

चारियों की कैटेगरीजेशन की एक कमेटी बनी है और कहा जाता है कि माननीय खन्ना साहब ने तीन साल पहले यह कहा था कि इसकी जो रिपोर्ट आई थी उसको चार महीने में प्रकाशित कर देंगे लेकिन चार महीने की अपेक्षा तीन साल हो जाने के बाद भी इसका प्रतिवेदन प्रकाशित नहीं किया। कर्मचारियों ने लगातार इसकी कई दिनों से मांग की। परिणाम यह हुआ है कि कल से ही उनके जो उपाध्यक्ष हैं वे भूख हड़ताल पर बैठे हैं और आज से 4 कर्मचारी और भूख हड़ताल पर बैठ गये हैं। तो यह स्थिति बदन से बदन न हो जाय इसलिये सरकार इसके लिये तुरंत कदम उठाये और यहां पर आ कर उसके बारे में वक्तव्य दे। यही निवेदन है।

MR. CHAIRMAN : We will now proceed to the Railway Budget.

THE BUDGET (RAILWAYS), 1966-67 — contd.

SHRI M. P. BHARGAVA (Uttar Pradesh) : Mr. Chairman, Sir, first of all I want to congratulate all the railwaymen in general, and railwaymen of the northern region in particular, for the splendid work which they did during the recent Indo-Pakistani conflict. Many of them tried to do their duty even at the risk of their lives. They all deserve congratulations and I am sure the whole House will agree with me when I voice the feelings of the House for congratulating such railwaymen.

[THE VICE-CHAIRMAN (SHRI M. RUTHNASWAMY) in the CHAIR]

I admire the stewardship of the hon. Minister for Railways, Shri S. K. Patil, and his two colleagues, Dr. Ram Subhag Singh, and Shri Shani Nath, for the impressive record of work which has been put in by the Railways during recent years, and this work is very evident if we go through the book "Indian Railways" which the Railways have brought out, and if we compare the chart given in the beginning "A Fifteen-Year Summary" of the Railways'

achievements from 1950-51 to 1964-65, everybody will come to only one conclusion that the work of the Railways has been splendid and they deserve all congratulations.

Now having said that I want to offer a few remarks, and my first remark is about the treatment which the Railways are giving to their electrical personnels. As the House probably knows, there is a Member (Mechanical) in the Railway Board. The pace of electrification is fast increasing and in times to come electric locomotives are to replace steam locomotives, and therefore it is necessary that a Member (Electrical) is appointed in the Railway Board on the lines of Member (Mechanical), because the problems which will be facing the Railways as far as electrical works are concerned, will be increasing day by day, and it is only in the fitness of things that an early decision is taken by the Railway Ministry and the Railway Board for the creation of the post of Member (Electrical) in the Railway Board. Along with the creation of this post I would like the appointment of a Chief Electrical Engineer, on the lines of the Chief Mechanical Engineer, in the Railways, and other electrical posts on the lines of the mechanical posts, to be created in the Railways, so that the work of electrification is carried on smoothly and well in time to come.

The second point which I want to stress is this. I was going through the figures of the amounts of money spent by the various Zonal Railways on passengers' amenities, and I find in many cases that the amount allotted for this purpose has not been fully utilised by the Railways. I hope nobody will make out a case that there is no case for providing more and more passenger amenities, and if that is the case I fail to understand why the allotted money, on this account, is not being spent by the Railways, and why the travelling public is deprived of some more amenities which could have been given to the passengers by the money which goes unutilised.

Coming to the next question of accidents I put a question in this House on the 24th February, 1966 asking "(a) how many railway accidents have taken place since 11th December, 1965, (b) what has been the total loss of life in these accidents; and (c) how many of the accidents were due to

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to human failures ?" The replies given to me were "(a) During the period 11-12-1965 to 31-1-1966, that is, during about a month and a half; 205 train accidents, in the categories of collisions, derailments, trains running into road traffic at level crossings and fires in trains, took place on the Indian Government Railways. "(b) Sixteen"—this is the number of deaths. "(c) Of the 140 accidents in which enquiries have so far been completed, 77 were due to the failure of railway staff. Enquiries into the remaining 65 cases have not so far been finalised. Now this is the record of accidents in one and a half months. Accidents do happen in life and I am one of those who believe that, howsoever efficient the management may be, whatever precautions are taken, accidents will be there. But I want to emphasise one aspect of the whole thing and it is this, whether we are in a position to eliminate the so-called human failure in the case of accidents, whether the Railway Board have studied the question from the angle of avoiding railwaymen's human failure and whether there are any causes for this human failure. And this is exactly what I want to impress. If we analyse the whole thing—railway working—what I feel is that at some places there is lack of co-ordination between the various departments of the Railways on the one hand, and there is lack of co-ordinations between the Zonal Railways and the Railway Board on the other hand, and what worries me most is the lack of human treatment, in some cases, in the high-collared small bosses of the Railways in the treatment meted out by them to their subordinate staff. And this is a thing which should demand the attention of the Railway Board. These officers think that they are high bosses and they have nothing to do with either the engineering side or the operational side, or anything, that they are there just to pass orders and see that those orders are carried out somehow. The human touch, the human element between the officers and the subordinate staff is missing in many cases. They treat as if the subordinate officers are their subordinates and they have no self-respect of their own, and that is why, sometimes, trouble arises on this account. Therefore what I feel the Railway

Board should do is to tackle this problem seriously, to appoint some people to go round the Zonal Railways on behalf of the Railway Board to find out the condition of the relationship of the officers and the staff for themselves, come back and report to the Railway Board what they have seen, and then, the Railway Board, especially the Member in charge of staff should apply his mind to these cases and try to create an atmosphere where everybody will feel that he is working for the nation, that he has a particular job to do and he must do it. And again I am happy to see that in anytime of crisis our railway men rise to the occasion and always try to do their duty. If they can do that in the case of an emergency I fail to understand why that sense of duty should not be there all the time. If there are any snags about it they must be removed.

One thing which has been worrying me quite a lot and about which I have been raising questions in this House quite often is this subject of seniority of the subordinate staff. The House is well aware of the case of the claim tracers where their seniority was played with some seven or eight times and one list after another was being issued by the Railway Board. That means that all those who are affected by them were not in a position to know where they actually stood. If that be the case how can the Railway Board or the Railway Administration expect that these persons will give the best out of themselves ? Now that is only one case that I had referred to. But there are cases after cases coming to light and the latest which has come to my knowledge is about stenographers and assistants. A seniority list was supposed to have been issued in 1960 and it was thought that this would be the final list. On the basis of that seniority list many of the senior stenographers were promoted as section officers and they were working in those posts for three or four and in some cases even longer periods. Then I fail to understand why all on a sudden in 1964 the bright idea came to the authorities of the Railway Board or of the Zonal Railways that fresh seniority list should be issued. What was the basis for it and was it done with a view to help some of the favourites of the Railway Board officials or for what other reason it was done, I fail to understand. The

result was that many persons who were senior in the list that was issued in 1960 were demoted and were sent down in the list. I would quote one or two instances for the hon. Minister to check up. Persons who in the list of 1960 had the positions 50, 52 and 61 found that in the new list their places were 75, 76 and 87. There will be other cases also, a number of them which can be cited. I do not know why the officers of the Railway Board who are so jealous of their own seniority and about their own rights and privileges cannot do justice to the subordinate staff who have been placed entirely at their mercy for their rights and privileges to be preserved. I just want to put one question to them. How would they feel if one gazetted officer whose seniority was 2 and who was looking forward to his promotion to a higher post, found himself one fine morning that he had been relegated to the position of No. 17 or No. 20 and that his chances of promotion had been set back by several years? How would he feel? Why should he not have the same feeling when it is the claim of his subordinates? How can you play with the seniority of the people who are working under you? You have assured them their rights and privileges and you should see that these rights and privileges are given to them. I would beg of the Railway Minister to see that such cases of favouritism and nepotism are reduced and a fair deal is given to the railway men so that they can put in their best in the cause of the nation. (*Time bell rings*). Sir, I have taken only ten minutes. I will be finishing soon.

THE VICE-CHAIRMAN (SHRI M. RUTHNASWAMY) : That is the time allotted to Congress Members.

SHRI M. P. BHARGAVA : I will be finishing just now, Sir.

Another question which I had put to the Railway Minister was as follows :

'Will the Minister of Railways be pleased to state :

(a) the headquarters of the running staff of the Taj Express ;

(b) the number of nights in a month on an average they have to stay outside their headquarters ; and

(c) whether any arrangements have been made for their stay at night ?

And the reply given was that the headquarters of the running staff of this train was Jhansi ; that the number of nights in a month on an average they have to stay outside their headquarters was five. To the question whether any arrangements have been made for their stay at night the answer was like this :

"Running room facilities are available for their stay at night at New Delhi."

Now, the House is well aware of the fact that this train —Taj Express— runs between Agra and Delhi and it runs 30 days in a month. If you say that the headquarters for this running staff is at Jhansi, I don't know . . .

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (DR. RAM SUBHAG SINGH) : That is because the Southern Express is also being operated by the same staff.

SHRI M. P. BHARGAVA : I would beg of the hon. Minister not to mislead the House. I know for certain that the Southern Express and the De Luxe staff have nothing to do with the Taj Express. It is well known that it has a separate staff and they work 30 days in a month. I have had the privilege of travelling in this train quite often and I meet the same set of people every day. What I understand is that for 5 days in a month they are on leave, that is to say, once a week, and these five days is the period that they are expected to spend at their houses. Do you expect them to go to their houses when they are relieved at 10 o' clock from duty from the Taj Express? Do you expect them to run to Jhansi and join duty the next morning? My information is that for 26 days in a month they have to stay away from their headquarters because they have to spend their nights in Delhi which is the halting station for the night for the Taj Express. How can they spend 26 days away from their headquarters, I fail to understand. Probably the hon. Minister in his reply will be able to clarify the situation.

Next there is a small suggestion that I would like to make and that relates to the time-tables which are issued by the Zonal

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Railways. Formerly the practice was that in these Zonal Railway time tables a brief outline of the foreign railways and their timings were also given, I mean of the important trains, so that any person who bought any Zonal Railway time-table could consult that time-table and find out the timings of the main trains in the other Zonal Railways also. I do not know for what reason this practice has been discontinued and now a person who wants to travel in two or three Zonal Railways has to buy the time-tables of those Railways also and he is not able to get the timings of even the important trains in any one of the Zonal Railway time-tables.

Thank you.

श्री गोडे मुराहिर (उत्तर प्रदेश) : उप-सभाध्यक्ष महोदय, इतने सालों के बाद रेलवे के बारे में बहस होती है तो ताज्जुब होता है कि 18 साल पहले जो लाइनें थीं उससे आगे हम नहीं बढ़ पाये हैं। हम कुछ इधर उधर लाइनें जरूर बना पाये, लेकिन हमने हिन्दुस्तान में कोई बड़े पैमाने पर नई लाइनें नहीं डालीं। इसलिए मैं जानना चाहता हूं कि सरकार इस दिशा में क्यों नहीं पहल करती क्योंकि अबतक जो कुछ हुआ वह तो सिर्फ जो पुरानी चीजें हमारे पास थीं उसको रिपियर करना या उसके ऊपर जो मेन्टेनेंस का काम होना है उसको करना जारी है और यही सब काम हमारी सरकार कर रही है। लेकिन हमारी सरकार अभी तक कोई नई लाइन बड़े पैमाने पर नहीं बना पाई है।

एक चीज और है और वह यह है कि हमारे यहां ब्राडगेज और नैरोगेज की लाइनें हैं और उनको एक करने का काम अभी तक नहीं हुआ है।

जगह जगह पर नैरोगेज की भी बढ़ोतरी करने की कोशिश होती है। मैं तो यह जानना चाहूंगा कि अभी जो हमारा खर्चा बढ़ रहा है, यह दो गेजेज होने की वजह से तो नहीं बढ़ रहा है। यदि ऐसा है, तो नैरो गेज की जो

लाइनें हैं उनको ब्राड गेज करने की कोशिश क्यों नहीं हो रही है।

एक चीज यह भी देखने में आती है कि हमारे देश में एक तो नेशनलाइज्ड रेलवे है, लेकिन इसके साथ साथ कुछ ऐसी कम्पनियां भी हैं जो अपनी रेलवे चलाती हैं। तो यह भी जानना चाहूंगा कि ये सब जो छोटी छोटी लाइट रेलवे हैं और जो प्राइवेट कम्पनियों की रेलवे हैं, इन को क्यों नहीं सरकार अपने हाथ में लेकर के नेशनलाइज्ड कर लेती? इन सब बातों के बारे में रेलवे मिनिस्ट्री को सोचना चाहिये। यह इसलिये भी जरूरी है क्योंकि जहां पर इस तरह की रेलवे चल रही हैं वहां पर जो पैसेंजर फेयर स्ट्रक्चर है वह मैं समझता हूं कि जो आपकी रेलवे का है उसके मुताबिक नहीं चलता। वे अपने ही टिकट के दाम रखते हैं। तो इस ढंग से एक ही देश के अन्दर अलग अलग फेयर रखना ठीक नहीं होगा?

साथ-साथ मैं कुछ ऐसी रेलवेज का भी जिक्र करना चाहूंगा जहां पर रेलवे बनाते वक्त जो कैपिटल एक्सपेंडीचर था उसको निकालने के लिये फेयर्स ज्यादा रखे गये थे। जो हिल रेलवेज कहलाती हैं उनमें टिकट के दाम इस तरह से रखे गये थे कि पहले जो ज्यादा खर्च हुआ था उन रेलवेज को बनाने के लिये, वह निकाला जाय। उसको बहुत साल हो चुके हैं और वह खर्च भी निकल गया है, लेकिन उन रेलवेज के फेयर्स अभी तक ज्यादा हैं। तो इस दिशा में भी रेलवे मिनिस्ट्री को देखना चाहिये और जहां तक हो सके इन सारे फेयर्स को एक करने की कोशिश करनी चाहिये।

देश में जब रेल के बारे में हम बात करते हैं, तो एक तरफ तो कांग्रेस यह कहती है कि हम समाजवाद की ओर चल रहे हैं, लेकिन कांग्रेस का समाजवाद जिस तरह से देश में चल रहा है उसी तरह से रेल के दर्जे भी चलते हैं। उसमें एयर कंडीशंड भी रहेगा, फर्स्ट क्लास भी रहेगा, फिर एयर कंडीशंड थर्ड क्लास भी रहेगा, सैकंड क्लास भी रहेगा,

थर्ड क्लास भी रहेगा, यानी हमारे देश में चार से ज्यादा दर्जे चलते हैं। मैं तो यह चाहूंगा कि इन सब दर्जों को खत्म करने के बाद सिर्फ दो क्लास रखिये, एक दूर जाने वालों के लिये और एक नजदीक जाने वालों के लिये। दूर का सफर करने वालों को जो सुविधाएं दी जानी चाहिये, उनको देने की कोशिश कीजिये। उनके लिये सोने की सुविधा हो, अच्छे खाने पीने की सुविधाएं रेलवे की ओर से होनी चाहिये और वह भी कोशिश कर के देना चाहिये। लेकिन जो नजदीक सफर करने वाले हैं उनके लिये अच्छा सिटिंग अरेंजमेंट हो तो वह काफी हो जाता है। तो इस दिशा में रेलवे को सोचना चाहिये और दो क्लासेज की व्यवस्था करनी चाहिये, एक नजदीक का सफर करने वालों के लिये और एक दूर का सफर करने वालों के लिये। जब तक यह नहीं होगा तब तक कई एयरकंडीशंड डिब्बे खाली चलेंगे। अभी मैं कलकत्ता से आ रहा था तो बगल में एक एयरकंडीशंड डिब्बा था। मैंने यह देखा कि उस पूरे एयरकंडीशंड डिब्बे में सिर्फ दो पैसंजर थे जो कलकत्ता से दिल्ली तक उसमें आये। उसकी जगह पर अगर कोई तीसरे दर्जे का डिब्बा होता तो बहुत से लोग जो स्टेशनों पर छूट जाते हैं उनको जगह मिल जाती आजकल थर्ड क्लास के डिब्बों में पशुओं से बुरी हालत होती है और उस बुरी हालत को हम ठीक कर सकते थे। कई बार इस बारे में कहा गया लेकिन अभी तक सरकार ने कुछ सोचा नहीं है। तो मैं चाहूंगा कि इन सब चीजों के बारे में सरकार सोचे।

मैं रेलवे मिनिस्ट्री का ध्यान इस ओर भी खींचूंगा कि जो छोटी मोटी ब्रांच लाइनें हैं उनमें जिस ढंग से रेलवे की सम्पत्ति की लूट होती है उसको बन्द करने की कोशिश क्यों नहीं होती। जो छोटी मोटी ब्रांच लाइनें हैं वहां पर किसी डिब्बे में आप को सीट कटी हुई मिलेगी, किसी में शीशा टूटा हुआ मिलेगा या किसी में जो नल है उसको कोई ले गया होगा। वहां पर ये सब चोरियां होती हैं और कुछ गुंडागर्दी भी शायद होती है। इसके बारे

में रेलवे मिनिस्ट्री को सोचना चाहिये। मैं समझता हूं कि इसमें साल भर में कई लाख रुपये का नुकसान रेलवे को होता होगा क्योंकि हर एक ब्रांच लाइन में यह हालत मैंने देखी है। इसलिये इसको रोकने के लिये यदि कोई प्रबन्ध नहीं होगा, चाहे वह रेलवे प्रोटेक्शन फोर्स के द्वारा हो या और किसी तरह से हों, तो हर साल रेलवे को कई लाख रुपये का नुकसान होता रहेगा।

ताज्जुब है कि हर साल बजट पेश होता है और हर साल उसमें कुछ न कुछ बढ़ोतरी हो जाती है पैसंजर फेयर में या फ्रेट में। इस चीज को कहीं न कहीं रोकना चाहिये। यह सही है कि रेलवे जनरल रेवेन्यू में काफी रुपया देती है और रेलवे की जो कमाई होती है उसको और कामों के लिये हम देना चाहते हैं। लेकिन एक सेक्टर से देश का सारा रेवेन्यू या उसका अधिकांश रेवेन्यू हम निकालने की कोशिश करेंगे तो यह मुनासिब नहीं होगा क्योंकि जो सफर करने वाला होगा उसी के ऊपर हम सारा बोझ डालते रहें या जो माल भेजता है उसी के ऊपर यह बोझ हम हर साल बढ़ाते रहें तो यह ठीक नहीं होगा। इस की कहीं न कहीं रोक होनी चाहिये।

मैं एक चीज और कहना चाहूंगा। जब रेलवे के सुधार की बात होती है तो रेलवे में जो कारीडोर ट्रेन्स हैं, एक कम्पार्टमेंट से दूसरे कम्पार्टमेंट तक जाने वाली, उनको बढ़ाना चाहिये क्योंकि आज कल जो हालत है रेलवे में उसको अगर सुधारना है और जो बहुत से क्लासेज रेलवे में हैं उनको खत्म करना है, तो ये कारीडोर ट्रेन्स बना कर के हम इस चीज को कर सकते हैं। कभी-कभी यह देखा जाता है कि कई डिब्बों में बहुत ज्यादा रश होता है और दूसरे डिब्बों में उतना रश नहीं होता है क्योंकि जब ट्रेन स्टेशन पर रुकती है तो बिलकुल सामने जो डिब्बा पड़ जाता है सारे लोग उसी में घुसने की कोशिश करते हैं और जब वे एक बार घुस जाते हैं तो फिर बाहर नहीं निकलते हैं। इस चीज को अगर सुधारना है तो वह एक ही तरह से हो सकता

[श्री गोड़े मुराहारि]

है और वह कारीडोर ट्रेन्स के जरिये ही हो सकता है।

ऐक्सिडेंट्स के बारे में भी मैं रेलवे मिनिस्ट्री को कुछ बुनियादी तौर से सोचने की सलाह दूंगा क्योंकि हर साल ऐक्सिडेंट्स बढ़ते रहना, यह चीज एक प्रोग्रेसिव रेलवे के लिए ठीक नहीं है। मैं चाहूंगा कि रेलवे मिनिस्ट्री बुनियादी तौर से इसके बारे में इन्क्वायरी कराये कि इसकी क्या वजह है। हो सकता है कि यह वहां काम करने वाले कर्मचारियों की वजह से हो। हो सकता है कि यह कुछ टेक्निकल डिफेक्ट्स की वजह से हो, या यह भी हो सकता है कि जो हमारा सिस्टम या आर्गनाइजेशन है रेलवे का उसी की वजह से यह सब चल रहा हो। इसलिये मैं चाहूंगा कि बुनियादी तौर से इसके बारे में कोई एक इन्क्वायरी हो। आज मैं देखता हूं कि कई जगह रेलवे लेवल क्रॉसिंग्स की वजह से लोगों को बहुत तकलीफ होती है। बड़े-बड़े शहरों में या और जगह पर जहां लेवल क्रॉसिंग्स होते हैं वहां वे घंटा-घंटा भर बन्द रहते हैं और लोग खड़े रहते हैं। वैसे रूल यह है कि दस मिनट पहले ही वह गेट बन्द होने चाहिये, लेकिन यह देखा गया है कि उसको वे घंटों बन्द रखते हैं। इस तरह उससे लोगों को बहुत तकलीफ भी होती है, लेकिन फिर भी मैं समझता हूं कि रेलवे आर्गनाइजेशन में ऐसे कई कारण हैं जिन की वजह से ये ऐक्सिडेंट्स हो रहे हैं। लेवल क्रॉसिंग्स को छोड़िये क्योंकि वह तो एक अलग सी बात है, लेकिन यह जो रेलवे का आर्गनाइजेशन है उसमें भी कुछ तब्दीली हो तो शायद इन ऐक्सिडेंट्स को हम रोक सकेंगे।

कई ऐसी संस्थाएं हैं जिनका किसी को पता नहीं है, लेकिन उनको रेलवे पासज दिए जाते हैं। कभी कभी जिक्र इस सदन में आया और दूसरे सदन में आया कि उस संस्था के नेता लोगों को पासज दिए गए। मैं चाहूंगा कि पास देने की जो परम्परा है उसे खत्म किया जाय। यह जाने हुए लोगों को पास देने

की वजह बन सकती है और भ्रष्टाचार का भी जरिया हो सकता है। साथ साथ रेलवे में जो और भ्रष्टाचार होता है उसको भी रोकने की कोशिश होनी चाहिये। मैं जानता हू कि रेलवे में जो रिजर्वेशन के बारे में कम्प्लेन है उसको खत्म नहीं किया जा सका है, अभी तक यह चालू है, लोगों को सीट नहीं मिलती, लेकिन कुछ पैसा देने पर मिल जाती है। यह अभी तक चालू है, इसको रोकने की कोशिश होनी चाहिए।

साथ-साथ मैं यह भी चाहूंगा कि जो पैसिजर एसोसिएशन को रिप्रेजेंटेशन देते हैं अपनी कन्सल्टेटिव कमेटी में, उसके बारे में भी कुछ तब्दीली होनी चाहिए क्योंकि मैं देखता हूं कि उसपर ज्यादातर ऐसे लोगों को आप रिप्रेजेंटेशन देते हैं जो या तो बिजनेस या व्यापारिक संस्थाओं के लोग हैं या कुछ ऐसे व्यक्ति हैं जिन्हें आप समझते हैं कि असरदार हैं। इनमें कई व्यक्ति ऐसे हैं जो बहुत सालों से उस पर हैं। पता नहीं कब एकबार कन्सल्टेटिव कमेटी में आपने उनको नियुक्त कर दिया, लेकिन आज उनका असर क्या है, आज उनकी क्या स्थिति है उसकी आप इन्क्वायरी नहीं करते और उनको फिर भी कन्सल्टेटिव कमेटी में ले लेते हैं। इस चीज को रोकना चाहिए और पैसिजर एसोसिएशन को उसमें ज्यादा रिप्रेजेंटेशन दें तो बेहतर होगा।

मैं एक चीज और कहना चाहूंगा। वह यह है कि जो रेलवे यूनियन्स के बारे में सरकार की नीति है वह बिल्कुल गलत है। मैं खास करके जिक्र करना चाहता हूं ईस्टर्न रेलवेमेन यूनियन का। ईस्टर्न रेलवेमेन यूनियन में जो पहले के पदाधिकारी थे उन्होंने कुछ अजीब रुख अख्तियार किया हुआ है। वहां ज्यादातर डेलीगेट लोगों ने दूसरे पदाधिकारियों को चुन लिया है, फिर भी ये लोग पहले से चले आ रहे हैं और रेलवे एडमिनिस्ट्रेशन की तरफ से इनको मदद मिलती है। यह भी हमको मालूम है कि कई ऐसे लोग हैं जिनको मुगल-सराय और दानापुर डिवीजन में ट्रांसफर

आर्डर्स भी दिए गए हैं, रेलवे मिनिस्ट्री को कई बार लिखा भी गया है। हमको लगता है इसमें कुछ राजनीतिक मामला आ गया है और इस चीज को खत्म करना चाहिए। इसका एक ही तरीका हो सकता है। जिस रेलवे में दो-तीन यूनिटें हो, वहां आप एक बैलेट ले लें, रेलवे के सारे कर्मचारियों का बैलेट ले लीजिए और जिस यूनिट को ज्यादा बोट मिलें उसको रिकागनाइज कीजिए और उसके साथ बात कीजिए, वही एक तरीका हो सकता है, वरना कोई और तरीका हमको तो मालूम नहीं होता है। इन सब चीजों के बारे में यह कहना चाहता था।

कुछ नई लाइनों के बारे में भी कहना चाहूंगा, आन्ध्र प्रदेश और मैसूर जैसी जगहों में नई लाइनों की बहुत जरूरत है। मैं जानता हूं कि आन्ध्र प्रदेश में दो-तीन लाइनों के बारे में जिक्र हुआ है और शायद कोशिश भी हो रही है। जब तक ये लाइनें पूरी नहीं होंगी, मैं समझता हूं कि वहां के लोगों को बहुत दिक्कत होगी, जैसे, आजकल कोई मद्रास से हैदराबाद जाना चाहे तो उसको पूरा विजयवाड़ा, काजीपेट घूम कर जाना पड़ता है। कोई सीधी रेलवे लाइन हो। उसके बारे में रेलवे मिनिस्ट्री कुछ कर रही है, यह भी होना चाहिए कि ओगोल से सीधा हैदराबाद पहुंच सके और उसमें नागार्जुन सागर भी आ जाए और आन्ध्र प्रदेश के लोगों को सुविधा हो। मैसूर में भी, हमारे दोस्त कहते हैं, चित्तदुर्ग-रायदुर्ग रेलवे का मसला लेना चाहिए क्योंकि वह इतना बड़ा फेमिन-स्ट्रिकेन एरिया है। उस पर भी नजर रखें तो अच्छा होगा।

THE VICE-CHAIRMAN (SHRI M. RUTHNASWAMY): The House will now adjourn to meet again at 2.30 P.M.

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

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

M26RS/66-4

SHRI M. GOVINDA REDDY (Mysore): Mr. Vice-Chairman, while considering the Railway Budget, I join the hon. Members who have appreciated the remarkable progress made by the Railways. With the versatile abilities that the Railway Minister commands and with the dynamism of his colleagues, certainly he is not in a small measure responsible for the efficient way in which the Railways are functioning. I also wish to express my appreciation of the way in which the workers of the Railways have functioned in our very strenuous days and they have shown a team spirit, which is exemplary and which we find is lacking in at least one of the corporations today. Our thanks are due to them.

I am not going to dwell upon the many aspects in which the Railways have shown progress, because from the Railway Minister's Speech and the documents supplied to us and the hon. Member's references in their speeches, it is very clear that I would only be repeating what has already been said. Within the short space of time that I have, I would like to consider two or three points. The first point would be about the rolling stock. It is gratifying to note that the Railways are reaching self-sufficiency in the matter of rolling-stock. As far as locomotives, railway wagons and other equipment are concerned, they are reaching the point of self-sufficiency, but there is one point which I would like to bring to the notice of the Minister. I do not know whether it has come to his notice. With regard to wheels and axles, as you know, the Durgapur steel plant installed a wheel and axle plant, which is meant only for supplying the Railways. There is no other concern which consumes the product of the axle and steel plant in India today. Now, the Railways gave some specifications to the Durgapur plant and then according to the specifications/the steel unit installed the wheel and axle plant. Now, the plant was ready to go into production in 1961. While it was ready, the Railways, in the meantime, changed their specifications, which necessitated very serious modifications to the plant. I do not know what this was due to, but the technical people in the Railways knew the specifications and they knew that the specifications which they were giving were not the correct ones, they should not have

[Shri M. Govinda Reddy.]

given them. On the basis of those specifications they installed their plant and when it was about to go into production the Railways changed their specifications with the result that the Durgapur steel plant took one year to effect the modifications. During this one year what happened was that the Railways had to import wheels and axles and then the plant actually could go into production only in 1962. Even in 1962 the plant could not cater to the full needs of the Railways. The result was that in 1963-64 only 45 per cent of its capacity could be utilised and in 1964-65 only 50 per cent or 57 per cent of its rated capacity could be utilised by the Railways. I do not know what the trouble was. The Railways had to import wheels and axles mean-while. The import in 1964-65 was for Rs. 151.89 lakhs and in 1965-66 it was for Rs. 276.96 lakhs, which meant a considerable loss of our foreign exchange. To the Durgapur plant it meant a loss of Rs. 8 lakhs per month. Well, this could have been avoided if the technical people concerned in the Railways were alert and knew their specifications before they placed their orders on the steel plant. That is one point,

The other point which I would like to take is concerning things nearer my own place. I do not know whether you, Sir, know it or not, but the House knows that my State is a very attractive State, but all the same it has not attracted the attention of the Railways. Many demands of the Mysore Railways, of the Mysore people, have not been met.

SHRI M. N. GOVINDAN NAIR (Kerala): Not only of the Railways.

SHRI M. GOVINDA REDDY: You are right. I support you there. Apart from the demands for new lines and doubling the existing lines, I will come to an ordinary thing which the Railways have taken up now. It is very gratifying to note that the Railways are now speeding up trains. I am one for speed. The modern world is for speed. May be, there will be accidents now and then. There will be sometimes accidents, but the fear of accidents should not deter us from taking to speed. I am glad to note that they are

doing it, but there is a phenomenal instance which I have quoted here in this House before, namely, the Bangalore-Poona Mail. The Bangalore-Poona Mail travels a distance of 210 miles from Bangalore to Harihar—it is a Mail train—and it takes ten and a half hours, which I think it should not. This instance I have pointed out here before. The starting station for this train is Bangalore, but it never starts regularly in time so much so the Chairman had to remark, that there was a mistake in the time given in the railway guide. It does not start at the regular time and then it reaches Chikjajur, which is a junction station often late. It connects about 70 or 80 miles of hinterland. The Railways used to carry the post, from Chitaldrog but they forfeited this, because the connecting trains were always late. The post had to be diverted to motor by road. Even then the motor buses missed the mail, because of the late timings of the train. The buses miss the post, so much so that the people living in the 70 or 80 miles area there do not get their post from Bangalore, which is only a distance of about 125 miles, even for three or four days. Apart from the difficulties of missing connecting transport, there is this difficulty. I think some top official must go there to assess what the bottle-necks are there. I have suggested this time and again, but till today nothing has been done. I was in the Zonal Council also. I suggested it there also. Till today no officer came there. I ask some officer to go there *incognito* to see what the bottle-necks are there. Two hundred and ten miles in ten hours, works out at the rate of 20 miles, for a Mail train. Twenty miles in these days is a ridiculous rate. This must be attended to.

The other thing which I would like to mention is about the Rayadrug line. This is a very important point. A survey was conducted two decades ago. Our economic conditions were different. Our agricultural productions were different then. The survey conducted showed that there was not much profit from the line there in the Bellary-Rayadrug area. Today the whole area has developed. Today a fresh survey has to be conducted, particularly in that area. They have no other railway line in this area and as Mr. Murahari today referred to it it is a chronically drought area. It is worth-while for the Railways to examine this.

I will take a minute more in suggesting another line and that is the Railways should consider running a through train from Delhi to Bombay via Hyderabad. Now, the Hyderabad people are finding it very difficult, because they will have to halt at Kazipet for two or three hours and sometimes they have to wait for four or five hours. This is a very profitable line and it should be considered.

There is only one point more and that is about the third class waiting halls. Now, I have referred to this point before. In third class waiting halls people are expected to be treated like human beings. I suppose, the Railways have no objection to take them as human beings. Now, particularly in junction stations, third class passengers would like to have bathroom facilities. They would like to have some privacy.

What is happening at many stations? Even at Junction stations what is a third class hall is the space in between the entrance to the platform and the entrance to the station and the ticket window. This is the third class hall. People are asked to wait there, and if anybody has to answer the call of nature outside, a policeman comes and if he is in need of a cup of coffee, he catches him. It is only in the platform that we have bathrooms and lavatories, and he cannot get into the platform because the gate is locked. This is the condition. Why should we not provide a closed waiting hall? Even in our villages, Mr. Vice-Chairman, for our cattle sheds we have doors. Here for the waiting rooms for third class passengers there are no doors and no privacy. They have to wait just like animals in a pound, and even a pound has four walls and a door. This is a very sorry condition. I think our dynamic Minister should consider this and should provide this facility. It should not cost the Railways very much to provide an enclosure and a door, one or two bathrooms and taps, and drinking water facility. This should not cost very much. In some big stations we have this facility, but in many stations we do not have this facility. I hope that the third class passengers will get this amenity under these able Ministers at least.

Thank you.

श्रीमती ताराबाई साठे (महाराष्ट्र) : उप सभाध्यक्ष महोदय, इस सदन के सामने माननीय पाटिल साहब ने 1966-67 के लिये जो रेलवे का आय-व्ययक रखा है उससे मैं सहमत हूँ। रेलवे हमारे देश में एक महत्वपूर्ण वाहन है। चारों तरफ रेलें फैली हुई हैं फिर भी अभी उनको कोने-कोने में जाने की आवश्यकता है। करोड़ों लोग रेलों से फायदा उठाते हैं, लाखों कर्मचारी उनमें काम करते हैं, हजारों मील तक रेलवे लाइनें फैली हुई हैं और रेलवे चौबीस घंटे काम करती हैं। ऐसे कई विभाग हैं जहाँ चौबीस घंटे काम चलता नहीं है। सिर्फ एक पोस्ट्स एन्ड टेलीग्राफ्स डिपार्टमेंट और ऐसा विभाग है कि वहाँ कई-कई जगह चौबीस घंटे काम चलता है। इस रेलवे के बारे में कहा जाय कि “अहर्निश सेवा भूँ” तो सत्य होगा। एक भी मिनट कभी उसको विश्राम करने को मिलता नहीं, हमेशा जाग्रत रहकर उसे काम करना पड़ता है। ये सब लोग, रेलवे कर्मचारी, पाटिल साहब और उनके सहकारी मंत्री राम सुभग सिंह और शाम नाथ, इस तरह से काम कर रहे हैं और इसके लिये मैं खास कर सभी को धन्यवाद देती हूँ।

जब अकाल हो गया था तब भी रेलवे के उपर काफी जिम्मेदारी रही थी। खाने की चीजें सब लोगों को देने के लिये कोने-कोने में जाने की जिम्मेदारी खास कर रेलवेज की होती है और वे सुविधापूर्वक इस काम को कर रही हैं। इसी प्रकार जब पाकिस्तान के साथ झगड़ा हुआ तब भी रेलवे ने बिलकुल अच्छी तरह से काम किया। आपको सबको मालूम है कि ऐसे हुतात्मा हो गये, जैसे एक कोई चमनलाल थे। उनकी औरत को 26 जनवरी को चमनलाल की स्मृति में बड़े सम्मान के साथ अशोक चक्र दिया गया और उन्होंने बहुत दुःखित होकर उसे स्वीकार किया। फिर भी मैं यह पूछना चाहती हूँ कि ऐसे लोग जो आत्मार्पण करते हैं उनकी विधवाओं के बारे में, बच्चों के बारे में, क्या गवर्नमेंट ने कोई व्यवस्था की है या नहीं? सिर्फ पेंशन मिले

[श्रीमती ताराबाई साठे]

यह ठीक नहीं, उनके बच्चों के लिये खास व्यवस्था होनी चाहिये यह मेरी प्रार्थना है।

मैं कह रही थी कि जब पाकिस्तान से झगड़ा हो रहा था तब भी रेलवे का काम काफी अच्छी तरह से चल रहा था। मैं तब एकबार नई दिल्ली स्टेशन पर गई थी, जब बिल्कुल ब्लैकआउट था, अंधेरा था। तो देहली स्टेशन में छोटी-छोटी बत्ती लगाकर सब काम चल रहे थे और बिल्कुल गड़बड़ नहीं थी। फ्रान्टियर मेल बिल्कुल टाइम पर आ गया, एक मिनट भी लेट ही हुआ और स्टेशन के अन्दर आने के बाद उसमें बत्ती लगी। तो सब काम ठीक ढंग से चल रहा था। मुझे यह सब देखकर बहुत खुशी हुई और इसके लिए मैं मंत्री साहब को एक बार फिर धन्यवाद देना चाहती हूँ।

रेलवे ने कोई रिसर्च सेक्शन निकाला है इस रिसर्च सेक्शन में काफी काम हो रहा है जिसके कारण हमारे रेलवेज में जो सामान काफी इम्पोर्ट होते थे, वह कम हो गया है। सिगनेल और टेली कम्यूनिकेशन में काम आने वाली चीजें यहां काफी बनती हैं। जब मैं रेल के डिब्बे में बैठती हूँ तब कई दफा सोचती हूँ कि कितनी फिटिंग है, पचास से भी ज्यादा फिटिंग होती है। तो इतनी फिटिंग डिब्बों में लगती है जो सभी हिन्दुस्तान में तैयार होती हैं और उनके बारे में हमारा आयात बहुत कम हो गया है। रेलों के काम में कई चीजें इम्पोर्ट होती थीं, आयात होती थीं। वे सब चीजें अब आना बन्द हो गई हैं। सिगनेल के लेन्सेज के बारे में मैं खास कहना चाहती हूँ क्योंकि पूना के नजदीक लोकमान्य तिलक ने पैसा-पैसा एकत्र करके फंड बनाया और उससे तले गांव में एक कारखाना बनाया। उसमें यह रेलवे के मार्गदर्शन के लिये, सिगनेल के लिये, जो कांच इस्तेमाल होता है वह सभी तरह का कांच बनता है। यह मुझे बहुत अभिमान की बात लगी इसलिये मैं उसका खास निदेश करना चाहती हूँ।

रेलवेज में माडर्न टेक्नीक और इम्प्रूव्ड मेथड का उपयोग होता जा रहा है और होना ही चाहिए। 300 फीट लम्बी कान्क्रीट और स्टील की एक-एक गर्डर होती है और फ्यूनि-क्यूलर क्लवर्टस होते हैं, ये इस रिसर्च सेक्शन में तैयार हो गई हैं। इस फ्यूनिक्लर क्लवर्ट से काफी काम अच्छी तरह और सुविधा से हो जाएगा। यह सब जब मैंने पढ़ा तो मुझे बहुत आनन्द हुआ। कई लोग कान्क्रीट स्लीपर्स के बारे में बहुत क्लिटेसिज्म करते हैं और कहते हैं कि लकड़ी का बनाइए। परन्तु हमारे देश में अभी जंगल भी कम हैं और सीजनल वुड मिलने में बड़ी मुश्किल होती है, इसलिए यह कान्क्रीट का ही करना पड़ेगा। ये नए स्लीपर्स डालने पड़ते हैं और पुराने भी बदली करने पड़ते हैं, जिसमें सीमेन्ट ज्यादा लग जाएगा। उसके लिए हम लोगों को ज्यादा मांग नहीं करनी चाहिए। खास कर रेलवे में ज्यादा-से-ज्यादा सीमेन्ट बचाना चाहिए। अब सब इंजन भी हमारे यहां बनते हैं। डीजल श्रन्टर, लोको मोटिव पैसेन्जर सर्विस, लोको-मोटिव हैवीवी ट्रेड आपरेशन, डीजल स्टीम और इलेक्ट्रिकल इंजन इत्यादि सभी हमारे यहां आजकल तैयार होते हैं। प्राइवेट सेक्टर में भी पब्लिक सेक्टर में भी। आजकल एक भी इंजिन आयात नहीं होता है और मुझे ऐसा मालूम हुआ है कि इसे हम निर्यात भी कर सकेंगे। आजकल पैराम्बर में बने हुए यात्रियों के डिब्बे का और कैरिजेज का निर्यात हो रहा है, ऐसा मैंने सुना है और वेगन्स भी कई देशों को निर्यात होता है। इससे हमें फारेन एक्सचेंज भी मिल जाएगा।

मैं अब एक दूसरी बात कहना चाहती हूँ कि हम सब लोग, माननीय सदस्य, यहां बताते हैं कि हमारे थर्ड क्लास डिब्बे में दो पंखे हैं, तीन लगा दीजिए, गाड़ी की स्पीड ज्यादा कर दीजिए, सीटिंग अच्छी नहीं है, सोने की जगह ठीक नहीं है, एयर कंडिशनड क्लास लगा दीजिए, अच्छा खाना हमें दीजिए, सस्ता भी दीजिए, गरम भी दीजिए, टाइम पर भी दीजिए। हां, यह व्यवस्था तो होनी

चाहिए, पर हमें यह भी सोचना चाहिए कि जहां कम व्यवस्था है वहां ज्यादा मांगने से तो इसके बारे में अधिक सोचना चाहिए कि जिस प्रान्त में और देश के जिस कोने-कोने में अभी तक रेलवे फैली हुई नहीं है, वहां तक रेल कैसे जाए। मंत्री जी से मेरी प्रार्थना है "सर्वे सुखिनः संतु" की सोचें। फिर जहां ज्यादा सहूलियत है वहीं और ज्यादा सहूलियत क्यों मिलती है। मैं ऐसा नहीं कहती कि ज्यादा नहीं मिलनी चाहिए, लेकिन हमारी पर्स कितनी है, हमारा बजट कितना है। दूसरी जगह जहां अभी सीधी सादी रेलवे लाइन पहुंची नहीं, नैरो गेज और ब्राड गेज की बात छोड़िए, अच्छे-अच्छे गेज की बात छोड़िए, जहां कोई भी लाइन नहीं पहुंची और जहां पहुंचनी ही चाहिए उनकी बात देखिए, जैसे कि खासी हिल्स हैं, नागालैण्ड है, मनीपुर है, काश्मीर है। और भी कई जगहों में रेलवे लाइन अभी तक पहुंची नहीं। मैंने सुना है ऐसा बताते हैं कि उसका डिविडेन्ड अच्छा नहीं मिलता है। डिविडेन्ड कैसे मिलेगा? यह क्या व्यापार करने की चीज है? नहीं। जब पहले अंग्रेजों ने रेलवे लाइन लगाई, तब कितना पैसा डाला था? हम लोग अब उसका डिविडेन्ड ले रहे हैं। तो जब हम कोने-कोने में जाएंगे तो पहले डिविडेन्ड नहीं मिलेगा क्योंकि कोई व्यापार तो वहां होता नहीं। व्यापार कैसे हो जब कम्यूनिकेशन है ही नहीं यातायात की और आने-जाने की सुविधा ही नहीं। तो वहां कोई जाएगा नहीं और वहां कुछ रिसर्च होगा नहीं, उधर मिनरेल्स नहीं निकलेंगे, आने-जाने की सुविधा नहीं होगी इसलिए व्यापार की दृष्टि से तो रेलगाड़ी को काफी सामान ले जाने के लिए नहीं मिलेगा, और फायदा उठाने के लिए नहीं होगा। तो कई वर्षों तक उसमें पैसा डालना ही चाहिए और उससे अभी के अभी डिविडेन्ड लेने की कल्पना छोड़नी ही चाहिए। और जब हम यह सोचते हैं कि सारा भारत एक है तो हमें इस बात को भी सोचना होगा कि सभी भारतीयों को सुविधा मिलनी चाहिए और

सिर्फ एक ही क्षेत्र को ही सब सुविधा नहीं मिलनी चाहिए। हमारे माननीय मंत्री जी को इस दुष्ट चक्र (vicious circle) को तोड़ना चाहिए क्योंकि जब तक हमारे देश में लाइन आफ कम्यूनिकेशन्स नहीं होंगे, यातायात की सुविधा नहीं होगी, तब तक हमारा व्यापार बढ़ नहीं सकता है, इन्डस्ट्रीज़ नहीं निकल सकती हैं और हम एक जगह से दूसरी जगह आसानी से नहीं जा सकते। इसलिए मेरी माननीय मंत्री जी से यह प्रार्थना है कि इस दुष्ट चक्र को तोड़ना होगा और इसमें जो पहले इनिशियल खर्च होगा वह करना ही होगा। जब अंग्रेज यहां पर सनुद्र पार से आए, दरियाओं से आए तो उन्होंने यहां पर बम्बई, मद्रास, कलकत्ता और दिल्ली को यातायात के लिए जोड़ दिया और इन शहरों को देश के बाकी शहरों से कम्यूनिकेशन द्वारा जोड़ दिया। हमें यह तो नहीं करना चाहिए कि सिर्फ बड़े-बड़े शहरों को ही कम्यूनिकेशन से जोड़ा जाए वल्कि देश के हर हिस्से को कम्यूनिकेशन से जोड़ा जाना चाहिए। इसलिए हमारी यह नीति होनी चाहिए कि Greatest good of the greatest number इसलिए हमारी यह नीति होनी चाहिए कि जो पिछड़े हुए प्रान्त हैं उनमें और प्रान्तों से पहले ध्यान देना होगा, नहीं तो "the haves will get more and the have-nots will not have any thing" इसलिए हमारी पालिसी यह होनी चाहिए कि पिछड़े हुए प्रान्तों में यातायात की सुविधा बढ़ाई जानी चाहिए।

आज हम देखते हैं कि खासी हिल्स और मिजो हिल्स जाने के लिए हमें बड़ी कठिनाइयों का सामना करना पड़ता है। मैं आपको यह नहीं बतला सकती कि आप उधर रेलवे लाइन कैसे बनाइए, इसके लिए तो आपके पास एक्सपर्ट हैं और वे आपको यह बात बतलाएंगे। इसके लिए आप वहां पर रोप रेल (Rope-Rail) या फ्यूनिक्यूलर क्लवर्ट बनाइए। आज दुनिया में यातायात की अच्छी-अच्छी चीजें निकल रही हैं इस

[श्रीमती ताराबाई साठे]

लिए आपको भी इस तरह की कोई बात वहां पर करनी होगी ताकि इस समय वहां पर मिलिटरी पर जो प्रेसर है वह कम हो जाए। अगर वहां पर इस तरह की यातायात की सुविधा हो जाएगी तो आने-जाने की लोगों की सुविधा हो जाएगी और अनाज भी आसानी से उन स्थानों तक पहुंचाया जा सकेगा जहां कि आजकल सामान पहुंचाने में कठिनाई होती है।

एक चीज में यह कहना चाहती हूं कि ब्रिटिशर्स के जमाने में रेलवेज प्राइवेट सेक्टर में थी, यह बात सब को मालूम होगी, लेकिन उनके बीच में भी काफी कम्पीटीशन था। ब्रिटिशर्स के जमाने में वी० बी० एण्ड सी० आई० और जी० आई० पी० रेलवे थी और इन दोनों के बीच काफी कम्पीटीशन चलता था। ये दोनों ही रेलें मथुरा तक आती थी। मगर कम्पीटीशन की वजह से आगरे का किराया ज्यादा था और मथुरा का किराया कम था। लेकिन हमें तो इस तरह की बात करनी नहीं है क्योंकि रेलवेज इस समय पब्लिक सेक्टर में काम कर रही है जब कि ब्रिटिशर्स के जमाने में वे प्राइवेट सेक्टर में थी। इसलिए हमें इस समय फायदे का विचार नहीं करना चाहिए और हमें तो इस बात का ख्याल करना चाहिए कि देश का जो हिस्सा पिछड़ा है उसको ज्यादा-से-ज्यादा फायदा पहुंचाया जाए। अगर हम ऐसा नहीं करने हैं तो ब्रिटिश नीति में और हमारी नीति में कोई फर्क नहीं होगा।

दूसरी बात में अपने पोर्ट्स के बारे में बतलाना चाहती हूं जैसा कि यहां पर कान्डला बन्दरगाह के बारे में बतलाया गया, मैं भी प्रार्थना करना चाहती हूं कि ऐसे कई पोर्ट्स हों, जैसे गोवा का पोर्ट है, जहां से मेगनीज और आयरन-ओर काफी बाहर जाता है, इसी तरह से प्रदीप, कान्डला और केरल के पोर्ट्स हैं, इनके जो हिन्टर लैंड हैं उसमें यातायात का प्रबन्ध करना है और उन्हें

रेलवे लाइनों से जोड़ना है। इसलिए मेरी प्रार्थना है कि रेलवे मंत्रालय इस बात की ओर अवश्य ध्यान दे।

अभी किसी ने बताया कि उन्होंने यू० कै० में देखा था कि एक डिब्बे में जिसमें बहुत कम लोग थे एक आदमी बैठा हुआ जा रहा था। उससे जब दूसरे आदमी ने पूछा कि तुम इस पर लेट क्यों नहीं जाते तो उसने जवाब दिया कि मैंने सोने के लिए पैसे नहीं दिए हैं सिर्फ बैठने के लिए ही पैसे दिए हैं। इसी तरह की नीति हमारे देश के लोगों की भी होनी चाहिए क्योंकि हम अक्सर यह देखते हैं कि जब कोई आदमी डिब्बे पर बैठ जाता है तो जब दूसरा आदमी डिब्बे पर बैठने के लिए आता है तो उसमें बैठ हुए आदमी कहते हैं कि आगे जाओ, यहाँ पर जगह नहीं है। एक आदमी को जितनी जगह चाहिए उससे ज्यादा जगह वह लेने की कोशिश करता है। डिब्बे में बैठे हुए आदमी यह नहीं सोचते हैं कि जितनी जगह पर एक आदमी बैठा हुआ है उतने पर तीन आदमी बैठ सकते हैं और हमें कम-से-कम जगह बैठने के लिए लेनी चाहिए। इस तरह की बातें हमें जनता को सिखलानी चाहिए कि वे उतनी ही जगह बैठने के लिए ले जितनी कि एक आदमी को जरूरत होती है क्योंकि रेलवे पब्लिक के लिए है। इसलिए पब्लिक को इस तरह की बातें सीखनी चाहिए।

अब मैं थोड़ी बात रेलवे में चोरी के बारे में कहना चाहती हूं। रेलवे की जो प्रापर्टी है, जितनी भी उसमें फिटिंग्स हैं उन्हें लोग उखाड़ कर ले जाते हैं। यह देखने में आया है कि गद्दियों में जो रेक्सिन लगा होता है उसको काट कर ले जाते हैं और इसी तरह से जो बिजली के ग्लोब और दूसरी चीजें होती हैं उन्हें भी लोग चुरा ले जाते हैं। इसलिए हमें लोगों को यह बात सिखलानी चाहिए कि रेलवे की जो प्रापर्टी है वह पब्लिक की है और उसका उसी तरह से ख्याल किया

जाना चाहिए जैसे खुद की प्रापर्टी का ख्याल किया जाता है।

दो-तीन बात मुझे और कहनी है। एक बात तो तीन टायर के बारे में है। इसके बारे में मैं यह कहना चाहती हूँ कि अगर तीन टायर में से मिडिलवाला बैंच निकाल दिया जाए तो इससे जनता को बहुत आराम होगा। जो नीचे बैठता है वह ठीक से बैठ नहीं सकता न उठ सकता है। उसे इस बात का डर लगा रहता है कि वह कब नीचे गिर जाएगा। इसलिए जो लोग उसके नीचे सोते हैं वे आराम के साथ सो नहीं सकते हैं। इसलिए मेरी माननीय मंत्री जी से प्रार्थना है कि वह इस बारे में भी ध्यान देंगे।

अब मैं एक बात वेटर्स के बारे में भी कहना चाहती हूँ। मुझे ऐसा बताया गया है कि वेटर्स को दो जसिया दी जाती है, परन्तु मैं यह कहना चाहती हूँ कि जब इन लोगों को ठण्डे प्रान्त में काम करना होता है तो उन्हें ठण्ड मालूम होती है। इन लोगों को सवेरे दौड़ कर डिब्बों में बैठ टी देना पड़ता है और इस तरह से वे स्टेशन के एक वाजू से दूसरे वाजू तक दौड़ते हैं। अगर उनको गरम कपड़ा या पूरी पोशाक दे दी जाएगी तो वे लोग ठण्ड से बच जाएंगे और उन्हें अपने काम करने में भी आसानी होगी।

इसके साथ ही साथ मैं यह भी प्रार्थना करना चाहती हूँ कि डिब्बों की खिड़कियों में रबर की लाइनिंग लगा दी जाएगी तो इससे डिब्बे के अन्दर मिट्टी आना बन्द हो जाएगा और हवा भी कम आएगी। इस समय इस तरह की रबर लाइनिंग न होने की वजह से ठण्ड के मौसम में काफी ठण्डी हवा आती है, अगर इस तरह की लाइनिंग लगा दी जाएगी तो ठण्ड में ठण्डी हवा और गरमी के दिनों में गरम हवा डिब्बे के अन्दर नहीं आने पाएगी।

इसके बाद मुझे रेलवे में अनाज के भंडार के बारे में कहना है। मैं यह प्रार्थना करना

चाहती हूँ कि रेलवे कर्मचारियों के लिए कोआपरेटिव बेसिस पर अनाज की दुकानें खोली जानी चाहिए। गवर्नमेन्ट की भी यही पालिसी है और रेलवे इतना बड़ा कंसर्न है कि अगर वह अपने यहां इस तरह की बात करेगी तो दूसरे डिपार्टमेंट वालों के लिए भी एक उदाहरण हो जाएगा। पहले रेलवे डिपार्टमेंट में इस तरह की चीप ग्रेन शाप्स (Cheap grain shops) थीं लेकिन उनका दुरुपयोग किया गया और इस समय इस तरह की बात नहीं होनी चाहिए। रेलवे कर्मचारियों को अच्छी तरह से और सस्ता अनाज मिल सके इस बारे में रेलवे को कोआपरेटिव बेसिस पर दुकानें खोलनी चाहिए जहां पर कि सस्ता और ठीक दाम पर अनाज मिल सके। इसका नतीजा यह होगा कि रेलवे कर्मचारी जो बार-बार डियरनेस अलाउन्स बढ़ाने के लिए कहते हैं, यह प्रश्न नहीं उठाएंगे। जब डियरनेस अलाउन्स बढ़ाया जाता है तो जो विशम सर्किल होता है वह चीजों के दाम बढ़ा देता है और दाम बढ़ने से फिर डियरनेस अलाउन्स की मांग की जाती है। इसलिए मेरी प्रार्थना है कि इस विशस सर्किल को तोड़ने का काम श्री पाटिल साहब को करना चाहिए। इसलिए मैं फिर पाटिल साहब से प्रार्थना करूंगी कि जो पिछड़े हुए प्रान्त हैं वहां वगैर किसी डिस्ट्रिक्ट की बात सोचे यातायात की सुविधा का विशेष ख्याल करेंगे।

मैं ज्यादा बात न कह कर फिर दुबारा वाइस चेयरमैन साहब को धन्यवाद देती हूँ कि उन्होंने मुझे यहां पर बोलने का मौका दिया।

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

SHRI D. L. SEN GUPTA (West Bengal): Mr. Vice-Chairman, Sir, if earning profit is the only objective of the Railway Administration, then they have certainly acquitted themselves creditably. They have earned huge profits and that is there. They have been paid by our people; they have not been

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earned from outside India. If any body is to be given credit for it, I must give it to the people of this country. I do not for a minute thereby mean to cast any aspersion on this Ministry. I have very great respect for the Ministers in charge of this Department. They are very cordial. This is one of the few departments of the Government of India where replies can be had to any grievances very promptly. Of course, the grievances are not redressed, but the replies are made. But so far as the other departments are concerned, we do not even get replies. That is the difference. I know the Ministers have their problems, they cannot meet them. But that is neither here nor there. But we at least get replies

3 P M

I am here to highlight the problems of West Bengal which this Railway Department has consistently neglected. Their plea is that they cannot give it priority. They acknowledge the problem. Sir, it is a problem of Calcutta, it is a problem of West Bengal as such. We have been crying hoarse for a circular railway, since long; we are not doing so only today. There were at least seven Commissions, including the period when the British were dominating this country. All the Commissions have consistently held that the problem of Calcutta can be solved by circular railways, but nothing has been done. I will understand if the Government says that it is a bad proposal or, rather, there is a better proposal to meet the situation. But there is not better proposal, nor have the proposals given by the Commissions been implemented so far. How do you expect the Calcutta people, who number about thirty lakhs, to remain contented for all time without taking out processions, without any demonstration, without crying for their just and legitimate rights? This is something too much to expect of these people particularly of a city which is considered to be intellectually and politically advanced.

Sir, there is another problem. During the course of a question on the floor of this House, the Chairman of the House, the Vice-President of India, advised our very good friend, Dr. Ram Subhag Singh, the Minister of State, to take lessons from the learned discussion held that morning. The question was in respect of having some

fast trains started from Calcutta or Howrah. From the Howrah station there are presently five trains running for Delhi—Delhi-Kalka Mail, Deluxe train, Delhi-Howrah Express, and Doon Express. There is only one train leaving Sealdah for Delhi, Upper India Express, which takes the longest time, 40 hours. I, as also other Members, suggested diversion of two trains from Howrah so that they could start from Sealdah. The reply was: there is difficulty. What is the difficulty? How long that difficulty will remain, I should like to know.

The vestibuled Delhi-Kalka Mail goes by the chord line up to Bally. From Bally it takes a bend but it does not touch Belur or Lilua and goes to Howrah. But if it is diverted to Sealdah it will touch two stations, Dakshineswar and Dum Dum. You can very well go to Sealdah without touching all these places. You drag the entire city population of Calcutta to Howrah over the one, single bridge, that is, Howrah bridge. But if the trains start from the Sealdah station, they need not go to that congested passage known as the Howrah bridge. So you can have this suggestion. You have also another alternative. Have a second bridge over the river Ganges. Therefore Sir, it is the passengers who pay either by way of fare or by way of freight and you call it profit. You can have a better and comfortable travel over the second bridge from Calcutta to the Howrah station. You have not done either of these things—neither a circular railway, nor any fast train from Sealdah to Delhi, nor a second bridge over the river Hoogly. Therefore, I am very sorry I cannot give you credit for your failures all these years.

Now coming to other minor points, the other day in this session, I raised a question about having a new station between Kakinar and Shamnagar at a place known as Jagatdal. It is a well-known industrial centre. There are about half a dozen jute mills. While proceeding from Calcutta it is on the left side. On the right hand side you will find over a long distance refugee colonies. These people have got to walk several miles to reach either the Kakinar station or the Shamnagar railway station. You could very well give an intermediate station. In this Barrackpore belt there are many stations where the distance will be much less than the distance between Jagatdal and

Shamnagar and Jagatdal and Kakinara. You say it is not advisable. I want an answer. Why it is not advisable? You say there will be dearth of passengers and freight. That is not correct. Moreover, you can give a little comfort to the industrialists and to the common men who are refugees. You can do it but you are not doing it. That is my grievance. Sir, if you leave the question entirely to the big officers there, they are big bureaucrats having no sympathy for the people. They count in pound, shilling and pence. How much money can bring how much money? Therefore, it will never happen. Apply your mind from a socialistic outlook which is expected of a national Government, of our Government. That approach is not to be had, not to be found in this bureaucracy.

Coming to the next question of this Purulia-Kotshila line, I am glad that Dr. Ram Subhag Singh gave a reply saying that it is not an easy thing to be done and it is a big problem. I know it is a problem. But then how can we meet the request of the Bokaro Steel Plant without a railway line, I do not understand. If this narrow gauge business has failed, the demand is for broad gauge. It appeared in the press some time that Government had decided to have the broad gauge, but they say there is no decision yet. The Bokaro Steel Plant requires this Purulia-Kotshila broad gauge line for its success at any cost. Moreover, the people of Purulia are considered to be the people of a backward area. Economically it is very, very backward. Therefore, for the development of this area, this Purulia-Kotshila line is necessary. That aspect must not be forgotten. Therefore, you cannot look to the Railways as a machinery for earning profit. It must be considered also a means of giving service to the common man. If this objective is lost sight of, no amount of showing profit can satisfy at least this part of the House. We shall be satisfied with lesser profit but we want a better service. If you do not give any new service to the people, if you do not give any new amenities to the common man but you show surplus, we say it is not profit. It is sucking the people's blood and showing profit.

So far as the employees of the Kanchrapara workshop are concerned, I am grateful to the hon'ble Mr. Patil for his reply.

He gave me prompt reply. Unfortunately I lost his reply; it did not reach me. But he gave me a copy of it. The arguments given by him do not hold good.

We were asking for city allowance for the Kanchrapara people. Kanchrapara is a big railway workshop and more than 15,000 men are employed there and they are not getting the same rate of city allowance as the people of Ishapore though it is a contiguous municipal belt. From Calcutta to Kanchrapara it is a contiguous municipal belt. Your position was that if it is a contiguous municipal belt, then the same rate as for Calcutta people would be given. On that ground even though it is 50 miles from Bombay, people are getting the same rate as the Bombay people get but in the case of Kanchrapara the position is different. Why do you have this discrimination? The reply is all right but look to the geography of Kanchrapara and Calcutta *via* Ishapore. Ishapore is a place where you have Ordnance factories. Possibly to meet the needs of the Ordnance Factories, Ishapore was given a certain advantage which was denied to the Kanchrapara people. Things cannot go on in this way.

As far as the treatment to the employees is concerned, I have every sympathy for the employees. So far as amenities to the people are concerned, I have every sympathy and the third class passengers should have more compartments from Delhi to Calcutta for helping those who want to go from Delhi to Calcutta and *vice versa*. I fully endorse the idea that there should be secrecy or privacy for the third class passengers who are travelling in the sleeping coach, particularly as you have in the first class. It does not cost much but I have a grievance as to how the Department is run, for which the Ministers are not responsible but the Departmental Heads. I had an occasion to travel from Delhi to Purulia by Delhi Express. There is a compartment which is separated at Patna and which is attached for Purulia. In that compartment there was no coach attendant. When the train left Asansol the coach attendant tried to enter but his shout disturbed the sleep of the passengers. Then I tried to make a complaint against that coach attendant. To my surprise, I found that neither the guard had any

[Shri D. L. Sen Gupta]

complaint book not the conductor guard. I had to mention all these facts that a train was running, that there was no complaint book either with the guard or with the conductor guard and all these were noted in the complaint book at the Purulia railway station. I got a letter from an officer at Agra that the complaint had been received and they were looking into it. More than six months have passed and nothing has been done. This is the situation. The complaint books are there . . .

(Time bell rings)

Before I leave I should be failing in my duty unless I replied to what Mr. M. P. Bhargava said this afternoon while speaking on this. He gave all credit to the railway employees for running the railway services during the Indo-Pakistan conflict but I would like to draw the attention of this House as to how the employees are treated. The Railway Service Conduct Rules, item 4, is a hindrance. I am hurriedly reading the provisions to which I object:

"No Railway servant shall be a member of or be otherwise associated with, any political party or any organisation which takes part in politics nor shall he take part in, subscribe in aid of, or assist in any other manner any political movement or activity.

(2) It shall be the duty of every Railway servant to endeavour to prevent any member of the family from taking part in, subscribing in aid of, or assisting in any other manner any movement or activity which is, or tends directly or indirectly to be subversive of the Government as by law established and where a Railway servant is unable to prevent member of his family from taking part in, or subscribing in aid of, or assisting in any other manner any such movement or activity, he shall make a report to that effect to the Government.

(3) If any question arises whether any movement or activity falls within the scope of this rule, the decision of the Government thereof shall be final.

(4) No Railway servant shall canvass or otherwise interfere or use his influence

in connection with, or take part in, an election to any Legislature or Local Authority provided that—

(i) A Railway servant qualified to vote at such election may exercise his right to vote, but where he does so he shall give no indication of the manner in which he proposes to vote or has voted;

(ii) A Railway servant shall not be deemed to have contravened the provisions of this rule by reason only that he assists in the conduct of an election in the due performance of a duty imposed on him by or under any law for the time being in force;

(iii) The Government may permit a Railway servant to offer himself as a candidate for election to a Local Authority and the Railway servant so permitted shall not be deemed to have contravened the provisions of this rule."

Even during the British days a father was not asked to give the name of his son or wife if that son or wife indulged in politics but here a Railway servant is asked to do it. The Government can grant permission to contest elections and very often it is given to the Congress people but here I have a man who contested against a Congress candidate—Mr. Mukund Parikh—and defeated the Congress candidate. That Mr. Parikh lost his job. He gave his application to the G. M. Western Railway on the 9th July, 1957. In the course of two months he did not get a reply. You know that a candidate must have some time to withdraw from the contest but only on the day before the date of the election a letter came to his house when he was absent and hence he could not withdraw. He won the elections. Ultimately what happened? On the 2nd September 1957 the election was held and the man was dismissed on the 16th March, 1959 on the charge: 'You have committed a grave irregularity in contesting an election without the permission of the General Manager.' Now, can a man be dismissed merely for an irregular act? If it is moral turpitude, it is another matter but it was for an irregular act. I can understand your suspending or fining him but is it not a vindictive act? Why do you do this injustice? All the important parties in this House and the other House raised this issue many a time. There were a series

of questions, adjournment motions and short notice questions and many other things. The leader of the Opposition, Shri Dahyabhai Patel, raised this question several times. He knows the man and the case personally but the Ministry remained adamant. I do not know what is the result. Is it because of the fault that he had the courage to contest and defeat a multi-millionaire Congress candidate? I am very sorry that such a case has not been considered properly. It will be gracious on the part of the Government to consider this case and treat it fairly and squarely. He has a big record of social service. He is a social worker and I know Mr. Patil, the Railway Minister, also knows and has his sympathies for him but why should the bureaucracy stand in the way? Why allow the General Manager of the Western Railway or any other Railway officers to stand in the way and why should you not rise to the occasion and do justice to him?

SHRI M. N. GOVINDAN NAIR: Mr. Vice-Chairman, we are on the threshold of the Fourth Plan and as such I expected that the Railway Minister will make a break with the traditional policy of improving and strengthening the existing Railways and give top priority to extensions of railway lines to new areas. From the very many speeches that we heard here it must be very clear that the needs of the country demand such a change. The industrial potential of the country also favours such a change. But what is wanting, Sir, is imagination, foresight and perspective on the part of the Railway Ministry.

Now during the last fifteen years crores of rupees have been pumped into the railways. The outlay which was Rs. 895 crores in 1950-51 rose to Rs. 3,316 crores by 1965-66. But the guiding line of their policy of investment was strengthening the existing lines and addition of rolling stock. During the First Five Year Plan it was improvement of the existing lines. During the Second Five Year Plan it was increasing the capacity of the existing lines. During the Third Five Year Plan, again it was extensive utilisation of the existing lines so much so, if you look into the whole affair, you will see that out of this total investment 40 per

cent. went for strengthening of the existing railway lines, 50 per cent. for addition of rolling stock and, only 10 per cent. went for extension of new lines. When it is remembered that for one kilometre of railway the amount needed is nearly 6 lakhs to 10 lakhs of rupees, you can very well imagine what little extension had taken place during these fifteen years. What they have done by way of additions are the lines for linking up the steel plants and the collieries, and a new line to Assam. Now this is a monopoly concern. It is not enough that the Railway Ministry, with the mentality of an Official Receiver, looks after the existing railway lines. They must look at the problem of transport of the country in its entirety. Both for the political unification of this country and also for the industrial and social development of this country transport has to play a vital role, and in this railways are the backbone of our transport system. Everybody knows that the existing lines were mainly laid by the British. They had only one purpose in view, and that was to further their imperial and commercial interests. I agree, even today commercial interests have their due place in the development of transport. But that is not enough. The perspective planners of our country have already forecasted that even after five consecutive plans 20 per cent. of our population will be left untouched by any impact of these Plans, because our country is so vast; it is a sub-continent, and it is an effective transport system that can bring the people of this country closer together. If the Railways forget this, if, as my friend pointed out, they only look to how much money has been earned by the railways, then they will be really failing in their duty. Even during the past years the failure on the part of the Railways to see ahead of developments and keep pace with them has, in certain cases, retarded the industrial development. I do not know whether the Government, even today, realises the immense harm that they have done to the common interests of the nation by their failure to extend railways to new regions. The Railway Ministry is either indifferent to, or ignorant of, the dynamic role they have to play in the overall development of this country. Now, from the Railway Minister's speech an impression is created that all is well with the railways. He has said that a considerable amount was ploughed back from the savings for the

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working of the Third Plan. He has also said that the depreciation amount is going to be double during the coming period. He has also mentioned that the dividend liability is going to increase by nearly half a per cent. But I want the House to have a closer look at the picture. When the Railway Minister speaks in terms of crores, you feel that they have done very well. But you should remember the huge amounts invested in the railways. I do not think there is any other public undertaking which has consumed so much amount and the investment has gone up by nearly 331 per cent. Now I was looking at the figures, what the figures were in 1951-52. The total investment was Rs. 895.3 crores, the gross income was Rs. 290.8 crores, the total working expenses were Rs. 224.3 crores, net earnings Rs. 61.8 crores, earnings as percentage of total investment (gross) 32.5. The net percentage is 6.8 and the operating ratio is 77. This was the position when we started. Now in 1964-65 the total investment is Rs. 2966 crores and coming to the percentages we find that the percentage of the earnings to the total investment is like this. Gross earnings which were 32.5 per cent came down to 22.3 per cent. With regard to the net profits from 6.8 per cent they have come down to 4 per cent. And the operational ratio also has gone up from 77 to 79.7. And all this has taken place at a time when during these years there was a steady increase both in the passenger fares and in the goods freight. And it has also to be noted that the whole investment was on the existing lines so much so that there was an intensive utilisation of the lines and this must have had its impact on reducing the operational costs. Moreover, during this period, as has been pointed out yesterday by my hon. friend, there has been dieselisation and this has been saving a lot of money. So when you take all these factors into consideration, how can you justify this fall both in the gross earnings and in the net earnings? And also how can you justify the rise in the operational ratio? In my opinion, this is due to the fact that this method of investment has reached the saturation point. I think the Railway Minister also recognises this factor. But he does not want to take the next direct step which he should. On the other hand, what he is trying to do

in the present circumstances is to get over this difficulty by increasing the freight charges by cutting down the capital expenditure and also by retrenchments. You see here I have a number of telegrams which I think I may hand over to the hon. Minister because I do not want to read them all since that will take up a lot of time. They are all about retrenchment. So these are the ways by which he wants to get over this situation. As for the increase in freights, I think, our Railway Minister has proved to be extremely clever, but that is not proper. He has said about out-bidding the roadways. I would submit that the attitude of the Railway Minister regarding other forms of transport should not be one of competition. The Railways and the other forms of transport should try to be complementary to one another. I do not know how he can justify the present increase. Supposing the Railways are losing, then I could understand a slight rise. I agree that during the recent period the volume of light-weighted traffic has gone up. All the same you have been raising the freights and so in the final analysis what is your total income from freights? Earnings from the carriage of goods in 1950-51 came to Rs. 139.26 crores. Now the figure for 1964-65 has come up to Rs. 398.81 crores. And if you see the weight of goods carried, you find that from 93 million tonnes in 1950-51 it has come up to 194 million tonnes in 1964-65. If you compare the quantities of the goods you have carried with the total of the freights earned, then you will see that the freight earnings are still on the higher side. Even then, why do you want to bring in this increased freight? They have found that in competition with the Railways road transport has a disadvantage in the matter of carrying coal—because to carry coal over 100 kilometres will be a very losing business for road transport. So the Railway Minister is sure that there will be no competition as far as coal is concerned. And so they are utilising this opportunity to raise the freight on coal. Otherwise this cannot be justified. The Railways are one of the main consumers of coal. You know that the price of coal even today is high and the tendency is for it to go higher and now you are also adding fuel to fire by increasing the freight on coal. (*Time bell rings*) Is it time for me to stop?

THE VICE-CHAIRMAN (SHRI M. RUTHNASWAMY): A couple of minutes more.

SHRI M. N. GOVINDAN NAIR: Not ten minutes more?

THE VICE-CHAIRMAN (SHRI M. RUTHNASWAMY): No, no.

SHRI M. N. GOVINDAN NAIR: I was misled. I shall wind up in a minute or two. We have four days and could I not get some more time? But what is the use of our quarrelling? I shall wind up and shall not go into other aspects here.

Many of the friends who spoke here said that in order to help the development of their States they want more new lines. I would submit that, of all the States, our State of Kerala happens to be the worst victim and I will just point out how bad is our fate. While the all-India average for a lakh of the population is 9.4 railway mileage, our State gets only 3.2 miles per lakh of the population. Now I see the Railway Ministers are conspiring and I know they will come out with some answer. It is sometimes alleged that Kerala has a rather developed road transport system. It may also be said that it has its waterways and they may even go to the extent of saying that 20 per cent of all the inland waterways of the country are in Kerala. All this will create an impression that Kerala can do even without the Railways. This is a very wrong concept. Unless the Railway Ministers are cleared of this wrong concept I think they are not going to be favourably inclined to Kerala. And for that reason you will kindly allow me a few minutes.

Now, take the road transport. As far as the road transport is concerned, per lakh of population the all-India average is 94 whereas we have got only 68.6 or so. That is No. 1. Secondly, the density of motor vehicles per 100 sq. miles in our State is 128 while the all-India average is 44. The techno-economic survey that was conducted has clearly pointed out that from 1961 to 1971 the increase in passenger traffic will be to the tune of 60 per cent. You may blame the high birth rate in our State; but that is another matter. Therefore, this is the position. As far as the passenger traffic is concerned it is wrong to think that

by road transport alone this problem can be solved.

Coming to the waterways, I have read in some Government of India publication that there is a possibility of developing an inland waterway between Hosdurg and Trivandrum. Excepting for some 50 kms there is a semblance of a canal and do you know the state of the canal? It is two feet deep and 15 to 20 feet wide. A Committee was appointed in 1958 by the Central Government to look into the matter and they suggested that Rs. 40 crores would be necessary to renovate this canal. Are we fools in Kerala to believe that either the Central Government or the State Government is going to spend Rs. 40 crores and improve this waterway? That is not going to happen. So my contention is that the Railways have to be more fair to Kerala in this matter and in this connection I have to draw your attention to a few lines.

First I am dealing with lines which are passenger intensive. Take, for example, the most densely populated area of Kerala, that is, the coastal belt of Kerala. There a train comes up to Kayankulam. If you add a link between Kayankulam and Ernakulam via Alleppey the length is not much, but it will help very much to relieve the pressure of traffic there. Further this area is the seat of the coir industry and it will be a profitable line from the point of view of freight traffic also.

Then everybody knows that the southernmost part of our country is Cape Comorin. Who in India will not like to make a trip to Cape Comorin? But what is the position there? The train stops at Trivandrum or if you come by the other way it stops at Tirunelveli. A link between these two will help you to earn a lot of money. Why do you hesitate?

There is another congested area. A short-cut from Kuttipuram to Ernakulam via Garuvayoor and Carnganore will be an excellent line and that will help relieve congestion. Even between Ernakulam and Coimbatore unless you double the line you will not be able to meet the existing pressure of traffic. Similarly between Shoranur and Mangalore, how can you meet the needs of the situation without doubling the line? And so far as the Ernakulam-Trivandrum

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line is concerned, you have at least to convert it into broad gauge. These are the things which you have got to do; you will not suffer any loss but you will get reasonable profits from all these investments

THE VICE-CHAIRMAN (SHRI M. RUTHNASWAMY): The troubles of Kerala are never-ending.

SHRI M. N. GOVINDAN NAIR: As long as they are there, the troubles will be there. Now I am speaking for you also because the new lines that I am going to suggest will help you also apart from helping us in marketing our hill products. Kerala, as you know is famous for its hill crops, for its cash crops like pepper, cardamom, tea, rubber, etc. These are our hill produce. For transporting these we now have only the road transport. If you can have a line from Kottayam to Bodinayakanur, that will cover Peesumedu and other areas and this will be an outlet for all our goods. Further, it will link up that area within Madras State with Cochin Port.

I was very much surprised, Sir, to hear the reply given by the hon. Minister about the Tellicherry-Mysore line. Somebody had made some survey and decided that it can never be a profitable line. I do not know how they came to this conclusion. Our officers may be competent for administration but they may not have the capacity to comprehend the needs of a developing economy. That is one of the weaknesses. I do not know how they have come to this conclusion. Take, for example, Mysore.

THE VICE-CHAIRMAN (SHRI M. RUTHNASWAMY): Keep to Kerala please.

SHRI M. N. GOVINDAN NAIR: My point is that this Tellicherry-Mysore line will be an extremely profitable line. Bangalore is an industrial city and it is developing like a Marwari woman who accumulates fat in all unwanted parts. And what is the position of Mysore? It has become the colony of retired officers and pensioners. If Mysore had a straight route to the Cochin Port, the industrial development that will take place there will be extremely wonderful. That would also relieve the

industrial congestion in Bangalore. (*Time bell rings*) I am stopping. I want a little time to explain because some wrong ideas have got into the mind of the Railway Minister about this Tellicherry-Mysore line. So, I think some of you who have some idea about the needs of the developing economy in this country should look into this matter. There is another matter which, I am sure, none of these people must have considered. The movement there is a connection between Tellicherry and Mysore—it should be remembered there is a metre gauge line between Mysore and Poona—a lot of traffic will go by that line. This is also a matter you have to consider. So my point is—the Vice-Chairman is very angry and I do not want to take much time . . .

THE VICE-CHAIRMAN (SHRI M. RUTHNASWAMY): Not angry at all.

SHRI M. N. GOVINDAN NAIR: So there are these eight lines; five of them are passenger-intensive while the other three will be helpful for the development not only of Kerala but of the neighbouring States as well. So I think these should be taken up.

So the first thing to be done is to break away from this policy of concentration on the existing lines. How many years do you want to concentrate on the existing lines? In the larger interests of the transport system in the country, I want the Railway Minister to break away from this policy; otherwise they are going to face a crisis. Now it is only the wagon factories that are to be closed down, factories owned by private people. But you have got your own Integral Coach Factory. What is going to happen to that? What about your steel plants? What about the Wheel and Axle Section which has been started at Durgapur? And what about the sheet steel produced at Rourkela? There is already a glut as far as steel is concerned. If you are not going to have extension to new areas and new lines, the result will be an all round crisis. I think the hon. Minister will take all these matters into consideration and give a new orientation to the Railways in the coming years.

Thanking you.

श्री महाबीर प्रसाद शुक्ल (उत्तर प्रदेश) : उप-सभाध्यक्ष महोदय, मैं सबसे पहले माननीय रेल मंत्री जी को, उनके योग्य सहयोगियों को और रेलवे प्रशासन को, पिछले अगस्त और सितम्बर के अवसर पर देश में संकट आने पर जो उन्होंने रेल की सुचारु रूप से व्यवस्था की, संचालन किया और जिस में सभी कर्मचारियों ने कुशागता का, दक्षता का, त्याग का, देशभक्ति की भावना का परिचय दिया उसके लिए मैं उनको बधाई देता हूँ। साथ ही अभी हाल में इलाहाबाद में कुम्भ के मेले के अवसर पर उत्तर और उत्तर-पूर्व रेलवे के अधिकारियों ने और सभी कर्मचारियों ने जो लगभग एक करोड़ यात्रियों के आवागमन की सुखपूर्वक सुविधा की और अपने 40 वर्ष के अनुभव से मैं समझता हूँ कि इस वर्ष बिना किसी दुर्घटना के और बिना किसी बड़ी मेजर शिकायत के जो उन्होंने सुप्रबन्ध किया, उसके लिए भी मैं रेलवे अधिकारियों को और विशेषकर उत्तर और उत्तर-पूर्व रेलवे के अधिकारियों को बधाई देना चाहता हूँ।

मान्यवर, हमारे स्वतंत्र दल के नेता श्री लाह्याभाई पटेल ने कहा कि इस वर्ष का बजट चुनाव की भावना से प्रेरित बजट है। इससे यह स्पष्ट है कि अप्रत्यक्ष रूप से वे यह स्वीकार करते हैं कि इस बजट में सर्व-साधारण के हित की बहुत-सी बातें हैं। निस्संदेह इसमें जो किराये के न बढ़ने की व्यवस्था है, सीजन टिकट में कुछ कमी की व्यवस्था है और बहुत-सी साधारण उपयोग में आनेवाली वस्तुओं के महसूल में जो कमी की व्यवस्था है वह सर्व-साधारण के हित की बात है। परन्तु, मान्यवर, मैं रेल मंत्री जी का ध्यान इस बात की ओर दिलाना चाहता हूँ जो उन्होंने नमक और कोयले पर थोड़ा महसूल बढ़ाने का इसमें प्रस्ताव रखा है। इससे देश के जिस भाग पर असर पड़ेगा, जिस जनता के ऊपर असर पड़ेगा, वह मोचने की बात है। आज जिन स्थानों से नमक या कोयला चलता है, वहाँ से 800 किलोमीटर से दूर अगर हम चलें, तो

हमारे स्थान पड़ते हैं हमारी सीमा के स्थान, उत्तर और उत्तर-पूर्व सीमा के स्थान जहाँ के लोग स्वतः बड़े गरीब हैं, जिनका बड़ा कठिन जीवन है और उन सीमाओं पर हमारे शत्रुओं का खतरा है। वहाँ अगर नमक जैसी वस्तु का या कोयले जैसी वस्तु का कुछ भाव बढ़ जाए, महंगा हो जाए, तो यह उचित नहीं होगा। पहले ही से वहाँ महंगी चीजें मिलती हैं, वहाँ चीजों का अभाव है। हमें इस बात को हमेशा देखना पड़ता है कि जो हमारी कर बढ़ाने की नीति हो उसका देश की कैसी जनता पर प्रभाव पड़ता है और कैसी जनता पर उसका अधिक बोझ पड़ता है। यह नमक इत्यादि पर जो कर बढ़ रहा है इसका बोझ हमारे उत्तर-पूर्व प्रदेश में, असम, नागालैंड और पहाड़ी प्रदेश में, काश्मीर में, हिमाचल प्रदेश में और उत्तर प्रदेश की उत्तरी सीमाओं में अधिक पड़ेगा। ये ऐसी हमारी सीमाएं हैं जहाँ हमें जनता की हर प्रकार की सुख-सुविधा की व्यवस्था करनी चाहिए न कि अपने शत्रु के एजेंटों को यह मौका देना चाहिए कि वह कह सकें कि यह कांग्रेस का शासन जो नमक को करमुक्त करना चाहता था, वह सबसे महंगा नमक ही दे रहा है। इस तरह हमारे किसी छोटे काम के लिए बड़ी बातें कही जा सकती हैं, इसका ध्यान रखते हुए मैं माननीय मंत्री जी से किसी और कारण से नहीं, केवल इसी कारण से कहूंगा कि इस नमक को चाहे 800 किलोमीटर के अन्दर कुछ महंगा कर दीजिए, लेकिन इसके बाहर इसको सस्ता कीजिए और कोयले को भी सस्ता कीजिए। यदि इसका थोड़ा भी महसूल आप बढ़ाएंगे तो इससे उनका संकट बढ़ता है। इसलिए मैं समझता हूँ कि ऐसी छोटी-छोटी चीजों की तरफ हमको ध्यान देना चाहिए। मैंने आज समाचारपत्रों में पढ़ा कि माननीय मंत्री जी ने इस पर विचार करने का अपना विचार प्रगट किया है। यदि यह बात सत्य है तो इसके लिए भी मैं उन्हें बधाई देना चाहूंगा।

दूसरी बात, मान्यवर, मैं यह निवेदन करना चाहता हूँ कि जो बिना टिकट के यात्रा का रोग

[श्री महाबोर प्रसाद शुक्ल]

हमारी इस रेल में एक शास्वत रोग हो गया है, हमको सोचना चाहिए कि यह रोग क्यों है। किसी रोग का सही-सही निदान किये बिना हम उस रोग को दूर नहीं कर सकते। यदि हम देखें कि टिकट के बिना कौन लोग यात्रा करते हैं तो हम पाते हैं कि उनमें दो तिहाई से अधिक विद्यार्थी होते हैं जो प्रति दिन अपने गांवों से जिले के सदर मुकाम तक आते जाते हैं, कुछ भिखारी होते हैं, कुछ ऐसे लोग होते हैं जिनके पास पैसा नहीं होता है और वे रोजगार के लिये बम्बई, कलकत्ता और दिल्ली आदि नगरों को जाते हैं, कुछ ऐसे लोग होते हैं जो असामाजिक तत्व हैं और जो चोरी के लिये, जेबकतरी के लिये और ऐसे ही कामों के लिये जाया करते हैं और कुछ ऐसे लोग होते हैं जो मजदूर हैं, छोटे-छोटे वेडर्स हैं और जो रोजाना गांवों से शहरों में जाया करते हैं। परन्तु इनमें अधिकांश संख्या ऐसे विद्यार्थियों की ही है जो प्रतिदिन अपने घरों से शहरों को जाते हैं और उनको जाना पड़ता है क्योंकि शहरों में उनके लिये न छात्रावास हैं और न उनको प्राइवेट मकान मिल सकते हैं और यदि मिल भी सकते हैं तो बहुत महंगे मिलते हैं। उनके मां बाप थोड़ी सी आमदनी वाले होते हैं। वे या तो किसान हैं या छोटे-छोटे गांव के कर्मचारी हैं जिनकी आय इतनी अधिक नहीं है कि वे इतना बोझ उठा सकें। मैं देखता हूँ कि जो सीजन टिकट का रेट इसमें दिया हुआ है वह 45 और 50 मील तक 16. 20 और 77. 40 पै० प्रति मास है और ऐसा नहीं है कि वे इसकी व्यवस्था कर सकें। यदि ऐसा वे कर सकते तो शायद शहरों में किराये का मकान ले करके रहते। इसलिये मैं समझता हूँ कि इस रोग का इलाज करने के लिये कोई साहसी और क्रांतिकारी कदम उठाना चाहिये। हमारे माननीय मंत्री जी को अपने देश के सामाजिक जीवन का पिछले 40 वर्षों का अनुभव है। वे बड़े साहसी और कल्पनाशील विचारक हैं। पिछले दो तीन वर्षों

में मनन और चिन्तन करने के बाद मैंने यह साहस किया है कि मैं उनके सामने एक साहसी कदम का मुझाव रखूँ। मैं यह कहना चाहूँगा कि अपने गांव से अपने जिले के हैडक्वार्टर तक आने जाने के लिये वे सब विद्यार्थियों को फ्री पास दें और हर एक गाड़ी में, जो पैसंजर गाड़ी हो, उसमें एक ऐसा कोच रखें जो स्टूडेंट्स कोच कहलाये। यह लगता है एक यूटोपियन आइडिया, लेकिन मैं समझता हूँ कि हमारे देश की रेल व्यवस्था यदि वास्तव में समाज की सबसे बड़ी अंडरटॉकिंग है तो उसका सबसे बड़ा लाभ देश के भावी नागरिकों को होना चाहिये। यदि वे ऐसा कदम उठायेंगे तो इससे देश के भावी नागरिकों के निर्माण में योग मिलेगा क्योंकि आज जो बिना टिकट चलने के कारण उनमें उदंडता की प्रवृत्ति होती है, देश की सम्पत्ति के प्रति विरोध की भावना होती है और देश के शासन के नियमों का उल्लंघन करने की प्रवृत्ति होती है, यह सब दूर होगा और उनको इस देश की रेलों में ममता होगी, उनमें अपनेपन का भाव जागेगा और सारे देश के विद्यार्थी जो आज हमारे विरोधी दलों के कुचक्र में आ करके जब कभी कोई प्रदर्शन करते हैं तो रेल इत्यादि की सम्पत्ति को लूटने और जलाने की ओर उनकी प्रवृत्ति होती है, कल से वही उसके सबसे बड़े रक्षक हो जायेंगे। इससे हमारे माननीय मंत्री जी की दो समस्याएं दूर होंगी। एक तो यह बात होगी कि जो बिना टिकट यात्रा करने वाले हैं उनमें दो तिहाई ऐसे ही कम हो जायेंगे दूसरी बात यह होगी कि ये भावी नागरिक चरित्रवान बनेंगे, नियमों की पाबन्दी करने वाले होंगे और इस रेल की सम्पत्ति के एक बड़े रक्षक बन जायेंगे। इसलिये मैं यह सुझाव उनके सामने रखता हूँ और यह समझ कर रखता हूँ कि जो एक अनुभव की वान है उसके अनुसार इस बीमारी को दूर करने वाले इलाज की तरफ वे एक साहसी कदम उठाने का प्रयास करेंगे।

मान्यवर, मैंने देखा कि इस बजट में इस बात की व्यवस्था है कि हमारी सीमा प्रदेशों

में, विशेषकर असम की ओर वहां कुछ नई रेलवे लाइनें बनाई जायेंगी और ब्राड लाइन ले जाई जायेगी। मैं समझता हूं कि रेल-पथ का भावी विस्तार हमेशा देश का वाणिज्य बढ़ाने की तरफ, उद्योग बढ़ाने की तरफ और देश की रक्षा को दृष्टिकोण में रख कर करना चाहिये। देश का हमारा उत्तरी भाग, काश्मीर से लेकर, हिमाचल प्रदेश से लेकर, उत्तर प्रदेश के उत्तरी भाग से लेकर असम तक ऐसा है जिसमें न ब्राड गेज लाइन है, न कोई ऐसी सीधी लाइन है जिससे हम आसानी से यातायात कर सकें। पिछले चीन के हमले के वक्त में इस कठिनाई का अनुभव हमारे प्रशासन ने किया। मैं समझता हूं कि इस सारे प्रदेश में रक्षात्मक दृष्टि से रेल का जाल बिछाने के लिये एक सुनियोजित योजना बनाने की आवश्यकता है। एक वर्ष या दो वर्ष का यह काम नहीं है, लेकिन इस ओर कदम बढ़ाने की जरूरत है।

मान्यवर, मैंने देखा है कि रेलवे के अस्पतालों में जो रेल की दुर्घटनाओं से लोग आहत होते हैं उनके इलाज की समुचित व्यवस्था नहीं होती है और कहीं समुचित साधन भी नहीं हैं। कानपुर और इलाहाबाद के बारे में मुझे जानकारी है कि वहां गर कहीं कोई रेल दुर्घटना हो जाय और किसी का हाथ पैर कट जाय तो उसको रेल के अस्पताल में न ले जाकर के जो दूसरे राजकीय अस्पताल हैं उनमें उसकी व्यवस्था होती है। हम यह चाहते हैं कि रेल की दुर्घटना से जो आहत हों उनका मुफ्त इलाज करने की व्यवस्था खास करके ऐसी बड़ी जगहों में रेल के प्रशासन के द्वारा होना चाहिये और उनके अस्पतालों में इस प्रकार की व्यवस्था होनी चाहिए कि वे हर प्रकार की कठिनाइयों को दूर कर सकें और जो लोग आहत हों उनके इलाज का प्रबन्ध कर सकें। यहा तक आज होता है कि रेल कर्मचारी और जो उनके ऊपर अवलंबित होते उनके डिपेंडेंट, उनके भी मुफ्त इलाज की वहां व्यवस्था नहीं है। इतना ही नहीं कुछ ऐसी भी अमानुषिक और निर्मम बातें मेरी जानकारी में आई हैं कि रेल के छोटे-छोटे कर्मचारियों के बाप या उनके भाई किसी से स्टेशन पर मिलने आये और दुर्घटनाग्रस्त हो

गये तो उनका इलाज वहां होता नहीं और अगर दूसरे अस्पताल में इलाज के लिये वे छुट्टी चाहते हैं तो उनको छुट्टी भी नहीं दी जाती है और उनको मजबूरन नौकरी छोड़नी पड़ती है।

कोई भी व्यक्ति अपने भाई या बाप के इलाज के लिए रोज़ों का छोड़ सकता है, लेकिन उनकी सेवा नहीं छोड़ सकता। ऐसी कठोरता हुई है और ऐसी कठोरता मेरी जानकारी में आई है। मैं समझता हूं कि न केवल यही बल्कि रेल दुर्घटना से जो कर्मचारी आहत हों, उनके उत्तराधिकारियों को पेंशन की तथा अन्य सहायता का प्रबन्ध होना चाहिए। उनके वारिसों की शिक्षा आदि का प्रबन्ध होना चाहिए। मेरी समझ में यह रेलवे प्रशासन की जिम्मेदारी होनी चाहिए। मुझे सारा साहित्य पढ़ने से यह पता नहीं लगा कि इस सम्बन्ध में हमारा रेलवे प्रशासन क्या करता है क्या नहीं करता है।

मान्यवर, रेल के प्रशासन में जो पदोन्नति आदि होती है उस बारे में बहुत सी आलोचनाएं हुईं। मेरी भी जानकारी में कुछ ऐसी बातें आई हैं जिनसे यह लगता है कि जो नियम है उनका ठीक से पालन नहीं होता बल्कि उन नियमों का उल्लंघन होता है, कृपा पात्रों के हित में होता है। मुझे ज्ञात हुआ है कि गुड, वेरी गुड और आउटस्टैंडिंग रिमावर्स होते हैं। अगर विशेष रूप से 'आउटस्टैंडिंग' रिमार्क दे दिया गया एक मर्तबा भी एक हवाई स्कूल की योग्यता वाले आदमी को तो उसे एक बी० ए० पास आदमी के मुकाबले, जिसका हमेशा वेरी गुड वर्क का रिकार्ड है, प्रमोशन मिल जाता है। ऐसा करने से प्रशासन में फेवरिटीज्म की बहुत गुजाइश रहती है। कोई भी व्यक्ति अपने रिश्तेदार या कृपा-पात्र को एक आउटस्टैंडिंग एन्ट्री दे कर दस-बीस अथवा दर्जनों आदमियों के ऊपर कर सकता है। इसलिए ऐसे नियम बनाने चाहिए जो फूल-प्रूफ हों जिसमें किसी व्यक्ति को अनुचित लाभ न मिले। नियम ऐसे होने चाहिए कि कोई व्यक्ति बेईमानी करना चाहे, बदनीयती करना चाहे तो उस मशीनरी में

[श्री महावीर प्रसाद शुक्ल]

न कर सके। इस प्रकार के नियम बनने चाहिए। इस प्रकार के नियम हो तो उनका ठीक-ठीक पालन हो, और अगर उनके पालन में दुर्व्यवस्था हो सकती है तो उनको रद्द करने की आवश्यकता है।

[Time bell rings]

मान्यवर, मैं दो मिनट और लूंगा कुछ आवश्यक बातें निवेदन करने के लिए। मैंने यह भी देखा है कि जोनों में आपस में सहयोग और कोऑर्डिनेशन नहीं है। ऐसा मालूम पड़ता है कि जितनी जोन हैं उतने देश की रेलवे है, वह भारत की रेलवे नहीं है। उनकी सरविसेज डिस्ट्रीब्यूटेड है। अगर एक जोन के लोग दूसरी जोन में जाना चाहें—अगर अफसर कभी स्वीकार करते हैं—तो उनको लोएस्ट जगह पर लेते हैं। मैं यह मानता हूँ कि सारे देश की रेल की व्यवस्था एक होनी चाहिए और उसकी सरविसेज का एक मान होना चाहिए और एक जगह से दूसरी जगह आने में नियमों के अन्तर्गत ऐसी सुविधा होनी चाहिए कि किसी का अहित न हो।

मान्यवर, जो दूर तक की यात्रा करने के लिए कोचेज लगाई जाती हैं उनका एक विशेष नियम है कि या तो गाड़ी के सबसे पीछे लगती हैं या सबसे आगे लगती हैं जिसके कारण दूर की यात्रा करने वाले मुसाफिरो को वे सुविधाएँ जो रेलवे स्टेशनों पर मिला करती हैं सम्भव नहीं हो पाती और यदि उसमें अटेंडेंट नहीं हुआ तो और भी असम्भव हो जाती है। इसलिए मैं समझता हूँ कि उनको किसी ऐसी जगह लगाना चाहिए जिससे दूर के मुसाफिरो को नजदीक के मुसाफिरो की अपेक्षा ज्यादा सुविधा मिल सके।

रेल अधिकारियों की सेन्स आफ ड्यूटी की तरफ भी मैं ध्यान दिलाना चाहता हूँ। दिल्ली से गाड़ी चलती है, दो मंतेबा मुझे अनुभव हुआ। अपर इंडिया 14 डाउन में 1964 में जब यहां के इस सदन के कई माननीय

सदस्य सफर कर रहे थे, इलाहाबाद जा रहे थे पंडितजी की अस्थिया जाने के कुछ पहले—उसमें दिल्ली से यहीं से पखे नहीं चल रहे थे और इलाहाबाद तक शिकायत करने के बावजूद कोई व्यवस्था नहीं हो सकी। दूसरी गाड़ी जब यहां से चलती है तो नहीं देखते कि बिजली ठीक है या नहीं, पाखाना साफ है या नहीं। जितनी यह सारी चीजें हैं उन्हें न कोई काम करने वाला, और न ही सुपरवाइजर देखता है। एक बार ऐसी घटना नहीं हुई है, दो बार हुई है और प्रायः ऐसा होता है कि अगर यहां से ठीक नहीं चली तब बाद में कभी भी—इलाहाबाद तक का मेरा अनुभव है—ठीक नहीं होती। दूसरी बात यह है कि जो छोटे कर्मचारी हैं, अटेंडेंट लोग हैं उन वेचारों के लिए, अगर वे इलाहाबाद, मुगलसराय या कानपुर से दिल्ली आए तो यहां रहने की कोई व्यवस्था नहीं है।

[Time bell rings.]

मान्यवर, मैं दो मिनट और लेना चाहता हूँ इलाहाबाद, लखनऊ और कानपुर की रेलों की व्यवस्था के सिलसिले में। कानपुर और लखनऊ के बीच बहुत मजदूर चलते हैं। शाम को उनके लखनऊ से आने के लिए कोई एक्सप्रेस गाड़ी नहीं है। हमारे कुछ माननीय सदस्यों ने बहुत लिखापढ़ी की है और मैं भी एक सुझाव देना चाहता हूँ। वहां से दो गाड़ियाँ एक दो बजे और दूसरी 3.10 पर चलती है। उसमें से किसी एक को साढ़े पांच बजे चलाने की व्यवस्था कर दी जाए। इसी प्रकार से इलाहाबाद और लखनऊ के बीच फास्ट ट्रेन नहीं है। अभी महारनपुर पैमेंजर को 5 घंटे में चलाने की व्यवस्था की गई है। यह लखनऊ से इलाहाबाद आने के लिए है, लेकिन सबरे इलाहाबाद से लखनऊ के लिए कोई फास्ट गाड़ी नहीं है। वहां से एक गाड़ी दो बजे रात चलती है और सुबह 9 बजे पहुंचती है। अगर उसको 4 या 5 बजे चलाकर 10 बजे पहुंचाएं तो यह शिकायत दूर हो सकती है।

THE VICE-CHAIRMAN (SHRI M. RUTHNASWAMY): The hon. Member has exceeded his time limit by five minutes. Mr. Sham Nath.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAM NATH): Mr. Vice-Chairman, more than fifteen hon. Members have participated so far in the general discussion of the Railway Budget, and it has been heartening to listen to their speeches as in most of them tributes have been paid to the Railways for the services which this largest public undertaking has been able to render to the community during the post-independence era. The impressive performance of the Railways has been mainly due to the progress that they have made during the last eighteen years, and more than anything else the most glaring aspect about the Indian Railways is that they are among the few in the world that are operating at a profit. Similarly it is a matter of gratification that almost all the Members who have spoken have expressed their appreciation of the role played by the Railways during the Indo-Pakistan conflict.

Sir, it was not only during the last conflict with Pakistan that the Railways rose to the occasion, but in 1962 as well when the Chinese aggression suddenly flared up, the ability of the country's railway system to swiftly swing into high gear to support the national effort was amply proved. It is true that the impact of the recent conflict was for obvious reasons greater due to various factors, because it generated a much higher traffic volume at greater intensity. But whatever glorious performance the Railways were able to put up the credit for that goes to the hundreds of our devoted and conscientious officers and thousands of workmen who without caring for their lives continued discharging the onerous duties with a sense of highest dedication. Shri Chamanlal was one of such brave men who met his mortal end which was glorious and has made him immortal.

Mrs. Sathe just now, Sir, observed that the country owed a special debt of gratitude to those who sacrificed their lives in the last Indo-Pakistan conflict and that their widows and dependants should be given all possible relief and help. I wish to say that a decision has already been taken to give the widows of those killed pension in addition

to gratuity and compensation. And besides that every effort will be made to give them employment. They will get a substantial relief from the Railway Minister's Fund also.

Shri Dahyabhai Patel who initiated the discussion complained that the Budget was election-oriented and that no imagination and initiative had gone in framing the Budget proposals. He took exception to the imposition of 3 per cent surcharge on goods freight rates. The complaint that the coming elections have in any way influenced the Railway Budget is incorrect. The Budget is actually realistic and is based on the exigencies of the situation obtaining as a result of the coming into operation of certain factors over which the Railways have no control. If the Budget had been really election-oriented, probably an effort would have been made not to impose a surcharge of 3 per cent on goods freight rate.

Another complaint which the same hon. Member made was that while at one stage the Railways had given an indication that railway wagons would be manufactured primarily and largely in the private sector, the recent decrease in the demand for wagons was badly affecting the private wagon-builders. Shri Dahyabhai Patel stated that since most of the wagon-building factories are situated in West Bengal which is a trouble-spot, a reduction in railway indents would lead to some undesirable consequences. Shri Patel wanted, therefore, necessary steps to be taken to encourage export of wagons. I may assure the hon. Member that whatever steps are necessary for increasing exports they would be taken, although it would not be possible for the Railways to take more wagons than they actually need.

It is correct that there has been a slight reduction in the capital expenditure of Railways on other accounts also owing to reasons beyond our control. It is natural that this reduction would lead to some hardships and, therefore, it is proposed that 1,200 items which were being imported up till now could be taken up for manufacture by industrialists whose factories may be affected by a reduction in Railway expenditure.

Some hon. Members raised the point that modernisation of techniques like dieselisation and electrification is leading to unemployment. It is not correct that 500

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drivers are facing reversion in the Guntakal and Jodhpur Divisions. There has been no dieselisation at all on the Jodhpur Division and there is actually a shortage of drivers. In the Guntakal Division also nobody has been reverted.

While it is true that in certain areas where diesel and electric traction has been introduced the use of steam locomotives has come down to some extent, there are other areas where the volume of traffic handled by steam traction is increasing. The surplus steam locomotives from the newly dieselised/electrified areas are being diverted to these sections to meet the increasing demands of traffic. In fact, we have not given up production of steam locomotives as yet and during the Fourth Plan period we are going to produce as many as 590 steam locomotives for operating which trained staff like loco drivers and firemen would be necessary.

Many hon. Members have, as usual and as is natural, pressed the case for new lines in their own areas. However, as the House is aware, the distribution of the limited resources available between competing claims has been a matter of great difficulty for the Government and the Planning Commission.

SHRI D. L. SEN GUPTA: Sir, on a point of order. The hon. Minister is reading a prepared speech. So it is not a reply. Before we could finish, he got the statement prepared and now he is reading it. So, it is not a reply.

THE VICE-CHAIRMAN (SHRI M. RUTHNASWAMY): Order, order. The Minister is making an important statement on behalf of the Government. So, he is entitled to read from a written statement.

SHRI SHAM NATH: And the amount tentatively allotted to the Railways during the Fourth Plan is so meagre that, after completing works in progress and undertaking works essential for known industrial demands, there will be little left for construction of lines intended solely to develop backward areas. I may, however, assure hon. Members that within the resources available for new lines, the utmost care will be taken to provide facilities which are most justified and worthy of the highest priority taking into account the transport requirements of the various regions.

Several hon. Members referred to over-crowding in passenger-carrying trains. The Railways are fully conscious of the need to eliminate over-crowding in trains. Within the limited resources available and having due regard to the movement of essential goods traffic, steps are always taken and will continue to be taken to introduce more and more new trains and to extend the runs of the existing trains to meet the requirements of traffic on different sections. For instance, during the year 1965-66, up to 31st October, 1965, a total of 175 trains—102 on the broad gauge, 66 on the metre gauge and 7 on the narrow gauge—have been introduced.

Shri M. C. Shah stated that despite the recommendations of the Railway Accidents Committee, only 300 locomotives had so far been provided with speedometers. Since the Railway Accidents Committee recommended that all the locomotives used for hauling passenger trains should be fitted with those speedometers, I am happy to say that 3,000 locomotives have already been provided with these meters. In addition, diesel and electric locomotives which are mainly used for the haulage of goods trains are also fitted with speedometers.

Shri Kumaran stated that in view of the introduction of the incentive scheme in Railway workshops there should be sufficient capacity for the manufacture of components required by the Railways and it should not have been necessary for them to incur expenditure on opening railway equipment show-rooms. Sir, in case it was possible for the Railway workshops to have undertaken the manufacture of these items it would not have been necessary for us to open any show-rooms. But these items which are of a specialised or proprietary nature require special manufacturing techniques and in most cases special machinery is required for their manufacture. As our Railway workshops are not equipped for making these specialised items, action has been taken to undertake the manufacture in the Railway workshops of only those items which are not of a specialised nature and which could easily be manufactured in the Railway workshops.

Now, I come to the introduction of more Janata trains and the speeding up of Janata Expresses. Many Members referred to the need for more Janata trains and

speeding them up. Since the first Janata Express on the Indian Railways was introduced in 1948, the number of Janata trains has been gradually increased to 30.

Shri Dahyabhai Patel had suggested the introduction of more air-conditioned expresses in the country. Four additional broad gauge air-conditioned rakes are likely to become available by the end of 1966 or early 1967. The proposals for increasing the frequency of the existing air-conditioned services and the introduction of new services will then be implemented.

Subject to the availability of the requisite foreign exchange for air-conditioning equipment, it is proposed to acquire suitable coaching stock for the introduction of bi-weekly air-conditioned expresses on one or two important metre gauge trunk routes also.

Shri Anandan suggested that all the trunk routes should be doubled on a top priority basis. In this connection, I would like to say that with the completion of doublings already sanctioned, a complete double line would be available between Calcutta and Delhi, and Calcutta and Bombay via Nagpur. Most of the line between Calcutta and Madras would also have been doubled. Further doublings during the Fourth Plan are being planned to cope with the assessed level of traffic on the trunk routes. Mr. Kumaran spoke about the need to encourage mechanical engineering talent among railway staff and referred to an employee who had manufactured grease guns from scrap material. In this regard I have to submit that this particular item was examined but it was not found economical. Therefore, there is no question of not encouraging mechanical engineering talent among railway staff.

Mr. M. C. Shah referred to the desirability of greater co-ordination between Railways and road transport. In this connection I wish to say that a Committee on Transport Policy and Co-ordination was appointed some time back and this Committee has just submitted its report which is presently under the consideration of the Government. It is hoped that these recommendations will be of great help in formulating schemes to achieve better and more effective co-ordination between Railways and road transport.

Shri Kumaran said that the housing problem was very acute and that only 25 per cent. of the Railway staff were housed; the rest had to go in for private accommodation at exorbitant rents. According to the figures with me, during the Third Plan about 70,000 quarters have been added on the Indian Railways at a cost of over Rs. 50 crores, and it is estimated that now more than one-third of the railway staff has been housed. Efforts are being made to accommodate as large a number of staff as possible, particularly essential staff who are required to reside near the place of their duty.

Shri Kumaran stated that employees living adjacent to areas where house rent allowance is admissible are not allowed to draw the same on flimsy grounds, and as an example of this type, he quoted the cases of a town a mile away from Palghat and Bhilai. The grant of house rent allowance is regulated with reference to the place of duty. As regards house allowance admissible in a qualified city, it can be granted to staff working within a distance of 8 K.M. from the periphery of the municipal limits thereof. Of the two cases cited by the hon'ble Member, the town outside Palghat mentioned by him presumably refers to Olavakot. This station satisfies, according to the certificate issued by the Collector of Palghat, the condition concerned from 25-10-65 and accordingly orders extending the grant of house rent allowance, as admissible at Palghat to staff at Olavakot are being issued.

Shri Mahabir Dass said that new schools were being opened and some schools had been upgraded but this activity needed expansion as the present facilities were not adequate. As the House is aware, education is the responsibility of the State Governments, but even so, Railways have provided for the convenience of children of their employees, as a measure of staff welfare, a number of schools where such a special measure was necessary. At present we have about 755 schools, 2 Intermediate Colleges, 43 Higher Secondary/High Schools, 23 Middle Schools and 687 Primary Schools at different places. In addition, the Railways are assisting a number of private schools run by staff managements in railway colonies for the benefit of the railway children.

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Mr Kumaran also stated that the increase in the number of officers since the last Pay Commission is 200 per cent while the proportionate increase in the number of class III and class IV is much less and that the number of officers should be reduced as much as possible

During the last five years the strength of non-gazetted staff on Railways has increased by over 1.65 lakhs, whereas the number of gazetted officers has gone up by about 1600 only. The increase in the gazetted strength over the period has been about 36 per cent and not 200 per cent as mentioned by the hon'ble Member. Due to the execution of the railway development programme involving Rs. 1,600 crores of expenditure on works etc. the gazetted strength has had to be increased progressively. Thus gazetted officers are engaged in the work of supervising the work of contractors, procurement of stores, etc. With the successful completion of a large number of construction works, the number of officers will be suitably adjusted. In fact, the Railway Administration have already been instructed to reduce as far as possible the number of gazetted posts in the construction departments without in any way affecting the pace of construction work still in hand.

Mr. Deb made the point that the Katakhal-Lalbazar railway should be taken over and extended to Ajal and Mizo Hills. Sir, the terrain of this region is extremely difficult and any railway line in this area, besides being very costly to construct and maintain, would have sharp curves and steep gradients which would severely restrict its capacity. The Planning Commission have undertaken a study of the transport needs of Assam and the eastern region which would take into account the relative economics of road, rail and river transport and future decisions in the matter of expansion of transport in this area would have to await their findings. When this report is received, it is hoped, whatever is possible will be done to expand transport facilities in this area.

Shri Thengari suggested that officers should receive training in 'Industrial Psychology'. I am sure he will be glad to know that in the course specially meant for officers

of the Personnel Department at the Baroda Railway Staff College, subjects such as human problems of management, industrial psychology as an aid to personnel management, morale, employee attitude, motivation, group dynamics, etc. are dealt with in great detail and that these subjects are also included in the refresher courses conducted for the senior officers of the Traffic, Mechanical, Stores, Civil Engineering, Electrical, Signal and Telecommunication Departments.

Sir, Mr Anandan raised the point that the number of casual labour ranges from 4 to 5 lakhs. According to him, the Railways are not implementing the orders about making them regular staff with temporary status after six months. In this connection, I would like to say that only such of the casual labour as are employed on works other than Projects for more than six months and who continue to do the same work on which they are engaged or other works of the same type for more than six months without break are accorded temporary status.

Sir, these were some of the points about which I wished to make my submission. There were references to several particular lines and particular works to which some hon. Members had invited the attention of the Railway Ministry. In regard to them, as was done last year, we would send written replies to the hon'ble Members concerned. In regard to the points which have not been dealt with by me, the Minister of Railways when he winds up the discussion on Monday next will try to deal with them.

SHRI RAM SINGH (Uttar Pradesh) : Mr. Vice-Chairman, Sir, I am indeed very thankful to you for giving me this opportunity to participate in the debate on the Railway Budget. The Railway Minister while presenting the Budget for the coming financial year has indulged in self-recommendation as regards the performance of the Railways in the past year and the likely performance in the coming year. I have my reservations in this regard. The Railway Minister has said in his Budget speech that beginning in early fifties, the wagon production capacity is now self-sufficient. It has been reported that the wagon building industry will lose at least Rs. 40 crores in 1966 and will find 30,000 workers surplus as a result of the Railway Board's reported

decision to stop placing further orders for the manufacture of wagons. It is also indicated that no orders will be placed for wagons in 1967. The yearly overall production value of wagons comes to about Rs. 80 crores. Immediately the loss by this to the wagon building industries will be about Rs. 40 crores. The Chairman of the Railway Board, Shri Kripal Singh, said on the 10th of February that over 10,000 wagons were lying idle for want of traffic even in the busy season and therefore the Railways are compelled to restrict their rolling stock manufacturing programme and reduce their purchases. What is not understood about this programming of the railways is that, how all of a sudden it has been discovered that such huge stocks have become idle. It was only in October last year that the wagon builders were called individually and asked why they were not stimulating the tempo of production. If this important industry has to close down for two years, it will not be possible to resume production quickly. The smaller units may have to close down permanently. The Railways were at one time very anxious that the manufacture of wagons should be taken over by the private sector and many industrialists were induced to put up wagon building plants. Some plants could not come up to their full production schedule due to several unforeseen reasons such as delays in acquiring of land, getting power, etc. Now that they are ready for full production, there are no further orders resulting in huge losses and labour troubles. It is good to read from the speech of the Railway Minister that an Indian manufacturer has successfully competed for and secured an export order for 480 goods wagons valued at Rs. 1.6 crores and there is hope of securing more export orders. If the Railway Minister in cooperation with the Minister of Trade could arrange for large export of wagons, it would help the wagon builders as well as the Government to earn much-needed foreign exchange. It will also prevent large-scale unemployment. Mr. Sham Nath, the Deputy Minister, has assured us to do the needful in this regard.

In spite of the surplus budget which has been presented the Railway Minister has imposed a surcharge of 3 per cent. on goods freight rates. On the one side we talk of price stabilisation while on the other

we do not hesitate in imposing additional burden on items of basic needs for the industries. Can the Railway Minister say that the increased surcharge on the movement of coal and coke would not seriously affect the production costs of several important items? The Railway Minister has himself conceded that the additional surcharge would affect as much as 42 per cent. of the coal traffic and 52 per cent. of the salt traffic.

This is indeed a very discouraging prospect on both the industries as well as for the public in general. When we talk of increased industrial activities in our country because of the planned policy which the Government of India is pursuing for the last 15 years, it should have been possible for the Railway Minister to lessen the burden on the industries. Coal and coke are the important factors in the industrial development of our country and any burden on these would definitely discourage the industrial growth. I am sure the Railway Minister's attention must have been drawn to the Press criticism in this regard. The 'Economic Times' of the 16th February, 1966 writes:

"The vicious spiral of rising costs which Railway Budgets have over the years in turn touched off and absorbed, has progressively impaired the strength and resilience of Railway economics. The result is that we have the unedifying prospect of substantial cut-backs in development plans for the forthcoming year, in spite of the fact that the foreign exchange component of Railway expansion schemes has been progressively reduced."

'The Commerce Weekly' of 19th February, 1966 has endorsed the 'Economic Times'. It says *inter alia* :

"How the alternative of adding to the costs and prices of commodities to an upward adjustment of freight rates is deemed desirable pass one's comprehension. After all if one is not going to pay more for travel, he is going to pay more for the goods he buys".

As regards the originating traffic the Railways expect that the target of 10 million tons for the year 1965-66 would be realised. The Railway Minister has anticipated an extra 12 million tons in originating traffic over and above the level of 204 million tons

[Shri Ram Singh] for 1965-66. It is however too early to judge that this target would be realised. Because of the conflict with Pakistan in September last year there was an increased movement of traffic but the same continues no more. Because of the foreign exchange crisis in our country, the industries are starving for want of basic raw materials which have to be imported from several countries. If the industrial activities in our country are decreasing for some time past, one is not sure how the Railways can anticipate increased freight traffic during the coming financial year. The only additional traffic which the Railways are likely to carry is that of foodgrains under P.L. 480 etc. from ports to the various distributing centres.

The Food Minister has frequently observed that as against 8 per cent. deficit of the country's overall requirement of foodgrains 15 per cent. are destroyed by rats, etc. for want of storage and communication facilities from the producing centres to the distributing areas. Is it not high time that the Railway Ministry starts connecting all the food producing centres with the distributing centres? Unless the agriculturists have the proper facilities, much of the produce is wasted because of delays in transporting them to the Mandis. I hope this fact will be borne in mind by the Railway Minister.

I am of the opinion that at least one-third of the total allocation for development should be spent on laying new lines and also doubling the existing ones. From the report which the Railway Minister has supplied, I find that during the past year hardly any new lines were opened except where the Railways were forced to open for catering to the requirements of big projects in the public sector. The private sector has got the step-motherly treatment as usual even at the hands of the Railway Ministry which cannot exist without the patronage of the private sector.

The Railway Minister has stated in his speech that some of the trains particularly the Howrah-Delhi Mail and the Howrah-Madras Mail now run much faster. The speed of these trains cannot be called fast if we compare them to the speed of trains in some of the other countries. We must learn something from Japan in this respect. The Japanese National Railways have ac-

quired a prestige in the entire world. The speed of their train on a particular route is about 200 kilometres per hour. On the other hand where are we? During the last 15 years, we have hardly made any progress in this direction. There is an urgent need for us to look into this matter.

The Indian Railways have a programme of dieselisation and electrification. According to the Railway Minister, by the end of the Third Plan, we will have 465 diesel locomotives operating over 6,000 kilometres on the Broad Gauge and 167 diesel locomotives operating over 2,000 kilometres on the Meter Gauge. This is all very good but for this we will have to depend too much on components and spare parts from abroad. I would like to know from the Minister how much percentage of the spare parts and components required for electrification and dieselisation will be indigenous and how much percentage will be imported. Some programme for achieving self-sufficiency in this regard should have been there in the Railway Budget.

Allow me to say something about my city, Kanpur. There are far too many railway crossings in Kanpur compared to any other city. It can rightly be termed as a city of railway crossings. The level at these crossings is so bad that cars and even heavier vehicles are shaken to the core. It is indeed astounding to observe people waiting for 20 to 30 minutes at the railway crossings in the 20th century. Is it too much for us to expect from the Railway Ministry to put up a couple of overhead and underground bridges to get over these inconveniences? These bridges if put up can also act as safety valves for accidents which are not uncommon.

As the De-luxe trains are becoming very popular, more such trains should be introduced. There is no De-luxe train running between Bombay and Howrah. It should be started as soon as possible. Overcrowding in the III Class is increasing day by day. Effective steps should be taken to ease this position. There is too much overcrowding at the big railway stations. Parking cars or buying tickets has become a big problem. The Railway Minister himself spoke well of a former Railway employee who is now a Member of Parliament. Why does he not look into the case of another employee, a social worker, and with a good record

of service? I would request him to look into the matter even now and rectify the injustice done to him. I refer here to the case of Shri Mukund Parikh, a former employee of the Railway at Bhavnagar. His case has been raised in this House on previous occasions also. One would have expected a person like Shri S. K. Patil to look into the matter himself, and not just rely on files and be guided by his officers and staff. That so many Members of Parliament of all parties, including his own, have again and again referred to this case should have been enough for the Railway Minister to take action.

Thank you, Sir.

Miss MARY NAIDU (Andhra Pradesh): Mr. Vice-Chairman, Sir, I heartily congratulate the Railway Ministry and Ministers in spite of all that was said, within my hearing, from the Opposition, for the very commendable way they worked during the war with Pakistan. In spite of the great emergency the Railways did their work in such a manner that the public did not suffer at all except for being late; except for trains being late here and there we did not suffer at all, and that is really a great asset to the Railway Ministry. The Railway Ministry also deserves congratulations for its able Budget, which shows a surplus of Rs. 29.99 crores. The railwaymen had also served the country well, had laid down their lives during the war with Pakistan. I wanted to say that they should be well rewarded, their widows being given work and their children given free education. But the Minister has replied and said that all these arrangements are already made. I congratulate them again.

Since we discussed the Railway Budget last year, in my opinion many improvements have been done. More trains have been introduced, and in many ways improvement is shown. But the public have become travel-minded and so, still we see the trains overcrowded.

Coming to my own State of Andhra, there is the direct bogie going to Hyderabad from Madras but the coach is always overcrowded; people travel clinging on to the window bars all the way to Hyderabad but, thanks to the Ministry, now I hear that an Express

train direct from Madras to Hyderabad is being started from the 1st of April. But with regard to this I have an appeal, a request, even a demand to be made. It is for that I have come with a broken leg, and sat all this time, and it is this. The train from Madras to Hyderabad, I am told, is going to arrive at Hyderabad in the afternoon, at 12.30 and, again leave by 2 o'clock. Now that does not help Andhra people, Sir, because they do not go to Hyderabad for pleasure. People in general go from Sulerupeta up to Vijayawada, and many other people from Nellore, Ongole and other places—the lawyers and clients particularly go to Hyderabad, because it is the capital, to attend courts. And for them the train should arrive at Hyderabad at 6 A.M. and leave Hyderabad at or after 7 P.M. Only then the day will be utilised by the people of Andhra. Any other timings will be just useless. So I would request you most earnestly, to see that the train proposed to be started on the 1st of April arrives at Hyderabad at 6 A.M., and leaves only after 7 P.M., so that the people will have some time during the day to do their work. We know that in these days of scarcity of food, spending a night in a hotel in the capital city means that the common man will be ruined. So he must be enabled to go there during the day and leave the place by night, so that he has nothing much to spend there. I hope, Sir, the Railway people will have the consideration to consider these difficulties of the Andhra people, and just the timings, and if for any reason those timings cannot be adjusted before the 1st of April, my second request is that the bogie that goes along with the Grand Trunk Express should be retained till such time as the timings can be adjusted. Otherwise people will suffer a great deal.

Then, Sir, again if one can look back a little bit to the past days, all the conveniences in every direction went to Madras. South in olden days meant Madras. Even our beloved leader, Jawaharlal Nehru, if asked, "What about South, Sir", "Madras is given", he used to say. But now, Shri S. K. Patil, who is a much widely traveled man, and who knows Andhra well, knows that South does not mean just Madras, and that there is also Andhra which has its own identity.

I would like to bring to his notice one more point and Sir, that is even our Balaji

[Miss Mary Naidu.]

Hills do not have a fast train, a train for the millions of pilgrims that visit Balaji from all parts of India. I request them not only to lay broad gauge lines from Gudur to Renigunta, but also to make the trains diesel trains, so that God Venkateswara's blessings may be showered more on the Railway Ministry as a result of the increase of the pilgrims, and I am afraid the Ministry needs lots of God's blessings, more because of what I just now heard. And before I heard this news I heard Member after Member condemning the Railways and saying that this is wrong and that is wrong, that this must be increased and that must be increased, and all that. If one accident takes place, we are ready to pounce upon them and ask, "Why has this accident taken place?" But just now 18 wagons have been burnt down, and 3 stations have been burnt down, and the fire engine which went to put down the fire has been burnt down. The office of the Divisional Superintendent at Asansol has been attacked. Who is to account for these things? How is the Railway Ministry to cope up with all these losses? Who is to criticise about all those things? We do not seem to be inclined to do that. It seems we are here only to bombard the Railways. Even when there is one little accident we give a Calling Attention Notice and ask, "Why has that accident taken place?" Now which of us are going to rush and ask the parents, ask the children, ask the public, why they have burnt up all those things. And who is the loser? The Railway Administration is the loser. And "Railway Administration is the loser" means that the country is the loser. And it is not the Ministry which has to be held responsible for this sort of things, though they may be held responsible in other regards pertaining to their administration. In such things the public are responsible, the Members are responsible and everybody is responsible. I appeal to the whole House to look into this kind of hooliganism and not just brush it aside. Now if the police had been firing there in self-defence, or to put down hooliganism, we are off at the police people and ask the Government, "What actions are you going to take against them?" It is said that there is very great kerosene scarcity in Bengal. From where do they get kerosene oil to pour on these buses and wagons and burn them if there is scarcity of

kerosene? Now to protect those things if the police open fire, even then we do not hesitate to ask why they opened fire. How are police to protect us, or how are Railway Ministry to give us more facilities if we go on wasting common property like this?

DR. RAM SUBHAG SINGH: Mr. Bhupesh Gupta is not here to hear this.

Miss MARY NAIDU: I know Mr. Sen Gupta also who had been saying all this is not here. And he had also read some rules saying that justice is not being done. But those rules are meant for everybody. If tomorrow his party comes into the Government, those rules will help him to govern the country well. The rules are not meant only for the Congress Party. They are meant to govern our country well, to see that discipline is maintained.

Now coming back to the blessings of God on Railway Ministry, I come back to my point and say that the Ministry does need God's blessings, and so, the sooner there is a fast train to Tirupati, the better it is, Sir.

Now again, Sir, there is that question of a train from Ongole via Nagarjunasagar to Hyderabad. The Nagarjunasagar project will be completed in a couple of years. Here is a vicious circle. Unless there are some factories and some projects, railways will not be installed. Unless there are railways, the projects cannot flourish. Now as soon as this project is ready, we will have the production from twenty-two lakhs of acres to be taken across by the railways. I would request the Railway Ministry to at least survey the land to see how soon things can be started in this area. The population there from Ongole to Guntur district is very high, right up to Nagarjunasagar area and there will be no question of loss or anything. Once the Nagarjunasagar project is completed there will be heavy rush for the production from this area to go out.

One small selfish point I have to make here. I would request the Railway Ministry to see that all the important mail and express trains stop at Nellore station for a slightly longer period. At Nellore station there is always rush and there is hardly time for people to get in or get out of the compartments. These trains may stop there for five minutes. At present they stop only for two or three minutes and people

are always in a hurry and, as I said, there is hardly any time for these large number of people to get in or come out.

Next I come to a few general suggestions regarding improvements. I have to say something about the train attendants travelling on the mail and express trains, particularly those that come from hot places like Madras and Hyderabad to very cold places like Delhi. Of course, this does not strictly concern the Ministry and it should have been attended to by the immediate bosses. I understand that the warm clothings for these train attendants are never received in time. I asked them why they are not given the warm clothings. They said that the orders are given but the tailors do not bring them in time. Of course, that is not much of an excuse. The poor boys have to come in the cold trembling and they have no berths to rest. It is very difficult. Therefore what happens is they tell a number of lies. Coming to Wardha or Chanda they send a wire saying that they are ill or something and stop away. And the passengers find it difficult without these attendants. I have myself experienced this many times but I forgave these boys because they would have to come in the cold all the way to Delhi or some other place.

Many hon. Members have complained about the food trays being stacked near the latrines. I have a suggestion to make in this regard. One upper and one lower berths in a first class compartment may be reserved for this purpose. The lower berth may be used for putting the food trays and the upper berth can be used by the train attendant to sleep. Unless some minimum comfort is given to them they cannot possibly take care of the comforts of the passengers.

[Time bell rings]

I do not want to have any more time bells and so I shall close now. I thank you once again, Sir, for having given me this opportunity to speak. I really congratulate the Railway Ministry for the hard work that the Railways had done during the year. Many new trains have been introduced and a lot of improvement has taken place. Even if there are a few defects here and there I am sure they will try to overcome

them next year, provided we do not have this kind of destruction of wagons and so on, coming in between to take out their money and time.

Only one more point I would touch before I end and that relates to the question of the 300 Class IV employees referred to by Mr. Anandan, who were promoted to the III Class and then taken away because of the Service Commission candidates. I would request the Ministry to please see that these people are not thrown out, because they had worked for us during the emergency and to make them unhappy would not be right. All the Station Masters and Assistant Station Masters are also very very unhappy and discontented because as a result of the revisions that had taken place many of their juniors had come up in the scale and they remain where they are. If anything could be done for them, the Ministry may kindly try to do and make them happy.

श्री जगत नारायण (पंजाब) : मिस्टर वाईस चेयरमेन महोदय, चन्द दिन हुए वजीर साहब ने, श्री पाटिल साहब ने एक जगह यह बयान दिया कि वह एक बड़े भारी एम्पायर को प्रिंसाइड कर रहे हैं। वह एम्पायर इंडियन रेलवेज का एम्पायर है। बिल्कुल दुरुस्त उन्होंने कहा, वाकई यह इंडियन रेलवेज की बड़ी भारी वादशाहत है और इसका बजट हर साल अलहदा पेश होता है, सालहों साल से, और अब भी अलग पेश हो रहा है। यकीनन यह बड़ी वादशाहत है, लेकिन इस वादशाहत के सम्बन्ध में 'स्टेट्समेन' के फाजिल एडीटर ने कुछ अल्फाज लिखे हैं। मैं बड़े अदब के साथ डाक्टर साहब की खिदमत में अर्ज करता हूं कि वे उन अल्फाज को सुनें :

"An empire? Is it a fitting description of these littered platforms and stinking coaches, the singsong, monotonous drone over microphones; those impolite and ill-mannered inquiry clerks; the shoddy deals for reservations; apathy and incivility at luggage and parcel officers; those packed and crawling passenger trains? It is a realm where efficiency is shown only in tampering without leaving any external tell-tale

[श्री जगत नारायण]

trace with a basket of apples sent by an indulgent mother for her distant son, whose lot it is to get not apples but stones instead."

डा० राम सुभग सिंह : आगे भी है अभी ।

श्री जगत नारायण : आगे बहुत तारीफ है, लेकिन उन्होंने दिखाया है कि यह सही तस्वीर है उनके एम्पायर की । हमारे बजीर साहब, डाक्टर साहब, डिपुटी मिनिस्टर साहब वर्कर टाइप के नेता हैं और मिनिस्टर बने हैं वर्कर के तौर पर, मगर जब आप ट्रेविल करते हैं तो उनके लिए अलहदा सेलून होता है, अलहदा प्लेटफार्म पर खड़ा रहता है । जब गाड़ी आती है वह भी गाड़ी के साथ लग जाता है चलने से एक मिनट पहले या दो मिनट पहले । उनको पता ही नहीं है कि लोगों को तकलीफ क्या है । अगर कभी भेष बदलकर या वैसे ही थर्ड क्लास के डिब्बे में सफर करें तो फिर उनको मालूम हो कि आम आदमी जो थर्ड क्लास में ट्रेविल करते हैं उनको कितनी दिक्कत पेश आती है ।

मैंने पिछले बजट सेशन में डाक्टर साहब की तबज्जह दिलाई थी दिल्ली के रेलवे स्टेशन की तरफ । वहां पार्सल आफिस में जाय, देखें कि स्टेशन का कितना बुरा हाल है । अब भी हर रोज, हफ्ते में दो दफा तो आना जाना पड़ता ही है । वही हाल है, रस्ती भर भी फर्क नहीं पड़ा । इसके लिए मैं डाक्टर साहब को या मिनिस्ट्री को इतना जिम्मेवार नहीं समझता । दरअसल रेलवे मिनिस्ट्री में बादशाहत जो है वह या तो चेयरमैन, रेलवे बोर्ड की है या रेलवे बोर्ड के मेम्बरान की है । जिस ढंग से काम करना चाहें, वे करते हैं । अभी अभी हाउस में कहा गया कि उनको चिट्ठियां लिखी जायें 6-6 महीने जवाब नहीं देते । मेरा भी तजुर्बा है कि अगर डाक्टर साहब को चिट्ठी लिखी जाय तो चौथे दिन जवाब मिल जाता है, अगर दफ्तर में लिखें तो दो-तीन महीने

जवाब नहीं आता है । तो मैं यह समझता हूं कि—मैं शिकायत नहीं कर रहा, मैं यह अर्ज कर रहा हूं—जहां इस आर्टिकिल में तारीफ भी की हुई है, वहां उनके डिपार्टमेंट का, उनके एम्पायर का सही नक्शा पेश किया हुआ है । अगर आप जायें, सुबह देखें, जितनी गाड़ियां खड़ी होती हैं, उनके बाहर के शीशे टूटे होते हैं, उनका बुरा हाल है । फर्स्ट क्लास के पैसिंजर जिसको आप कैयर करते हैं, ज्यादा पैसे लेते हैं, वहां की हालत जाकर देखें । कोई लाइट वेड के साथ नहीं लगी होती, सिर्फ एक लकड़ी का टुकड़ा लगा होता है । दरवाजे जो हैं वे बन्द नहीं होते, बन्द हो जाते हैं तो खुलते नहीं । यह फर्स्ट क्लास का हाल है । थर्ड क्लास का हाल तो इससे भी बुरा है । पंखे जरूर लगे हैं, लेकिन हालत यह है कि जब से हमें आजादी मिली है थर्ड क्लास का किराया तीन सौ गुना बढ़ गया है । मैं सच कहता हूं—डाक्टर साहब बुरा न मानें, डाक्टर साहब बड़े बाखबर आदमी हैं और मेरे दिल में उनके लिए बड़ा प्यार और इज्जत है—जब बंटवारा हुआ था तो यकीनन दो मुहकमा-जात की बड़ी तारीफ थी ।

5 P.M.

जो हम रिफ्यूजी उधर से आये थे उन्होंने महसूस किया था कि एक फौज और एक रेलवे का मुहकमा था । रेलवे ट्रेन टाइम पर चलती थी । इसके बावजूद कि लोग रेल की छतों पर बैठ कर पाकिस्तान से यहा आये और छतों पर बैठकर गये लेकिन जो आम ट्रेफिक चलता था उसमें बहुत कम तकलीफ होती थी । मैं डाक्टर साहब को दावत दूंगा कि वह एक सटरडे के दिन फ्लाइंग मेल में जालंधर से थर्ड क्लास में चलें और वह देखेंगे कि वह किस तरह से थर्ड क्लास के डिब्बे में दाखिल हो सकेंगे । मुझे ट्रेविल करने का पहले भी मौका मिला है और अब भी कई दफा बावजूद इसके कि फर्स्ट क्लास का पास है फ्लाइंग मेल में थर्ड क्लास के डिब्बे में दोस्तों के साथ बैठता हूं । मुझे पता है कि

कितनी धक्कामपेल है, एक दूसरे को पुश किये बगैर थर्ड क्लास डिब्बे के अन्दर बैठ ही नहीं सकते। सटरडे और संडे को हालत बहुत ही बुरी होती है। लोग जो ट्रंक होता है उस पर या जो बिस्तर होता है उस पर बैठे रहते हैं और अगर किसी देवी को या और किसी को लैट्रिन में जाना हो तो लैट्रिन जाने का रास्ता नहीं रहता। इतनी ओवरक्राउडिंग है। इसलिये मैं बड़े अदब से डाक्टर साहब की खिदमत में अर्ज करूंगा कि वह इसे देखें। सिर्फ यह अभी डिप्टी मिनिस्टर ने कहा कि हम ओवरक्राउडिंग के मुताल्लिक कांशस हैं, ठीक है वह कांशस तो हैं मगर देखना तो यह है कि ओवरक्राउडिंग कम कैसे हो सकती है, थर्ड क्लास के पैसेंजर्स को आप अमेनिटीज क्या दे सकते हैं।

कल हमारे वाइसचेयरमैन महोदय ने कहा कि डेवलपमेंट के लिये पहले आपने 29 करोड़ रुपया रखा था और इस दफा आपने 22 करोड़ रुपया कर दिया है हालांकि प्राफिट आपको पहले से ज्यादा हुआ है। जब आपने डेवलपमेंट के लिये पैसा ही कम रखा है, जब आपको थर्ड क्लास पैसेंजर्स की अमेनिटीज के लिये ज्यादा खर्च नहीं करना है जो कि रेलवे का मेन-स्टे है, जो कि रेलवे की मेन आमदनी का जरिया है वह थर्ड क्लास पैसेंजर है, अगर उनकी अमेनिटीज की तरफ ज्यादा आपको ध्यान नहीं देना है तो फिर आप कितना बयान देते रहें कि हम पूरी कोशिश करते हैं उससे कोई फायदा नहीं पहुंचता है। मुझे भी दूर के देशों में जाने का मौका मिला है और मैंने देखा है कि वहां पर उनको पूरी अमेनिटीज देते हैं, जो उनका लोएस्ट क्लास है वहां ओवरक्राउडिंग बिल्कुल नहीं होती है। लोग हैरान होते हैं कि हमारे यहां ओवरक्राउडिंग क्यों है उनके यहां क्यों नहीं है। यह ठीक है कि उनके यहां फर्स्ट क्लास के टिकटों का रिजर्वेशन है जैसा कि आपके यहां रिजर्वेशन है मगर जो मिडला क्लास है उसके लिये

बिल्कुल कोई वहां दिक्कत नहीं होती है, ओवरक्राउडिंग नहीं होती है, आदमी आते हैं और बैठ कर चलते हैं, कोई दिक्कत नहीं होती है। तो आपको ओवरक्राउडिंग के मुताल्लिक जरूर ध्यान देना चाहिये। रेलवे में ओवरक्राउडिंग नहीं होनी चाहिये।

अब मैं वजीर साहब को दावत दूंगा कि अगर उनको कभी मौका हो तो वह यहां का लोको शेड जरूर देखें। क्यों देखें। इसलिये कि रेलवे की जो सारी कार्यवाही है, रेलवे की जो अब्बल कार्यवाही है वह तो इंजिन पर है, जिसको कि मुसाफिरों को दूसरी जगह पर पहुंचाना है लेकिन वहां की हालत क्या है। मैं समझता हूं कि हम सौ साल पीछे हैं दूसरे मुल्कों से लोको शेड में। वाइसचेयरमैन महोदय, अगर आप वहां देखने जायें तो आप हैरान होंगे कि वहां सिवाय एक लेथ के जो कि इलेक्ट्रिक से काम करता है बाकी सारा काम हाथ से होता है। इंजिन का कोई पुर्जा खराब हो, यहां तक कि पिन लगानी हो, ब्रैकेट लगाना हो, कुछ हो मारा का मारा वहां हाथ से तैयार होता है, उसके लिये वहां पर कोई आटो-मैटिक औजार नहीं है, उसी तरह का पुराने जमाने का जैसा कि देहात में आग में, कौयला की आग में, डाल कर लोहे का काम करते हैं वैसा ही है और यह सब काम खलासी करता है। आप हैरान होंगे कि वहां पर खलासी मैट्रिक पास है और मैट्रिक पास होने पर भी बारह बारह साल तक खलासी रहते हैं, उनकी तरक्की 12 साल के बाद कहीं होती है। वह करने क्या है, चोट लगा लगा कर औजार को तैयार करते हैं और यह जो आर्टीजन क्लास है उनकी यह जिम्मेदारी है कि वह पुर्जा जो कि इंजन में लगता है उसकी कितनी उम्र है, कितनी देर तक खराब नहीं होगा, यह बाकायदा तौर पर उनसे लिखाते हैं और अगर पहले खराब हो जाय तो उनको सजा होती है, उनको डिसमिस कर देते हैं, उनको चार्जशीट मिलती है और आप देखिये कि वहां बाबा आदम

[श्री जगत नारायण]

के वक्ता के टूटस हैं, कोई नये तरीके की चीज नहीं है सिवाय एक लेख के। जैसे कि लुहार देह। मैं करने थे उसी तरीके में वे मरम्मत करने हैं। जाइजन कि बाकायदा आटोमैटिक मशीनों से कारखाने से बन कर यहाँ आता है उनकी तीमारदारी यहाँ लोकोशेड में लोग करने हैं और हालत क्या है कि जो लोकोशेड का खलासी है उसको सारी तनख्वाह महीने में 60 या 65 रु० के करीब मिलती है। आप अदाजा कीजिये कि जो खलासी मैट्रिक पास है जो कि सारे पुर्जों को बनाता है और इंजन में लगाता है उसको तनख्वाह मिलती है ढाई रुपये रोज जब कि जा मजदूर मिट्टी ढोने वाला या ईंट ढोनेवाला हमारे यहाँ जालंधर में है उसको तीन रुपये मिलता है और यहाँ दिल्ली में भी उसे चार रुपये से कम नहीं मिलने होंगे। तो इन ढंग से खलासी को तनख्वाह दी जाता है और फिर उसका प्रमोशन जो है वह बड़ा लम्बा चलता है, 12 साल तक वह चलता रहता है और तब कही जा कर फिट बनता है और फिर भी उसका क्या बनता है। यह जो मुहकमा है इसका काम है इंजन को चलता स्टेज में रखना, इंजन में जा भा नुकस है उसको ठीक करना है, उनकी यह जिम्मेदारी है कि इंजन को रनिंग शक्ल देना है और वह मेहनत से बना कर रखते हैं लेकिन हालत यह है कि बंटवारे से पहले अग्रेजों के जमाने में जो उनको वेतन मिलता था आज हमारे राज में उससे भी कम मिल रहा है। मेरे पास वह आकड़े हैं और अगर परसों सोमवार को मौका मिलेगा तो मैं सारे आकड़े रखूंगा। यह जो लोको शेड है, जहाँ इंजनों की तामीर होती है, मरम्मत होता है उसको आप विजिट करेंगे, उसको आप जा कर देखेंगे तो हैरान होंगे कि पुराने जमाने के सारे औजार, सारे हथियार वहाँ पड़े हुये हैं और अगर किसी को एव इंजन ठीक करना है तो उसको घुटने तक कोयले के दलदल में खड़ा होना है। मैं मिटर गेज और ब्राड गेज में भी देखकर आया हूँ और वहाँ

मैंने देखा है कि वह इस तरह खड़े रहते हैं और उनके ऊपर गर्म गर्म राख गिरती है, पानी गिरता है और वह इंजन के अन्दर जा कर उसे ठीक करते हैं, वहाँ इतनी गर्मी रहती है कि बड़ी मुश्किल होती है और तमाम तकलीफ होती है। लेकिन हालत यह है कि जब वह कहते हैं, माग करते हैं, कि हमारी तनख्वाह भी दूसरे आर्टिजन के मुताबिक होनी चाहिये तो जवाब मिलता है कि ऐसा पे कमिशन की रिकमेडेशन में नहीं दिया है। वे रेलवे को गोइंग हालत में, चालू हालत में रखते हैं और कोशिश करते हैं कि कम से कम एक्सीडेंट हो, जब कि इंजन चालू हो, रेलवे ट्रेन को लेकर आया तो वह ठीक चले और वह उसको पूरी तमल्ली से बनाते हैं। तो मैं समझता हूँ कि वजीर साहब इस तरफ ध्यान देंगे। वह इसको देखने की कोशिश करेंगे तो उनको खूद रहम आयेगा कि वाकई ये लोग हैं जो कि इनकी सविस कर रहे हैं और सारी रेलवे सविस का चला रहे हैं लेकिन इनको पैसा बहुत कम मिल रहा है और इनको मुनासिब पैसा मिलना चाहिये, तरक्की मिलनी चाहिये और उनको जदीद किस्म के आलात, हथियार, मशीनें मुहय्या की जानी चाहिये। मैं अर्ज करूंगा कि उनको इनकी तरफ जरूर ध्यान देना चाहिये।

मैं पञ्जाब के मुताल्लिक भी उनकी खिदमत में कुछ अर्ज करना चाहता हूँ।

THE VICE-CHAIRMAN: (SHRI M. RUTHNASWAMY): Please finish.

SHRI JAGAT NARAIN: I would like to take 10 to 20 minutes.

THE VICE-CHAIRMAN (SHRI M. RUTHNASWAMY): No, no. Two to three minutes.

SHRI JAGAT NARAIN: Not two minutes.

THE VICE-CHAIRMAN (SHRI M. RUTHNASWAMY): Not more than five minutes. You have already taken 15 minutes.

SHRI JAGAT NARAIN: No. Sir. Not fifteen minutes.

न्यू लाईन के मुताल्लिक डिप्टी मिनिस्टर ने कहा कि मौका मिलेगा तो न्यू लाईन हम तामार करेंगे। मैं उनकी विवमत में अर्ज करना चाहता हूँ कि पिछले दिनों पाकिस्तान के साथ जंग हुई तो डबल लाइन न होने की वजह से कठिनाई हुई। यहां दिल्ली से ले कर के अम्बाला तक वाया करनाल, पानीपत तक मेन डबल लाइन नहीं है। जब लड़ाई थी तो सिर्फ रात को एक गाड़ी फ्लाईंग मेल चलती थी, फ्रंटियर मेल चलती थी और उन दिनों जब कि अंधेरा होता था वह म्हाहरनपुर के रास्ते से आती थी, इसी तरह एक फ्लाईंग मेल चलती थी, दो गाड़ियां चलती थीं। लेकिन यहां डबल ट्रैक बनाया जाय यह निहायत जरूरी है। अंग्रेजों के जमाने में जो बना उसके बाद जब से हमारी सरकार बनी है कुछ बनाने की कोशिश नहीं की। तो डबल लाइन बनाने की तरफ ध्यान देना निहायत जरूरी है, इसलिये जरूरी है कि यह एक लाइफ लाइन है हिन्दुस्तान की पाकिस्तान और चीन के साथ जंग होने पर, ताकि यहां सामान भी जा सके और सब चीजें जा सकें।

इसके साथ-साथ, चंडीगढ़ के मुताल्लिक मैंने पिछली दफा भी कहा था और इस दफा फिर अर्ज करना चाहता हूँ कि बजट में इस दफा भी चंडीगढ़ को मेन लाइन में लाने का कोई इंतजाम नहीं किया गया है। मैं समझता हूँ चंडीगढ़ वह "शो पीस" है जहां पं० जवाहरलाल नेहरू सारी दुनिया के व्ही० आई० पीज को ले जाया करते थे और आज भी वही हालत है कि जो भी कोई बाहर से आता है उसको चंडीगढ़ ले जाते हैं। ठीक है, वे रेलगाड़ी से नहीं आते, "बाई कार" आते हैं लेकिन मैं समझता हूँ कि इसकी तरफ ध्यान देना चाहिये कि चंडीगढ़ को मेन लाइन पर लाया जाय। अब वहां गवर्नमेंट कोशिश कर रही है कि अखबारों वहां चले

जायें और अभी अखबारों वहां जाने का कोई प्रवन्ध नहीं है। सिवाय अम्बाले के, बाकी सारे जालंधर में छपते हैं वे हिन्दी और उर्दू के हैं। वहां इसलिए छपते हैं कि जालंधर मेन लाइन पर है, इसलिये चंडीगढ़ को मेन लाइन पर लाना निहायत जरूरी है।

इसके साथ ही साथ यह जो नमक पर 3 परसेंट सरचार्ज आपने छोड़ने का एलान किया है, मैं चाहता हूँ यह कोयले पर भी छोड़ना चाहिये। हालत हमारे यहां यह है कि खेमकरण और फाजिलका सेक्टर से पाकिस्तानी लोग जाती दफा वहां कोई दरख्त नहीं छोड़ गये हैं सबके सब दरख्त काट कर लिये गये हैं, लकड़ी की कोई चीज नहीं छोड़ गये हैं, मकानों की छतें उतार कर ले गये हैं, दरवाजे ले गये हैं, लकड़ी का एक टुकड़ा वहां नहीं मिलेगा। इस सारे इलाके में जो पाकिस्तान खाली करके चला गया है उनके जलाने के लिये कोयला चाहिये। यही हालत जम्मू और काश्मीर में है, यही हालत राजस्थान के इलाके में है। मैं वहां सब जगह तो नहीं गया लेकिन मैंने एक दो इलाके देखे हैं। इसलिये मैं समझता हूँ कम से कम यह जो सरचार्ज आप कोयले पर लगा रहे हैं, यह आपको पंजाब में, जम्मू और काश्मीर में और राजस्थान में नहीं लगाना चाहिये। आपको यह कह देना चाहिये कि उनसे हम वह नहीं वसूल करेंगे।

मैं यह भी कहना चाहता हूँ कि आपने कालका और दिल्ली के दरमियान रिटर्न टिकट का इंतजाम नहीं किया हुआ है। कालका भी एक प्रामिनेट हिल स्टेशन है, जैसे और हिल स्टेशन हैं। वहीं से सब हिल स्टेशनों के लिये गाड़ियां भी शुरू होती हैं। इसलिये आपको वहां के लिये रिटर्न टिकट का बन्दोबस्त करना चाहिये।

मैं यह भी कहना चाहता हूँ कि जो डीजल कार आप चला रहे हैं पंजाब में,

[श्री जगत नारायण]

उनको चलाने वाले जो आदमी आपने बाहर से मंगाये हुए हैं वे 3,000 रु० तनख्वाह ले रहे हैं मगर आपके ड्राइवर को सिर्फ 300 रु० मिलना है। 300 और 3000 में जमीन आसमान का फर्क है। हमारे ड्राइवर भी डोजल कार चला रहे हैं अमृतसर से अम्बाला तक, बिल्कुल ठीक चला रहे हैं और अगर खराब हो जाते हैं तो आपकी लॉको शेड में उसकी मरम्मत हो जाती है। तो यह जो तनख्वाह में इतना बड़ा फर्क है, कहा 300 और कहा 3,000 यह डिस्क्रिपेंसी बहुत नामुनामिब है।

इसके साथ साथ मैं यह भी कहना चाहता हूँ कि जो हमारे टिकट कलेक्टर बिन्डो पर टिकट देते हैं उनको आपने जो बर्दियां दी थीं सर्दियों के लिये वे इतनी निकम्मी थीं कि बिल्कुल मालूम ऐसा होता था कि जाड़ों के लिये बेकार थीं। मैं एक आध हाउस में दिखाने के लिये लाना चाहता था लेकिन ला नहीं सका, वैसे आपके पास भेज दूंगा। वे तो गर्मियों के मौसम के लिये कपड़े बनाए गए हैं और सर्दियों में किसी काम नहीं आते। इस तरफ भी आपकी तवज्जह जानी चाहिये।

गार्ड और ड्राइवर की पे में भी डिसपैरिटी है। एक ही गाड़ी में गार्ड पीछे है ड्राइवर आगे है मगर ड्राइवर की तनख्वाह ज्यादा है गार्ड की कम है। यह जो इस तरह की तनख्वाह में डिसपैरिटी है इसके लिये या तो वेज बोर्ड बनाइये या कमीशन बैठाइये। एक महकमें में तनख्वाह कम है दूसरे में तनख्वाह ज्यादा है, काम उसी तरह का है। इसके मुताल्लिक आपको जरूर कुछ ध्यान देना चाहिये वेज बोर्ड बनाइये या कमीशन बैठाइये, जिस ढंग से भी करना हो कीजिए।

एक बात और कहना चाहता हूँ कि आपका कोई ब्रिज सेक्शन है यहां आपके हैडक्वार्टर में तो ब्रिज सेक्शन ने एड्मिनिस्ट्रेटिव्ह प्वाइन्ट आफ व्यू से अपने कुछ फैसले किये कि ब्रिज सेक्शन के जो मुलाजिम हैं वे जालन्धर चले जायें। इस फैसले को किये हुए कम से कम तीन साल हो गए। अब क्या रकावट हो गई मालूम नहीं। वे जा ही नहीं रहे हैं, वे भेजे ही नहीं जा रहे हैं। मैं वजीर साहब से जानना चाहूंगा कि इसको फैसला हुए तीन साल हुआ है कि वे जालन्धर को जायेंगे फिर वे क्यों जा नहीं रहे हैं, क्या बात है?

आखिर में एक बात और कहनी है। बड़ी मेहरबानी की आपके स्टेट मिनिस्टर डाक्टर साहब ने कि फीरोजपुर के डी० पी० आफिस के मुताल्लिक हुक्म दिया था कि वह फीरोजपुर में ही रहेगा फिर चर्चा हुई है कि शायद फिर सोच रहे हैं तबदीली करने की। आपने मुझे चिट्ठी लिखी थी और आश्वासन दिया था कि हम तबदीली नहीं करेंगे। फिर से मैं रिव्वेस्ट करूंगा कि जो आपने आश्वासन दिया था और मुझे भी लिखा था, फीरोजपुर को बसने दीजिए। जालन्धर में आएँ हमें खुशी होती है मगर मैं समझता हूँ फीरोजपुर में और जालन्धर में कोई फर्क नहीं है। फीरोजपुर में डी० टी० डी० का आफिस रहना चाहिये ताकि लोग ऐसा महसूस नहीं करें कि यहां से दफ्तर ही ले गये हैं, पता नहीं क्या हो एक बार मैं फिर आपका शुक्रिया अदा करता हूँ।

THE VICE-CHAIRMAN (SHRI M. RUTHNASWAMY) : The House is now adjourned to meet again tomorrow at 11 A.M.

The house then adjourned at fifteen minutes past five of the clock till eleven of the clock on Friday, the 11th March, 1966.