered surplus. In Chittaranjan it is installed; in Madras, in Calcutta, everywhere it is installed. The result is that a number of clerks are displaced. Promotions are held up. Carbon paper and special paper for that, all these things have got to be imported through spending foreign exchange. For installing the machine the room has to be air-conditioned. In order to feed the machines in time railway returns have of late started travelling by air. Hitherto they used to travel in the brake vans, with the guards. The returns have started travelling by air because the machines cannot be kept idle. There are good engineers here and technical facilities are available. We can manufacture our own computers in a small way. It is not a big thing. Electronic brains we need not introduce. We can introduce it after ten years or fifteen years when the country is in a position to utilise it. When you introduce these things, a number of people get displaced. Promotions are withheld. Small computer machines which we can manufacture in India should be installed to facilitate easy work by calculators. The policy of bringing in computers like that is wrong. It goes against the very social conditions in India. Here we have got planning. We have had three Plans. After every Plan we have added 10 lakhs of people to the figure of unemployed. That has been how the planning is going on.

The Accident Enquiry Committee made a number of recommendations. Many of them are implemented but in actual practice when we go down he-low we find that there is always a conflict between the D.S.O. and the D.O.S., that is the Divisional Safety Officer and the Divisional Operating Superintendent. The Divisional Safety Officer will say; you do your duty according to rules. If an A.S.M. starts a train without fulfilling the condi-

(tions, he is given" a charge-sheet. The -Divisional Operating Superintendent says: you start the train using your discretion. If the D.O.S. is travelling, he gets a charge-sheet. If the D.S.O. is travelling, he gets a charge-sheet. Here is a memo. This is a memo issued originally. Sometimes memos are issued to start the trains. This is a memo issued b>i the Agra- area. He is asked to start the train without the vacuum. This is an original memo. Now there is a provision that when a charge-sheet is issued, an enquiry should be conducted and the employee should be satisfied and the administration should also be satisfied that he should be punished. But there is also provision that for minor punishments enquiry need not be conducted. There is provision that withholding of increment is a minor punishment. Whatever it is, for any train delay or any violation he is given a charge-sheet. As soon as the explanation is received in the office the officer does not care to read it. He has got a printed form ready; "Your explanation so and so of such and such date is not accepted. Your increment for so many years is withheld". Printed forms are there. These forms are printed and kept in the office. A.S.Ms., pointsmen, cabinmen, these are the people who are involved in it directly. There are a number of people who have not drawn increment for the last ten years. There should be some co-ordination. Safety rules are necessary; efficiency is necessary; but there should be some co-ordination as to how these things have got to be done. In any accident, if a few people are injured, it becomes a major accident, if nobody is injured, it becomes a minor accident. That is not correct. Any accident should go "before judicial authority and the relevant rules and standing instructions and the behaviour of the employee in the light of those instructions should be examined by an independent judicial authority and then only the blame should be located. Without that, simply issuing printed memos and giving punishment is a wrong practice. This practice is functioning as a disincen- ■ tive to the workers.

Recently, as many of my friends have pointed out, the staff position has become top heavy. I will take an example, the Rajahmundry yard." In 1949 I remember there were 2 shunting jamaclars, 3 pointsmen, 3 coupling porters, to do all the shunting in the yard. Within these twenty years the number of wagons handled Or trains moved has increased nearly 2½ times. Today, there is a Yard Master; there is a Deputy Yard Master; there is an Assistant Yard Master; then shunting jamadart and pointsmen. But each wagon has to be coupled by hand. The number of coupling porters remains at two; even today there are only two on duty. The number of wagons which pass through the yard has increased. There is a Deputy Yard Master. I was watching him the other day. For half an hour I was seeing it;—he was quarrelling with everybody under him. He was a bright young fellow. But the question of management he did not know. He picked up a quarrel with the AYM, with the train examiner, with the coupling porter, with everybody. He said, "All right, you issue memo, memo, memo." Like that he was saying. It was going on like that. The top people to supervise all this have increased but the people to execute the jobs have not increased in number; actually, they remain static. That is the case with many junctions.

Take the Tadepalli Yard. I mentioned the position of that yard last year. So, this position has to be reexamined. A number of inspectors are necessary, but not so many. Many of them do not help. But the number of the people who actually do the work should be increased. The number of trains passing through has increased, the number of wagons has increased, the work-load has increased. Therefore, those people's number should be increased, not that of the supervising people.

' Then there is another thing. At Bitragunta which is now on the South

[Shri P. K. Kumaran.] Central Railway, a big shed was constructed—crores were spent on it—so that 110 engines could be maintained there. One day that Divisional Mechanical Engineer or the Chief Mechanical Engineer had a brainwave. The link of the running express trains was changed. Previously, the system was that the driver and the guard of the express trains used to be housed in their home town which was Bitragunta and they were supposed to go to Madras or to Vijayawada or to Rajahmundry and then go back. Now, this man had a brainwave. He said, all should be located at the Divisional Headquarters, that is at Vijayawada, which has a shed which cannot cater to more than 48 engines, while the shed at Bitragunta can have minor repairs made at that shed on which a crore of rupees have been spent; a big, round shed has been created there. Now, that is going waste. In Vijayawada there are no facilities for more engines in the shed. The drivers come after getting down from the engines and they go back only to Bitragunta to sleep. They have no quarters at Vijayawada. Such mad things should not be done. Without considering the local conditions there, it has been done. This should be given up. Facilities are there at Bitragunta and at Rajahmundry. Big sheds are there. They are not used. Here, a shed which cannot even cater to the needs of 48 engines has to cater to all the mail and express engines. So, this position should be corrected. These are only the examples. Similar things obtain in many other places also.

Then, I will come to certain other things. About electrification and dieselisation, I have spoken. They effect the staff. The number of staff employed also goes down. Not only that. While the existing staff is surplus here and there, they are dislocated and transferred. Sometimes when they have no work, they are transferred here and there, and all these things happen. But they recruit new people. Fortyfive of the Inspectors of

; Works on the Western Railway are served with retrenchment notices; at the same time the Northern Railway advertises for Inspectors of Works. When they are recruited, they are given training and Ave or six thousand rupees are spent on each of them to make them fit for their duty, and then they are sent out. In the Guntakal Division on the Southern Railway, there are trained switchmen with SSLC qualifications, 15 or 18 of them, and they can be promoted as A.S.Ms. But they will not do it and they advertise for new A.S.Ms. This kind of erratic things should be overcome. There should be a comprehensive survey of what to do, how and at what stages. This modernisation of the railway system should go on, modernisation should be done. But the socio-economic conditions of the country should also be taken into consideration. Otherwise, it will fail and there will be no progress. Just as, after two or three Five Year Plans the country's economy has collapsed, the same thing will be repeated on the Railways also.

Then about one case I want to know, about the canteen staff at Kanpur. Canteens are organised for the benefit of the railway staff. Now, they had some grievances. They went on a strike. They were dismissed. Now, the Railways say that they are not the Railway employees. Then when they got to the local State Labour Commissioner, he says, you come under the Centre and the Centre says, you are not Railway people. That is their position. The canteen is organised for the benefit of the Railway staff. These people are paid by the Works Managers there at the Loco Works at Charbagh and of the CMW Works at Alambagh. So, something should be done. Although they are canteen staff, the main responsibility for anybody working on the Railways' should be taken by the administration. They cannot simply be looking on when their co-workers are getting certain facilities; they must also get them

you cannot show any discrimination simply because they are indirectly employed. They should not be discriminated against.

an MLA. So, I hope that all these things will be taken into consideration and remedied.

One word about vigilance. The other day, while negotiating regarding the rates of transshipment labour at a certain place, the Chief Commercial Superintendent of that Railway suddenly said, "Mr. Kumaran, they are criminals. And you are coming and representing their case." I said, "If they are criminals, you weed them out. Who asked you to employ them?" Later on, I went and made enquiries. I was surprised to find out nothing. Coal was being transhipped from broad gauge to metre gauge and from metre gauge to broad gauge. If there is to be transshipment into four wagons, five wagons are placed at the yard and coal is loaded into a% the wagons. Four go into the yard and other one goes into the siding. Then the railway contractor in broad day light unloads it into his lorry and carries it off. The vigilance inspectors and others are there. But they simply close their eyes but they open their palms. There are different rates. The inspector gets one rate, the havaladar gets another rate and the RPF sepoy gets one rate. This day light robbery is being tolerated. They are not small pieces, they are wagon loads of coal. So, these things should be taken serious note of and some serious action should be taken. The superintendents, the circle inspectors and all those people should be dealt with. They permit the nation's property to be stolen, for which the railways pay compensation. If it is taken away like this, what is going to happen? So, apart from the failure of constructional activities which we have slowed down, there is this robbery. Who is responsible for this? Everybody is conscious of it. One of the men whose name I heard as being behind such practices, he has become

श्री बी० एन० मंडल (बिहार) :

उपसभापति महोदया, हमारे देश में रेल यातायात का प्रधान साधन अब तक भी है। देश की जैसी स्थिति रहती है, उसके अनुसार ही रेल का काम भी चलता है। कुछ वर्षों से देश की आर्थिक दशा में जो एक खराबी आई है। यहाँ कृषि और उद्योग के उत्पादन जो घटे हैं, उसका असर रेल के ऊपर भी पड़ा है। रेल की पंचवर्षीय योजना से जो विकास होने को था, वह इसलिये रुक गया क्योंकि देश की आर्थिक स्थिति में घटती आई है और उसकी वजह से रेल के विकास को भी रोकना पड़ा है।

हमारा बिहार का उत्तरी इलाका जहाँ हम लोग रहते हैं, वह एक बहुत पिछड़ा हुआ इलाका है, उस इलाके में रेल का जो विकास होना चाहिये था वह नहीं हो पाया है। पोस्टवार रिकॉन्स्ट्रक्शन के समय में योजना थी कि एक लाइन विरापुर से लेकर मध्यपुरा तक और मध्यपुरा से लेकर बीरापुर तक खींची जाय जो कि पहली पंचवर्षीय योजना में नहीं हो पाई, दूसरी पंचवर्षीय योजना में भी नहीं हो पाई और अब तक उसके होने का कोई लक्षण नहीं मालूम पड़ता है। वह इलाका जूट पैदा करने वाला इलाका है, जहाँ से कि डालर प्राप्त हो सकती है, इसलिये मैं सरकार से निवेदन करना चाहता हूँ कि वह इस ओर ध्यान दे और पोस्टवार रिकॉन्स्ट्रक्शन में रेलवे का जो प्रोजेक्ट था विरापुर से मध्यपुरा और मध्यपुरा से विरापुर तक की लाइन का, उसको इस योजना में पूरा किया जाय। वहाँ जो मानसी से सहरा होकर एक ब्रांच लाइन है, इस ब्रांच लाइन में जो गाड़ी चलती है, उसकी स्पीड बहुत ही कम है। मैं चाहता हूँ कि उस लाइन में

[श्री बी० एन० मंडल]

जो गाड़ी चलती है, उसकी स्पीड बढ़ाई जाय। दो यात्री ट्रेनें बरौनी से सहरसा होते हुए एक तो कटिहार तक जाय और दूसरी सहरसा हो कर जोगवनी जाए और जो सेकेन्ड क्लास ब्रांच लाइन में उठा दिया गया था, वह फिर से रिस्टोर किया जाय; क्योंकि जो एक बैटर एक्स्प्रेसीमेंट किया जा रहा था, वह पूरी तरह से फेल हो गया। हमारे यहां के लोगों की ओर से मुझे कहा गया है कि मैं सरकार से कहूं कि फिर से जो सेकेन्ड क्लास का एवांशिलन ब्रांच लाइन में हुआ था वह रिस्टोर किया जाय, जो नेशनलाइजेशन रेल का बाकी है, वह नेशनलाइजेशन भी हो और आरा से लेकर सहसराम तक जो लाइट रेलवे अब तक मौजूद है, मैं सरकार से अनुरोध करता हूं, उस लाइन को सरकार अपने कब्जे में कर ले और उसमें जिस तरह से और सब ब्राड गेज गाड़ियां चलती हैं उसी तरह से ब्राड गेज गाड़ी उसमें भी चले। इसका भी इंतजाम होना चाहिए।

जो रेलवे बोर्ड है उस रेलवे बोर्ड में जो फाइनेंशियल एडवाइजर का एक स्थान है, उसके लिये वेतन 4,000 रु० है। लेकिन उसी डिपार्टमेंट में जो एक फॉर्य क्लास का मीनियल है उसका वेतन सिर्फ 80 रु० है। हिसाब लगा कर मैंने देखा कि करीब पचास गुना का फर्क है। मैं चाहता हूं, अगर यह सरकार समाजवाद के रास्ते पर चलना चाहती है, तो पचास गुने के तफर्क को मिटाकर दस गुना का तफर्क लाए। इसलिये 4,000 को कम करके 1,000 में ले आए और 80 को बढ़ा कर के 100 रु० कर दें। मैं चाहता हूं कि सरकार इस पर भी विचार करे।

आज रेलवे को जो आमदनी होती है, उसमें सबसे बेसी आमदनी थर्ड क्लास पैसेन्जर्स से होती है। लेकिन अभी भी कहीं पर बेसी तकलीफ है, तो वह थर्ड क्लास

के डिब्बे में ही है। जो ओवर काउंडिंग जो भीड़ पहले होती थी थर्ड क्लास में, वह आज भी खत्म नहीं हुई है। जो गंदगी की सफाई होनी चाहिए, वह भी नहीं होती। कानून के मुताबिक तो कह दिया जाता है कि सफाई करने वाला रहता है, लेकिन सबसे कम ध्यान अगर कहीं दिया जाता है, तो थर्ड क्लास के डिब्बे के भीतर। उसमें सफाई की ओर ध्यान नहीं दिया जाता है। रेल के डिब्बे में पानी का नल है, रोशनी का भी प्रबन्ध है, लेकिन रोशनी या पानी या पंखा, इन सबकी जो देखरेख होनी चाहिए और बराबर वह सर्विस चालू रहे, यह बात नहीं होती है। इसलिये उस क्लास में रोशनी, पंखा, पानी के नल का प्रबन्ध रहने पर भी उनका ठीक से उपयोग नहीं हो पाता है। मैं चाहता हूं कि आज जो अनेक तरह के डिब्बे हैं फर्स्ट क्लास, सेकेन्ड क्लास, थर्ड क्लास पर एयर-कंडिशनड डिब्बे यह सारे का सारा जो तफर्का है, इसको मिटाकर सबके लिए एक ही तरह का डिब्बा रखा जाय; क्योंकि ऐसा देखा गया है कि उन चीजों पर ही बेसी ध्यान दिया जाता है, जिन चीजों का सरोकार बड़े लोगों से होता है। छोटे लोगों का सरोकार जिन चीजों से होता है, उस पर सरकार का ध्यान नहीं जाता। इसलिये अगर एक तरह का डिब्बा रहेगा, तो उस पर जो ध्यान सरकार की तरफ से दिया जायेगा, उससे सभी का फायदा हो जायेगा। अगर एक ही तरह के डिब्बे में बड़े से बड़ा मंत्री या छोटे से छोटा आदमी चलेगा, तो समान रूप से ध्यान जायेगा और रेलवे की तरफ से जो सर्विस पैसेन्जर्स को दी जाती है, वह सब पैसेन्जर्स को बराबर मिलेगी। इसलिये मैं चाहता हूं कि डिब्बे का तफर्का मिटाया जाय, एक तरह का डिब्बा रखा जाय। इसलिये भी यह जरूरी है; क्योंकि इस देश में जनतंत्र कायम है, हम लोग समाजवाद भी कायम करना चाहते हैं। हर मानी में एक-दूसरे बराबरी लाना यह संभव नहीं है। लेकिन

रेल की ऐसी बिरादरी होती है कि हम बराबरी ला सकते हैं। इस ओर सरकार का ध्यान जाना चाहिए और मैं सरकार से अनुरोध करता हूँ कि सरकार इस बात पर सोचे।

एक बात मेरी समझ में नहीं आई कि जो कैपिटल एट चार्ज और नेट रेवेन्यू का जो परसेन्टेज है, वह उत्तर पूर्वी और उत्तर पूर्व सीमा रेलवे में क्यों बराबर कम होता जा रहा है? उत्तर पूर्व रेलवे में 1960-61 में—5.3, 1961-62 में—2.2, 1962-63 में 'निल' 1963-64 में 1.0, 1964-65 में 0.3 1965-66 में—0.7, 1966-67 में 0.6 और 1967-68 में 2.1। उसी तरह से उत्तर पूर्व सीमा रेलवे में बराबर 'माइनस' ही माइनस है। ऐसा क्यों है, यह बात भी मेरी समझ में नहीं आती है?

जो अभी डीजल ट्रैक्शन और इलेक्ट्रिक ट्रैक्शन इंट्रोड्यूस किया गया है और मेहनत हटाने के यन्त्र जो रेलवे में लागू किये गये हैं, उसका नतीजा रिट्रेन्चमेंट होने वाला है। मैं चाहता हूँ, आज जो देश की स्थिति है, उस स्थिति में रिट्रेन्चमेंट होना बहुत बुरी बात होगी। इसलिये उनको अगर रिट्रेन्च करना पड़ेगा, तो दूसरी जगह उनको नौकरी मिलनी ही चाहिये। जब तक कि उसके लिये प्रबन्ध न हो तब तक रिट्रेन्चमेंट की बात नहीं होनी चाहिये।

पटना में एन गंगा ब्रिज बनने को था, बहुत दिनों से उसकी बात चल रही थी। हमने सुना, सरकार ने उस योजना को मान भी लिया है, पर उसके लिये जो कार्यवाही होनी चाहिये, वह कार्यवाही देखने में नहीं आती है। इस ओर भी मैं सरकार का ध्यान खींचना चाहता हूँ।

एक्सीडेंट्स का तो तांता कुछ वर्षों से बंधा है वह नहीं रुक पा रहा है। नहीं रुकने का क्या कारण है? उसके एक कारण में कहा गया है कि भिकेनिकल डिफेक्ट्स की वजह से भी होता है, चाहे जो रेल की पटरी बनायी जाती है उसका डिफेक्ट हो या पटरी को बैठाने का जो लोहा है, उसका डिफेक्ट हो। इस तरह का डिफेक्ट जब प्वाइन्ट आऊट भी किया जाता है, फिर भी उस पर जितना ध्यान देना चाहिये, उसके लिये कुछ करना चाहिये, वह बात नहीं हो पा रही है। अभी जो रेलवे में घाटे की बात आई है, उसको पूरा करने के लिये किराया बढ़ाना, चाहे पैसेन्जर्स का किराया हो या माल का किराया हो, यह बात अभी नहीं हो यह मैं चाहता हूँ।

एक बात की और मैं रेलवे एड्मिनिस्ट्रेशन का भी ध्यान खींचना चाहता हूँ। बड़े-बड़े आफिसर्स को शायद ऐसी छूट दे दी गई है कि उनके नीचे के जो छोटे-छोटे कर्मचारी हैं, वे उनके जैसे गुलाम हों। कानून के मुताबिक अगर कोई नीचे का कर्मचारी काम भी करे, लेकिन अगर उसके ऊपर का आफिसर ऐसा समझे कि यह हमारी इच्छा के मुताबिक नहीं करता है, तो उसको पनिशमेंट देने की कोशिश होती है, अगर उसकी तरफ से कोई कार्रवाही भी की जाती है, तो उस पर ध्यान नहीं दिया जाता है। सहरसा का एक केस है। वहाँ एक महमद जलाल नाम का आदमी है, वह पहले बिरपुर में था, उसने किसी रेलवे आफिसर की गड़बड़ी पकड़ी, वह किसी आदमी से नाजायज काम लेता था, अपने काम में उसे गैर-हाजिर भी कर देता था। वह वहाँ की यूनियन का मेम्बर था। इसका नतीजा यह हुआ कि उसको फोरमैन 1 से घटा कर फोरमैन 3 पर कर दिया। इसकी उसने जो लिखापट्टी की उस लिखापट्टी की कोई सुवाई नहीं हुई, उसको कहा गया कि तुम

[श्री बी० एन० मंडल]

को इसके पहले दस बार वानिंग मिल चुकी है, इसलिये अगर इस बात के लिये और एजिटेट करोगे, तो तुम नीकरी से निकाल दिये जाओगे। लेकिन बात ऐसी थी कि पहले उसको कोई वानिंग नहीं थी। इसके बाद आथारिटीज के पास मामला गया, लेकिन जिस जगह पर उसको रिस्टोर होना चाहिये था, बहुत दिन तक वह अपनी जगह पर रिस्टोर नहीं हुआ। हाल ही में उसका जो रेस्टोरेशन हुआ है, वह यह कह कर नहीं हुआ है कि तुम्हारा जो दर्जा घटाया गया था, वह दर्जा तुम्हारी सफाई को सुनकर बढ़ाया जाता है। इसका नतीजा यह होता है कि कुछ वर्षों से जो नाजायज तरीके से वह कैस दबा कर रखा था और उसको जो वेतन मिलना चाहिये था या इन्कीमेंट मिलना चाहिये था, वह सब उसको नहीं मिल रहा है। उसकी कितनी लिखा पढ़ी हुई है, लेकिन रेलवे एडमिनिस्ट्रेशन कोई ध्यान नहीं देता है। इसलिये मैं मंत्री जी का ध्यान खींचना चाहता हूँ कि इस मामले को देखें। हमने भी इसके बारे में लिखकर गोरखपुर के मैनेजर को दिया है, लेकिन फिर भी अभी तक कोई सुनवाई नहीं हुई।

इसी तरह से एक दूसरा केस शिबू मेहता का है। उस पर कई चार्ज थे और उसको हटा दिया गया। हटाने के बाद मुकदमा हुआ। कोर्ट का फैसला उसके पक्ष में हुआ लेकिन रेलवे की ओर से उसको सर्विस में रिस्टोर अभी तक नहीं किया गया है। अभी हाल में उसके बारे में यह कहा गया है कि उसके बारे में जो पुलिस रिपोर्ट है, वह उसके खिलाफ है। अभी हमारे पास पुलिस की रिपोर्ट है, जिसमें लिखा हुआ है कि उसके खिलाफ कोई पुलिस की शिकायत नहीं है। इन सब चीजों के बावजूद भी उसको सर्विस में रिस्टोर नहीं किया जा रहा है। तो इस ढंग की जो बातें ऊपर के आफिसर लोग करते हैं, उसके बारे में कोई इन्क्वायरी नहीं होती है और न कोई गरीब की सुनवाई करने

वाला होता है। इसका नतीजा यह होता है कि आदमी परेशान हो जाता है और वह इन सब बातों को छोड़ देता है। इस तरह से जो ऊपर के आफिसर हैं, वे धांधली करते रहते हैं और मैं यह कहना चाहता हूँ कि इस धांधली को रोकने का इन्तजाम होना चाहिये। इस बारे में पहले कोई इन्क्वायरी सैंट अप होनी चाहिये और जो ऊपर का आफिसर नीचे के नौकरों को दबाता है, उसको बंद किया जाना चाहिये। यह दबाव इतना बढ़ गया है कि जब इसके बारे में शिकायत की जाती है, तो उसकी कहीं भी सुनवाई नहीं होती है। इसलिये मेरा कहना यह है कि इन सारी बातों की जांच होनी चाहिये। जो बड़े आफिसर अपनी ड्यूटी अच्छी तरह से पूरी नहीं करते हैं, उनके खिलाफ कार्यवाही होनी चाहिये। जो आफिसर नीचे के लोगों को दबाता है, उसको बंद किया जाना चाहिये। अगर उनको इस परेशानी से बचाया जायेगा, तो वे लोग वफादारी के साथ अपना काम करेंगे।

मेरा एक सुझाव यह भी है कि बरौनी से कटिहार तक ब्राड गेज लाइन होनी चाहिए। मैं समझता हूँ कि अगर बरौनी से कटिहार तक ब्राड गेज लाइन हो गयी तो आसाम तक ब्राड गेज लाइन हो जायेगी। इस तरह एक ब्राड गेज को एक कनेक्टेड ट्रेन बरौनी से आसाम तक की हो जायेगी। यह मेरा एक सुझाव है और आशा है माननीय मंत्री जी इसे स्वीकार करेंगे।

दो ट्रेनों के बारे में पहले ही कह चुका हूँ। बरौनी से दो ट्रेनों को जोगवनी और कटिहार तक सहरसा लेकर ले जाना है। सहरसा में ओवर ब्रिज का होना नितान्त आवश्यक है; क्योंकि वहां पर कई बार एक्सीडेंट हो गये हैं। हमने इस बारे में कई बार कहा और लिखकर भी दिया, लेकिन उस पर कोई सुनवाई नहीं होती है।

कोशी प्रकोप के समय सुपौल से आगे तक जो लाइन थी, वह उठा ली गई थी।

उस लाइन को कारविस गंज से मिला दिया जाय। रेलवे बोर्ड से मुपोल से थरविटा तक जो लाइन बनाने का आर्डर दिया था वह अभी तक पूरा नहीं हुआ है। इसलिये मैं चाहता हूँ कि मुपोल से ले कर प्रतापगंज तक थरविटा हो कर जो पुरानी लाइन थी, उस को फिर से रेस्टोर कर दिया जाय और उस को फाक्सगंज तक मिला दिया जाय।

मुझे अब गाड़ियों के लेट चलने के बारे में कहना है। जो गाड़ी बरौनी से शुरू होती है, वे यहां से ही देर पर चलती हैं। इसलिये मैं मिनिस्टर साहब से यह कहना चाहता हूँ कि वे इस बात का ध्यान रखें कि जो गाड़ियां बरौनी से स्टार्ट होती हैं, उन्हें ठीक समय पर चलना चाहिये। जो गाड़ियां बाहर से आती हैं, वे तो देर में आती ही हैं, मगर जो यहां से शुरू होती हैं, उन्हें ठीक समय पर चलना चाहिये। इस तरह का रेलवे मिनिस्ट्री को इन्तजाम करना चाहिये। इस बात की ओर मैं सरकार का ध्यान दिलाना चाहता हूँ कि यह चीज रोकी जानी चाहिये।

श्री ओम् मेहता (जम्मू और काश्मीर) : डिप्टी चैयरमैन साहिब, जो बजट रेलवे मिनिस्टर साहब ने हमारे सामने रखा है, उसमें इस दफा घाटा दिखाया गया है। मैं समझता हूँ कि आने वाले सालों में इस घाटे को फायदे में बदलने के लिए या तो किराया वे बढ़ाना चाहते हैं या कोई और साधन इस्तेमाल करना चाहते हैं। यह बात मुझे मालूम नहीं है। लेकिन मैं समझता हूँ कि जहां तक किराये बढ़ाने का ताल्लुक है, पिछले साल किराया बढ़ाया गया था और उस वक्त लोगों में काफी रिजन्टमेंट था। अगर किराया बढ़ाने के साथ साथ रेलवे अमेनिटीज नहीं देती है जो कि उसको देना चाहिये, तो लोग जो किराया बढ़ाया जाता है, उसके खिलाफ बातें कहते हैं। लेकिन

किराया बढ़ाने के साथ साथ सुविधा और अमेनिटीज भी दी जानी है तो फिर कोई इस बात का खयाल नहीं करता है कि सरकार ने किराया क्यों बढ़ाया? लेकिन मैं यह कहना चाहता हूँ कि किराया बढ़ाने के साथ साथ जनरल एडमिनिस्ट्रेशन में एफिशियन्सी घट गई है।

मैं मिनिस्टर साहब की तबज्जो एक खास हिस्से की तरफ दिलाना चाहता हूँ और कहना चाहता हूँ कि यहां से लाखों बिजिटर्स हर साल काश्मीर जाते हैं, काश्मीर एक टूरिस्ट रिसोर्ट है। इसके अलावा वहां पर वैष्णव देवी का मंदिर है और इस साल हिन्दुस्तान से करीब दो लाख आदमी वहां पर गये। लेकिन इतनी इम्पोर्टेंस होने के बावजूद भी वहां के लिए सिर्फ इस वक्त भी दो ही ट्रेनें चलती हैं, जो दिल्ली से पठानकोट को कनेक्ट करती हैं। ये जो दो ट्रेनें हैं, वे इतनी इन-एफिशियन्टली रन करती हैं कि कई दफा वहां पर जो बिजिटर्स जाते हैं उन के सामने हमें शर्म के मारे सिर झुका लेना पड़ता है। यहां से पठानकोट तक सिर्फ 300 मील का फासला है और इस 300 मील के फासले में जो एक्सप्रेस ट्रेन या मेल ट्रेन चलती है वह 11 घंटा लेती है और कभी भी इन टाइम नहीं पहुंचती है। अगर आप 6 महीने के स्टैटिस्टिक्स लगायें तो आपको यह भिनेगा कि इन 180 दिन में केवल 10 रोज ये गाड़ियां इन टाइम पहुंची होगी। हमें कई दफा इन ट्रेनों में आने जाने का मौका मिला है और हर दिन ये ट्रेनें दो तीन घंटा लेट पहुंचती हैं। इस लेट होने का नतीजा यह होता है कि जो लोग रोड के जरिये श्रीनगर जाना चाहते हैं, उन के लिये खासी मुश्किल हो जाती है। मैंने मिनिस्टर साहब का ध्यान कई दफा दिलाया है, मगर इस ओर अभी तक कोई खयाल नहीं किया जाता है।

काश्मीर में लाखों लोग बाहर से आते हैं, फारेन टूरिस्ट आते हैं जिन्हें, गाड़ी लेट

[श्री श्रीम मेहता]

पहुँचने पर सीधी बस नहीं मिलती है; क्योंकि वे लोग कम से कम समय में श्रीनगर पहुँचना चाहते हैं। जब गाड़ी ठोक समय पर नहीं पहुँचती है तो उनको दिक्कत का सामना करना पड़ता है। ये ही दो टूटें हैं जो कि पठानकोट जाती हैं और ये ही लेट पहुँचती हैं। इस के साथ ही साथ हमने यह भी देखा है कि जो ट्रेनें यहां से चलती हैं और जो उनका मुकर्रर टाइम है, उस पर नहीं चलती हैं। स्टेशन पर हजारों लोग जाने वाले होते हैं, वे प्लेटफार्म पर खड़े रहते हैं और इसके बाद गाड़ी आती है। इस बारे में आपने अखबार में आज भी पढ़ा होगा, इस के अलावा मिनिस्टर साहब ने अपनी स्पीच में कहा है कि हमने एयर कंडीशन ट्रेनों की फ्रीक्वेंसी बढ़ा दी है। लेकिन मैं यह कहना चाहता हूँ कि यहां से पठानकोट तक जाने के लिये कोई भी एयर कंडीशन ट्रेन नहीं है। बहुत से लोग बम्बई, मद्रास, कलकत्ता और दूसरी जगहों से एयरकंडीशन ट्रेनों से पठानकोट आते हैं, मगर यहां पर सिर्फ फर्स्ट क्लास में ही एयर कंडीशन ट्रेन है। इसलिये मैं आप से अर्ज करना चाहता हूँ कि इस जगह की इम्पार्टेंस को देख कर यहां से पठानकोट तक एयर कंडीशन ट्रेन चलाने का इंतजाम करें। इसके अलावा जो ट्रेनें यहां से चलती हैं वह कम से कम समय पठानकोट तक जाने का ले और ट्रेन लेट न चले। इसके अलावा मैं यह भी अर्ज करना चाहता हूँ कि इस 300 मील फासले के लिये आप को एक नई ट्रेन देनी चाहिये और जो वक्त पहुँचने का ट्रेनों का है, वह कम किया जाना चाहिये।

इसके अलावा मैं आपकी तवज्जो इस लाइन को बियोन्ड पठानकोट तक बढ़ाने के बारे में दिलाना चाहता हूँ। पिछले साल भी मैंने और बहुत से लोगों ने इस बारे में यहां पर कहा था कि इस लाइन को जम्मू तक ले जाना चाहिये। अभी तक

इस लाइन को केवल कठुआ तक ही पहुँचाया गया है और इस को जम्मू तक बढ़ाना बहुत जरूरी है। हमने इन 17 सालों में केवल कठुआ तक ही इस लाइन को बढ़ाया है और यह समझने लायक बात है कि यह हिस्सा हमारा बार्डर का है, जो डिफेन्स के लिहाज से बहुत जरूरी है। डिफेन्स की स्ट्रेटेजी के हिसाब से भी और मिलिटरी के मूवमेंट के हिसाब से भी हमें इस लाइन को आगे तक बिछाना चाहिये था, लेकिन हम इन बीस सालों में केवल 14 मील की ही लाइन बिछा पाये हैं और वह भी कठुआ तक। इसमें जम्मू और काश्मीर का केवल पांच, छः मील का ही हिस्सा आता है, इसलिए मैं मिनिस्टर साहब से रिक्वेस्ट करूंगा कि वे इस तरफ जल्द से जल्द तवज्जो देंगे; क्योंकि हजारों लाखों विजिटर्स काश्मीर हर साल जाते हैं। इसके अलावा हमारा मिलिटरी का मूवमेंट होता है और वहां पर हमें बड़ी बड़ी मशीनें ले जानी होती हैं और लाइन न होने की वजह से वे नहीं पहुँच सकती हैं। हालांकि इस दफा इसको इन्कलूड किया गया है, लेकिन जिस रफ्तार से पहले काम हुआ था, अगर उसी रफ्तार से काम हुआ, तो मैं समझता हूँ कि इसमें 75 साल लग जायेंगे। जिस तरह से 14 मील को बनाने में 20 साल का अर्सा लग गया, उस तरह से जम्मू तक 50 मील बनाने में हमको डर है कि इट विल टेक 75 ईयर्स। इस रफ्तार से हमारे जो पोते होंगे, वे भी इस रेलवे लाइन को नहीं देख पायेंगे, इसलिये मैं आनरेबिल मिनिस्टर से यह रिक्वेस्ट करूंगा कि इस काम को जल्दी से जल्दी किया जाए। 1947 में जब हमको अजादी मिली थी, तो उस वक्त जम्मू जो था वह सिवालकोट की तरफ से रेल से कनेक्ट था और उस वक्त रेल के जरिये जम्मू जाना बड़ा आसान था। लेकिन आज हमें बीस साल हो गए, फिर भी जम्मू जाने

के लिये रेलवे लाइन नहीं बन पाई है। वह पहाड़ी इलाका नहीं है, मैदानी इलाका है। जब कि दूसरे इलाकों में हजारों किलो मीटर नई लाइन बिछाई जा रही है, तो हमारी समझ में नहीं आता है कि जो अपना स्ट्रेटेजिक इलाका है, उसको क्यों निगलेट किया जाता है? इसमें कोई शक नहीं है कि हम रोज कहते हैं कि "काश्मीर इज एन इंटीग्रल पार्ट ऑफ इंडिया" और इसमें किसी को शक नहीं हो सकता, लेकिन जब हम इन चीजों को देखते हैं, तो हमको इसमें शक होने लगता है और हमारी समझ में नहीं आता है कि हमारे साथ ऐसा सलूक क्यों किया जाता है। इससे हमारे दिलों में शक पैदा होता है; क्योंकि इन चीजों की तरफ ज्यादा तवज्जह नहीं दी जाती है।

श्री शीलभद्र याजी : शक मत कीजिये।

श्री श्रीम मेहता : बी वॉट ऐक्शन, नाट वर्ड्स। इसलिये मैं कहूंगा कि इसकी तरफ ज्यादा से ज्यादा तवज्जह दी जाय। मैं चाहता हूँ कि इस प्रोजेक्ट पर बार फूटिंग पर काम किया जाय ताकि इसमें कम से कम टाइम लगे और जो 14 मील लाइन बन गई है, उसका कुछ फायदा मिल सके। अभी कठुआ तक कोई ट्रेन नहीं जाती है। कभी कोई गुड्स ट्रेन चली जाती होगी, तो चली जाती होगी। अभी न वहाँ कोई मेल ट्रेन जाती है और न कोई एक्सप्रेस ट्रेन जाती है। इसलिये वह 14 मील का ट्रैक बेकार पड़ा हुआ है। अगर उस लाइन पर मेल या एक्सप्रेस ट्रेन्स चलने लगें, तो डिस्टेंस कम होने की वजह से वहाँ के लोगों को फायदा मिले :

इसके साथ साथ मैं यह कहूंगा कि जहाँ तक रेलों का तालुक है, रेलों में आज लोग कम सफर कर रहे हैं। लोग या तो हवाई जहाज में जाते हैं या

मोटर गाड़ियों में जाते हैं; क्योंकि वे समझते हैं कि रेलवे में जितनी फैसिलिटीज मिलनी चाहिये उतनी नहीं मिल रही है। इसलिए मैं इतना ही कहूंगा कि एफिशिएंसी को बढ़ाने के लिये खास तवज्जह दी जाय, जो बड़े हुये किराये हैं, उनको कम किया जाय और जो हिस्से नेगलेन्टेड हैं, उनकी तरफ भी तवज्जह दी जाय।

श्री राजनारायण (उत्तर प्रदेश) : माननीय, मैं एक प्वाइंट ऑफ ऑर्डर उठा रहा हूँ। माफ कीजिएगा, मेरे पास संविधान की अंग्रेजी की कापी है। इसमें यह दिया है :-

"ARTICLE 102(1)

A person shall be disqualified for being chosen as, and for being, a member of either House of Parliament—

(a) if he holds any office of profit under the Government of India or the Government of any State other than an office declared by Parliament by law not to disqualify its holder."

अब आर्टिकल 103 पर आ जाना चाहिए :

"ARTICLE 103

(1) If any question arises as to whether a member of either House of Parliament has become subject to any of the disqualifications mentioned in clause (1) of article 102, the question shall be referred for the decision of the President and his decision shall be final.

(2) Before giving any decision on any such question, the President shall obtain the opinion of the Election Commission and shall act according to such opinion."

अब 104 भी देखा जाय :

"ARTICLE 104 If a

person sits v. . . ." SHRI OM MEHTA: How?

श्री राजनारायण : हाँ, बता रहा हूँ, जरा सुनिये ।

"If a person sits or votes as a member of either House of Parliament . . ."

चाहे लोक सभा हो, चाहे राज्य सभा हो ।

. . . before he has complied with the requirements of article 99, or when he knows that he is not qualified or that he is disqualified for membership thereof, or that he is prohibited from so doing by the provisionals of any law made by Parliament, he shall be liable in respect of each day on which he sits or votes to a penalty of five hundred rupees to be recovered as a debt due to the Union."

अब ये प्राविजन अनुच्छेद के साफ हैं . . .

THE DEPUTY CHAIRMAN: Mr. Rajnarain.

SHRI RAJNARAIN: I am within my rights.

THE DEPUTY CHAIRMAN: I want to know whether what you are referring to is a fact.

SHRI RAJNARAIN: It is a fact, I know. I have every proof. उनके पास मैं बलियाँ में कांट्रेक्ट था सामान देने का, खिलाने का, चाय देने का, उन्होंने उस बिज्डिंग को और पास का लीटाया है 26 फरवरी को । वे हैं श्री चन्द्रिका प्रसाद जी कांग्रेस पार्टी के और सभा के लिये चुने गये हैं ।

THE DEPUTY CHAIRMAN: That has nothing to do here.

SHRI RAJNARAIN: It has everything to do here. देखिये, मैं आपसे यह अर्ज कर रहा हूँ . . .

श्री शीतभद्र याजी : रेलवे डिपार्टमेंट से इसका क्या सम्बन्ध है ।

श्री राजनारायण : मैं यह कहना चाहता हूँ कि रेलवे विभाग अपनी जिम्मेदारी निभाये ।

I am within my limits. I have studied the thing.

मैंने इसको अच्छी तरह से सुना है, पढ़ा है । मैं एक मजबूत आर्डर पर यहां खड़े हो कर बोल रहा हूँ । अगर चन्द्रिका प्रसाद जी लोक सभा में बैठते हैं या वोट देते हैं तो 500 रु० प्रति दिन उनको देना पड़ेगा डांड और उसको गवर्नमेंट रेवेन्यू की तरह गवर्नमेंट वसूल करेगी । हमें पर्सनल जानकारी है । मैं बनारस आया था । वहां पर जो डी० सी० एस० होते हैं या कौन होते हैं . . .

THE DEPUTY CHAIRMAN: Any point of order that you raise should be very briefly and specifically put. You must be very brief and very specific. You are referring to something which is not a point of order as far as I have heard. Beside you referred to a Member in the other place, not here. I do not know what your point of order is and therefore there is nothing here and I do not think you should take the time of the House in this manner. A point of order means something put very specifically and very briefly.

श्री राजनारायण : माननीया, अच्छा बहुत ब्रीफ रहूंगा । मैं चाहता हूँ कि आप सचमुच हम को कोई ऐसी ट्रेनिंग दें कि मैं ब्रीफ हो जाऊँ । मैं खुद चाहता हूँ ।

4 P.M.

उपसभापति : आप तो कर सकते हैं ।

श्री राजनारायण : मैं यही अर्ज कर रहा हूँ कि रेलवे मंत्रालय ने क्या अपनी जिम्मेदारी निभाई; क्योंकि बलिया को स्टेशन मास्टर के पास क्या श्री चन्द्रिका प्रसाद जी ने जो पास हेन्ड होवर किया है और जो वहाँ की रिफ्रेशमेंट की बिल्डिंग की सरकार की, उस बिल्डिंग का चार्ज दिया है 26 को ? बलिया का स्टेशन मास्टर लिखता रह गया कि ये हमको बिल्डिंग का चार्ज नहीं दे रहे हैं। बावजूद इसके वे अब तक मेम्बर बन कर बैठे हुए हैं। मैं पाइन्ट आफ आर्डर यह निकाल रहा हूँ कि पांच सौ रुपया तो वह देंगे और जिस मंत्रालय के वे ठेकेदार थे नोइंगली, जानते हुए भी अगर रेलवे मंत्रालय ने इस मामले को प्रेसिडेंट के पास रिफर नहीं किया तो क्या यह रेलवे मंत्रालय की गलती नहीं है; क्योंकि कांस्टीट्यूशन में, संविधान में यह लिखा हुआ—where this question will arise कोई प्लेस नहीं है—if any question arises

THE DEPUTY CHAIRMAN: I think that will do, Rajnarainji.

श्री राजनारायण : माननीया, इसमें कहीं यह नहीं लिखा हुआ है कि मेम्बर अगर जिस हाउस का है, उसी में उठ सकता है। चाहे मेम्बर राज्य सभा का हो या लोक सभा का वह क्वेश्चन कहीं उठा सकता है। इसमें नहीं लिखा है कि राज्य सभा के मेम्बर के लिए राज्य सभा में उठा सकते हैं या लोक सभा के मेम्बर के लिए लोक सभा में उठा सकते हैं। माननीया, मैं आपकी जानकारी के लिए बता दूँ कि इसी आर्टिकल के अन्तर्गत मैंने उत्तर प्रदेश विधान सभा में श्री कमलापति त्रिपाठी के विरुद्ध सवाल उठाया था। मैं रेलवे मंत्रालय के बारे में आपसे निवेदन करना चाहता हूँ।

153RS—7.

THE DEPUTY CHAIRMAN: That will

आपने जो कहना था वह कहें do now.

श्री राजनारायण : I think there is no point of order in what Mr. Rajnarain has said. He has tried to give some information to the Minister of Railways, and that information, Mr. Rajnarain, you have given. That is all. Now the Minister for Railways.

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): I thank the House and you, Madam, for having given full opportunity to the Members of this House to express their views on the Budget figures and on the proposal that I have made to provide sufficient sums of money under "Vote on Account".

During the course of the debate several suggestions have been made and I am thankful to the House and the non-Members for their constructive suggestions, and also to the pointed references made to the various shortcomings that still exist in the railway administration. It should be the endeavour of myself and my colleagues and also the Railway Board to examine each of these points very carefully and take appropriate measures to see that those shortcomings are remedied and the working of the Indian Railways put on a sound footing.

Reference was made to certain important points. The first point which was made by my hon. friend, Mr. Kumar an, was in respect of the apportionment of the profits, and he asked whether it was proper on the part of the Railways to show a deficit budget while, in fact, substantial profits were earned, and whether it was not a papers deficit which was presented to this House, and not a real deficit. Madam, as you would be knowing yourself, as well as the House, the

[Shri C. M. Poonacha.]

railway administration is being provided with the necessary capital (a) From the General Revenues of the Government of India, and (b) from its own resources. To the extent capital has been provided from out of the General Revenues, out of the general resources of the Government of India, the Railway Administration, being recognised as one of the premier commercial enterprises of the Government of India, is required to pay the interest on capital. Actually, what we call as 'dividend' payable is, in fact, the interest chargeable on the capital. And this varies from time to time, and there is a set procedure to determine at what rate these dividends have to be paid. As my hon. friend himself has referred to the point, there is the Railway Convention Committee on which there are a number of hon. Members of this House as well as the Lok Sabha. They go into the matter thoroughly, examine the accounts in detail and then make a recommendation to Parliament, which Parliament would again consider and accept. It was after such a recommendation that had emanated from the Railway Convention Committee that the recent enhancement of the rate of dividend was agreed to. It is because the borrowing rate, in general, had increased; it is because the bank rate has increased during recent periods. And in conformity with that the rate of dividend payable by the Railways to General Revenues was revised. The latest revision, that is, from 5.75 per cent to 6 per cent, on capital, provided after 1964 onwards, accounted for an increase of Rs. 1.6 crores only. And that has not, as my hon. friend has feared, taken away the entire earnings of the railways. In fact the calculations are there for the sum to be paid at a rate, and it comes to about Rs. 130 crores. This is a normal commercial practice which is being adopted by the Railways all these years. It is not a recent innovation, and it is not to take away all the profits and to hoodwink the general public into believing that there is a

fictitious deficit. The deficit is real, because this commitment is a firm commitment on the part of the Railways for the capital that has been provided for their various activities. Therefore, the mention, in the papers I presented, of a deficit of Rs. 15.27 crores, as has happened in the working of this year's railway administration, is not a paper deficit; it is a real deficit, as brought out by the relevant facts that have been placed before the House.

It has also been mentioned that we have been drastically curtailing the expansion programmes, the development programmes and thereby bringing the rate of progress to a sort of standstill! position which would affect the economy of the country in general, and thereby we would get into a vicious circle where the earnings might go down further. Well, the facts, as we have already provided to the hon. Members of the House, do not bring out that point. The fact is that the progress of the programmes during the Second Plan as well as during the Third Plan has been not only substantial but phenomenal as would be seen by the figures that have been furnished. For example the figures for load-kilometers today has gone up considerably from what it was in 1950-51. Number of stations, locomotives, the originating freight, number of passengers, all these things have gone up and we have provided all these details in the White Paper as well as in the other papers. These show that the Railways have made great progress during the three plan periods. They have not only extended their services but the Railways have increased the frequencies of the train services. They have increased their capacity to carry passengers. They have developed their capacity to take freight, both general cargo and goods traffic. At the same time, uniformly their earnings also have been going up. But this year's report and this year's performance—I refer to the current year's performance—has been somewhat not up to our expectations.

for the simple reason that the originating goods traffic that we had anticipated did not materialise. There had been some recession. After all, what is a Railway Budget? The Railway Budget is, in a sense, an index of the activities of the country, the economic activities of the country. It would only reflect the economic activities of the country and therefore, if there is any slight recession in some quarter, immediately it is reflected in the Railway's earnings and that is how it stands now. As a matter of fact, Madam, I have attempted to place a correct picture of the working of the Railways during the current year and a prospective picture as broadly as I can, so far as the coming year is concerned, to provide material and information to hon. Members so that they may give us their valued suggestions and recommendations and we could take note of those suggestions and recommendations and advice in preparing our final Budget and come before the House with as correct statements of the facts as possible and also with the necessary recommendations for meeting the requirements of our Railways in the coming year.

There have been some pointed references to certain specific matters. It has been said that in the production units so far as the labour-management part is concerned we have deviated from the recognised principle of giving due recognition to the unions that are organised there. I have been dwelling on this point only yesterday in the other House explaining to the House that as a matter of policy so far as these production units are concerned . . .

SHRI P. K. KUMARAN: There is no policy there, only prejudice.

SHRI C. M. POONACHA: Please let the hon. Member hear me first. So far as the Railway Administration is concerned, we have adopted this procedure that we should have the management-labour relationship built up on the basis of having the elected

I staff councils, and this has proved successful so far.

SHRI P. K. KUMARAN: We have staff councils for all the Railways all over, not only at Chittaranjan.

SHRI C. M. POONACHA: If the hon. Member feels that it does not work properly, well, I am prepared to look into the matter, again. I have looked into the matter and with the material that I have before me and seeing the progress that these units have made, all these production units, whether it be the Chittaranjan Locomotive Works or our Integral Coach Factory at Perambur or the diesel engine factory at Varanasi, I can say that they have all done excellent work. The progress that they have achieved is quite remarkable. We do feel that so far as the working of these units is concerned, the labour relationship has been quite cordial. It has been a happy one and we are further examining the question of how best we could improve upon the good relationship that has already been established.

It was also suggested by my hon. friend, Shri Niren Ghosh, that so far as the Chittaranjan Locomotive Works is concerned, the production was at a very low rate. I do not know from where he got this information. The Chittaranjan Locomotive Works have produced not less than 1974 or nearly 2,000 steam locomotives. They have just now started manufacturing electric locomotives and they have produced nearly 80 or 90 so far. But the programme is to maintain an annual production rate of 150 electric locomotives in Chittaranjan. That is the targeted figure. We are working towards that and it is hoped that we will be able to reach that targeted figure soon. I do not know from where my hon. friend got the impression that the Chittaranjan Works are not coming up to the expectations of the general public. On the other hand, the rate of progress has been quite impressive. While during the First Plan period the production was 341, during the Second Plan period ! the production was 831 and during

[Shri C. M. Poonacha.] the Third Plan period it is 802. This number of 802 is of steam locomotives only. During the Third Plan period we had made arrangements that Chittaranjan Loco Works should produce electric locomotives also and they have produced about 80 or 81 such electric locomotives. Therefore, as a result of that the total production of locomotives at Chittaranjan during the Third Plan period is as much as 884. That is no mean performance and I take the opportunity of this debate in this House to pay our highest compliments on the achievement of the Chittaranjan Locomotive Works.

Similarly my hon. friend Shri Niren Ghosh made reference to the foreign imported components. He said that the imported components form a very high proportion and that there is an implied attitude on the part of the Government to oblige foreign concerns, while seemingly producing certain things in the country with 90 per cent of imported components from abroad, with the object, perhaps of obliging some foreign interests. Certainly this is not based on facts. Here are the figures. So far as electric locomotives are concerned, at the moment, the indigenous content is about 37 J per cent. Before 1970 it is programmed to achieve as high a percentage as 70 of indigenous content or components. For this we are dependent on the Heavy Electricals at Bhopal which are to produce certain electrical components. The Heavy Electricals, Bhopal, are now organised to produce the required components for A. C. diesel engines. When those conWin the indigenous contents will be as high as 70 per cent, nothing less than that. Similarly, in the case of diesel locomotives the indigenous content of those locomotives is about 56 per cent and we hope to reach as high a figure as 90 per cent by 1970. That is the programme and it is the intention and it is the accepted policy of the Government to see that in whatever line of manufacture within the country the

maximum percentage of indigenous content should be attempted and should be achieved. This much so far as my hon. friend Shri Niren Ghosh's remarks regarding the foreign components that are used in the diesel and electric locomotives produced in the country. Reference was also made to the question of increasing the speed of the trains in certain sectors. It is the intention of the Railway Administration to increase the speed as far as possible so that transportation of goods and also the passenger train service could be speedier, and could be more useful. But in this there are certain difficulties. We cannot doubt increase the speed of the trains but it is not as if we can increase the speed as much as the engine capacity because it is dependent on many other considerations. Track stability, signalling equipment, various other considerations come in the way and it all means additional cost. To increase the speed in certain sectors, we have to re-do the track afresh, strengthen the track and stabilise it so that it can bear the strain of a particular speed. Therefore it does involve heavy expenditure and keeping in view the capacity for spending money a programme has already been drawn up to progressively increase the speed of trains in certain sectors and gradually extend it to other sectors. The Railways have a well thought out programme for increasing speed in some of the most essential trunk routes.

There has been certain reference to the drop in goods traffic. As was pointed out by my friend, Mr. aKuma-ran, this was mainly in the steel sector, coal and cement. The anticipated additional goods traffic of about 12 million tonnes did not materialise. We could hardly achieve about 4 million tonnes additional goods traffic during the year. So there has been a physical shortfall of 8 million tonnes of anticipated goods traffic. That was due to various factors, of course the recession and also partly due to seasonal failures. We have hsrff two bad seasons and that also resulted in a

drop in the goods traffic while under the severe conditions created by the failure of seasons the Railways had to bear a heavy burden by way of relief work. We had to rush food-grains; we had to rush over so many other materials like fodder, irrigation equipment and such other things at a concessional and nominal rate. That also has affected our earning. So while the Railways are recognised as a commercial undertaking they are also expected to discharge certain duties as a public utility concern of the nation. Therefore in this dual role it is not possible at times to account for profits only. There is also the service part of it and therefore . . . SHRI V. M. CHORDIA (Madhya Pradesh) : May I ask one question? If you speak of the service motive why is it that you are charging more between Churu and Fatehpur?

SHRI C. M. POONACHA: I will, look into that point. It is a specific question. I do not have the requisite information just at the moment with me. I will look into it.

But does my hon. friend at all feel that the Railways did not do their part to meet the situation created by famine conditions in Bihar, in U.P., in Rajasthan and in Orissa? I have all the figures with me. I am only broadly trying to explain as to how under given circumstances during the preceding two years the Railways were put under greater strain and as such in the ultimate analysis it has reflected in lesser earnings by the Railways during that period.

SHRI P. K. KUMARAN: There is no strain but underutilisation of the capacity.

SHRI C. M. POONACHA: That is also a fact but my hon. friend would also admit at the same time that so far as the capacity of the Indian Railways is concerned, it is the programme and the intention to keep the capacity ahead of the demand. We are trying to do that gradually and in that probably our outlays are a little heavier.

[THE VICE-CHAIRMAN (SHRI M. RUTH-NASWAMY) in the Chair]

A point was made by my hon. friend, Mr. Om Mehta from Kashmir to say that the stretch of new line construction from Pathankot has not been taken up in all seriousness and the progress has been very slow according to him. Then he himself entertained a bit of doubt as to whether what all we say in respect of Kashmir was well-founded. I do not wish him to judge this issue by the unavoidable delay in the construction of this new railway link. The very fact that my hon. friend is participating in the debates here, that he is present in this House, and that there are several other honoured Members of Parliament from Kashmir proves beyond any doubt that Kashmir is an integral part of our country.

SHRI P. N. SAPRU (Uttar Pradesh): That we have links with Kashmir.

SHRI C. M. POONACHA: Furthermore the fact that we have an honoured son of Kashmir in the Cabinet today proves beyond any doubt that Kashmir is an integral part of India and the mere delay that might have occurred in building this railway link or in the further extension of it to Jammu and Kashmir need not be the main consideration in proving that fact.

SHRI OM MEHTA: What about the railway now?

SHRI C. M. POONACHA: You can leave it to the Railways. The Railways have a programme with them and this matter will be looked into and we will try to do as best as we can.

Madam, I have attempted to give as best as I can a correct picture of the working of the Railways and have provided all relevant information to the Members with a view to seeking their guidance and suggestions. Now all that we have come before the House is for a vote on account. The various

[Shri C. M. Poonacha.] points that have been made during the course of the debate relating to the construction of new lines and the other suggestions ~will be given very serious thought.

SHRI D. THENGARI: | Nothing about the employees' plight?

SHRI C. M. POONACHA: As for the employees' plight, I might take this opportunity to explain that in the Railways the welfare of the staff is of paramount importance. We give great importance to this matter and personnel management is one of the most important functions of the Railway Administration today. As my hon. friend himself is aware, we have ever so many commissions and tribunals appointed from time to time to examine specific problems and the Government have accepted each and every recommendation of such commissions and tribunals that were appointed from time to time. Not only that. We have implemented them fully. So, it could not be said that the Railway Administration or the Government of India are indifferent to the welfare of labour and staff who are employed by them. At the same time, hon. Members would be knowing that this is an undertaking which employs the largest number of labour. We have about 1.5 million bodies working. We run about 11,000 trains per day and as was mentioned by my hon. friend on the other side, we carry 5-7 million passengers every day. It is a huge operation and in this there are ever so many problems coming up daily, nay, hourly. Each hour we have a problem. They are being tackled continuously. It is not as if during these exercise the Welfare of labour is given a low order of priorities. No. The welfare of labour is given the highest priority.

Reference was made by my hon. friend, Mr. Anandan, to the housing problem. During the Third Five Year Plan 71,000 quarters were provided for labour, but one can ask whether that

would be sufficient. It is not. You can ask whether we have met the requirements fully. We have not.

SHRI P. K. KUMARAN; I request the hon. Minister to pay a visit to Kharagpur and see the small holee which you have constructed there.

SHRI C. M. POONACHA: I am myself explaining the point that we have not met the requirements fully, but nothing is halted. The programme that we have on hand has been implemented and according to a phased programme we hope to provide the basic amenities of housing and such other things.

SHRI A. D. MANI: (Madhya Pradesh): Why do you not say 'Yes' to Mr. Kumaran?

SHRI C. M. POONACHA: To the hon. Member, Shri Kumaran, I say that I admit that there are certain difficulties and I have admitted that we have not been able to provide housing facilities to all. But our attempt has never slackened. Efforts are being made continuously to provide as best as we can, within the resources available, the welfare measures so far as labour employed by the Railways are concerned.

Doubt was expressed by a few Members that this rapid mechanisation might lead to drastic retrenchment. All said and done the Railways in this country provide the maximum opportunities for employment. Therefore, the country does expect the Railways to provide employment opportunities to the maximum. At the same time, it could not be that we cannot think of modernisation. Modernisation in certain respects will have to be undertaken. Otherwise, we would lag behind. If we do not adopt certain modern techniques and methods, a stage may come when our Railway system might freely be compared with

the bullock cart. So, we do not want to remain static that way. A certain amount of modernisation is absolutely essential to keep pace with the spirit of the times and also the spirit of the world, if I may put it so. As such our electrification programme, dieseli-sation programme and then probably mechnisation in particular types of work to reduce manpower may have to be done. All that will be done without effecting any retrenchment. As such the Railways have already decided for themselves that whatever be the pattern or pace of modernisation, it will not result 5n human misery, *i.e.*, retrenchment, and towards that end we have already taken a decision that future recruitment be stopped, so that whatever staff we find surplus we try to absorb them as best as we can in other activities. We give them special training also, if it is so needed. Then we try to absorb such of the staff, who are found surplus after effecting certain measures of modernisation, within Jhe Railway Administration. This is the accepted policy of the Railway Administration and this we will maintain right through, whatever may be the manner of modernisation or the pattern.

Again, my hon. friend, Mr. Kuma-ran, was referring to the computers that we have got and said we are trying only to increase our commitments on imports. He even mentioned minor points like carbon paper or the special paper and said every item is imported. It is not so. I have checked it up and find that none of these is imported. These machines are not computers, but are only calculating machines. We have installed them as an experimental measure. We have taken them on hire for the time being in order to get ourselves satisfied as to how efficient they could be and to what extent they would really cut down our working costs. Once we are satisfied, probably we may go in for regular computers. That matter is under examination and study. At this moment I can only say, even there ou, attempt would be to see that

the staff now employed by the Railways are not retrenched on a mass •scale, giving preference to machines. That will never happen. We will also keep an eye on this question. In our process of modernisation, we would certainly see that the surplus staff now employed by the Railways are switched over to other tasks and usefully employed and kept in service.

As I was mentioning, this is an interim Budget and so I have not got much to say at the moment. I am grateful to hon. Members for having given their useful suggestions.

SHRI JAGAT NARAIN: What about Chandigarh?

SHRI C. M. POONACHA: My hon. friend referred to the point that Chandigarh should be brought on to the main line. As hon. Members are aware, in the Fourth Five Year Plan we have a programme for railway development. That envisages an outlay of Rs. 2094 crores and in that we have a regular programme of works to be undertaken. The Planning Commission have given certain broad indications in the development programmes and suggested that certain essential guidelines will have to kept in view. We are attempting to keep these guidelines as our object, but in the meantime the Draft Plan is yet to take a final shape. After that is known and when the precise outline is determined so far as the Railway development programmes are concerned, we will certainly look into the suggestions that have come forward in connection with extension of new lines including Chadigarh. This will be given due thought.

SHRI MULKA GOVINDA REDDY (Mysore): How much has been allocated in the Fourth Plan?

SHRI C. M. POONACHA: The total in the Draft Plan is nearly Rs. 2094 crores; but it is not final. It is only the draft. Once it is finalised we will be able to spell out the other details I within the limits decided upoR.

[Shri C. M. Poonacha.]

Sir, with these words I commend my proposals for the acceptance of the House.

श्री राजनारायण : मैं यह जानना चाहता हूँ कि जब सरकार के पास पैसे की कमी है तो शांसी के कुछ कार्यालयों को और स्टाफ को इटारसी क्यों ले जाया जा रहा है। जहाँ तक मेरी जानकारी है कि इस काम में कई लाख रुपया खर्चा होगा। और बहुत से लोगों को यहाँ से वहाँ जाना होगा गवर्नमेंट को भी इसमें अनेक प्रकार की असुविधा होगी, तो ऐसा क्यों किया जा रहा है ?

श्री सी० एम० पुनाचा : मैं इस बात को ध्यान में रखूंगा और इसकी जांच करूंगा।

श्री राजनारायण : श्रीमन्, जरा एक रिक्वेस्ट कर रहा हूँ उस सवाल के समर्थन में जो यहाँ पर उठा था। जहाँ तक मैंने संविधान को पढ़ा है और समझा है, उसमें यह कोई रोक नहीं है कि कौन डिस्क्वालिफिकेशन का क्वेश्चन उठाये। यह सवाल उन्हीं के लिये उठाया जा सकता है जो कि सदन के मेम्बर हों, पेटिशन में न गये हों और उनके नाम कोई कांट्रैक्ट हो। तो हमने इस लिये रेलवे मंत्री जी को बताया कि एक मज्जन जो लोक सभा के मेम्बर हैं, उनके नाम रेलवे का कांट्रैक्ट 26,27 तक था। अब आगे इसका प्रोसीजर नहीं है क्योंकि यह लिखा है कि जब कहीं ऐसा सवाल उठेगा, तो मैटर विल बी रिफर्ड टू द प्रेसिडेंट। तो इस मामले को कौन रिफर करेगा।

श्री महेश्वर नाथ कौल : (नाम निर्देशित) आप करिये।

श्री राजनारायण : ऐसा मत कहिये। हमारा कहना है कि रेलवे मंत्रालय को इस मैटर को प्रेसिडेंट के पास रिफर करना चाहिये था क्योंकि रेलवे मंत्रालय इसकी जानकारी

में है कि पूरा डिटोल क्या है। ठेका रेलवे ने दिया है। ठेका उन्हींने कब छोड़ा, बिल्डिंग उन्हींने कब छोड़ी, पास उन्हींने कब वापस किया, यह सब की सब जानकारी रेलवे मंत्रालय के पास है। मैं यह इस लिये कह रहा हूँ कि जो गोरखपुर और बनारस में रेलवे विभाग है वह इस मामले में कुछ लीपापोती करना चाहता है। कागजात वहाँ से गायब करता चाहता है। मगर अब हमारी जानकारी हो गई है कि जिस दिन रिजल्ट अनाउन्स हो रहा था उस दिन अपोनेंट कैंडिडेट ने क्लेक्टर के यहाँ एप्लीकेशन दिया था कि इस नतीजे का ऐलान नहीं होना चाहिये क्योंकि ही इज ए कांट्रैक्टर बिल्डिंग इज इन हिज पोजीशन। स्टेशन मास्टर ने भी बाकायदा बयान किया है, स्टेशन मास्टर ने भी कुछ लिखा है। मैं यह जानना चाहता हूँ कि क्या सरकार की ओर से हम को कोई गारन्टी मिलेगी कि जितने कागजात इससे ताल्लुक रखने वाले हैं वे गड़बड़ नहीं होंगे और वे सेफ कस्टडी में रहेंगे। इसके साथ साथ रेल मंत्रालय प्रेसिडेंट के पास इस मामले को रिफर करे। इस पर आप की जो भी व्यवस्था हो या जो कुछ भी हमको सुझाव तथा सलाह आप दें, उसके मुताबिक हम आगे बढ़ेंगे।

SHRI C. M. POONACHA: The hon. Member is referring to a case which comes under the Representation of the People Act, wherein certain disabilities would be there for a Member to continue as a Member of either this House or the other House. This does not come under purview of the Railway Board or the Railway administration. This is the first time that I am hearing of this case. He himself seems to have referred to the point that after a certain date this contract was terminated. Whether the contract is subsisting or not is a matter which has to be gone into in detail. At the moment I will not be able to offer any opinion or seek any advice from any quarter.