

Another point is, Mr. Subramaniam was talking about PL 480. If tomorrow he stops this PL 480 wheat and if he makes arrangements for the rice and wheat as well as other food-grains available in this country to be equitably shared by the people of this country without blackmarketeers and landlords, if he makes the arrangements to procure the entire food from these people, we will not complain. On the other hand, we will tell the people: 'This is our production and we will have to manage within that.' All this trouble arises primarily because of the fact that other people are getting plenty of food whereas millions of people are not getting food. Therefore, do not pit this PL 480 against us. It is because you are not able to manage properly, there is all the trouble. That is all that I would say.

SHRI C. SUBRAMANIAM: I have no comments.

SHRI BHUPESH GUPTA: I have got the thing. I invite your attention to this. This is a note that Mr. Jyoti Basu brought in consultation with Profulla Sen when he came to Delhi to meet the Prime Minister and the Food Minister but unfortunately he was not here. It seems Mr. Sen suggested to him that another 25,000 tonnes per month till September would be required to meet the demand. According to the Chief Minister it was another 25,000 tonnes in addition to what has already been allotted, namely 120,000 tonnes. This is what Mr. Sen said.

SHRI C. SUBRAMANIAM: I am now giving 150,000. I am giving 30,000 more.

SHRI BHUPESH GUPTA: In addition to 120 that you give, another 25. Then you are giving 30. This is what he says. Therefore, I would like to know from the Government why it should not be possible to adjust these things properly. Why did Mr. Sen calculate, on the basis of certain demands of the U.L.F., an increase in ration and then he seems to have, unless there is some error here, suggested that we should need up to September this much? if that is so, why should you not be in a position to raise the ration as asked for by the U.L.F. and others?

SHRI C. SUBRAMANIAM: He has raised the ration and I do not think I can supply more than 2,000 grammes when I am supplying this to everybody else in the statutory-rationed areas. We cannot, for Bengal alone, simply because some people are wanting that, increase the ration indefinitely. He wanted 25,000 more and I am giving 30,000.

SHRI JOSEPH MATHEN: The hon. Member, Shri Bhupesh Gupta, has been appealing to the Government to be reasonable in the matter of food distribution. Now, after having heard the explanation of the Minister that there was no discrimination against West Bengal, as West Bengal also is given 2000 grammes of foodgrains as is given in all the other statutory-rationed areas. If he is convinced, will the hon. Member now come forward with an appeal to the United Left Front so that they may be reasonable in their approach to the solving of the food problem?

SHRI K. DAMODARAN: Sir, here is a Member who says that the statistics produced by the Food Minister are bogus and wrong. The Food Minister replies by saying that he has no comments. Either he has to defend his own statistics or agree with Shri Ramamurti. The House should be able to know the correct facts.

SHRI C. SUBRAMANIAM: Sir, I have no comments to make.

THE APPROPRIATION (RAILWAYS) BILL, 1966—contd.

THE APPROPRIATION (RAILWAYS) No. 2 BILL, 1966—contd.

SHRI D. C. MALLIK (Bihar): Sir, I will now finish my unfinished portion of the speech on the Railway Budget on the 14th. First of all I will speak about the Class III and IV railway staff who actually run the Railways. The other staff is supervisory and superfluous. There is more supervisory staff than is necessary. I request that the service conditions of Class III and IV staff should be made better. They are very much hampered for want of housing accommodation. No doubt, there are certain

[Shri D. C. Mallik.]

rules for the allotment of houses but on account of favouritism and corruption among the officers they are not getting proper houses. Therefore, steps should be taken to see that they get suitable housing facilities. There is also a lot of scope for bettering their service conditions generally.

I will then say something about the Reservation Department. This Department in the Railways is the most corrupt department. I am speaking from my personal experience. I was coming to Delhi on the 23rd March. I had applied to Fairlie Place for a berth in the air-conditioned Express several days previously. When I came to the station, I found that no berth had been allotted to me and all the 24 berths in the first class has been allotted and reserved for a marriage party. That had been done very cleverly in their individual names. Surely good sum of money was paid as bribe. The result was that I could not find any place in any class and I had to travel with great difficulty all the time standing. This is the behaviour of the Reservation Department. Steps should, therefore, be taken to see that all the existing people there are replaced by some good people. Other Members have also drawn the attention of the Railway Minister to this fact. This Department is really a scandal and something has got to be done about it.

Now, I will say something about the time-table. The public are very much interested in the railway time-table. In fact, Sir, time-table is a link between the public and the Railways. It contains various details about comforts and conveniences to passengers. But unfortunately I find that the time-table is so drawn up that at the junction stations sometimes the scheduled connections are not provided and one misses the train only by five or ten minutes. I have sometimes to go to Dhanbad and back, from Bolpur (Santiniketan). The timings of the Darjeeling Mail Up and Down are so arranged that we miss the train by five or ten minutes. Before the arrival of the train from Dhanbad the Darjeeling Mail Up and Down goes away and we have to wait for hours and hours together for a train to Santiniketan or Dhanbad. The Time-table Section should be associated with some non-official members with power. Of course, there

are non-official members associated with the Time-table Section but they are people whose advice is never accepted. Those who are nominated are not railway travellers because they travel by motor-cars. Only those people should be nominated who really know the difficulties of the travelling public and who can make suggestions for the comforts and conveniences of passengers. I would, therefore, request the Railway Minister to look into this matter. If he has no time, he should entrust this job to his Deputy Minister and even if that is not possible, then he should entrust this job to the Chairman of the Railway Board. He is a sympathetic and efficient officer, as far as I know. The policy of Time-Table makers had been how to inconvenience passengers.

Now, I will say something about the engines. I am informed that the steam engines are going out of the Railways and no steam engine is to be manufactured at the Chittaranjan, it will manufacture only electric engines, and at Banaras, diesel engines. Of course, the steam engine has done a good deal of work for more than 100 years. So we have to bid farewell to them with a heavy heart. No doubt when the steam engine goes, Coal dust and smoke also will disappear. The new diesel and electric engines will serve the travelling public better than the steam engines.

Now, I would like to say something about the Catering Department and specially fruit-vending. The Catering Department has improved a bit now-a-days but there is still scope of further improvement. But the most distressing part of the Catering Department is fruit-vending. I understand that fruit vendors are private persons. I feel it will be better if fruit vending is nationalised. I will just narrate one personal experience. 'Langra' mango is a famous fruit of Banaras. It is sold at the Moghul Sarai station. I was told that the price of fruits on the platform is fixed according to the price prevailing in the outside markets. But I asked and was told that 'Langra' mango was selling on the platform at the rate of eight a rupee. That time there was a good crop of mangoes. I went out. Just at the foot of the over-bridge it was selling at sixteen a rupee, almost half the price. And in the open

market it was selling at twenty a rupee. Why should there be such a difference and why should the passenger be cheated in this way? I therefore suggest that the Railway Administration should nationalise fruit-vending. Of course, it would be difficult for the Administration to do so easily because of vested interests, there will be opposition from the Divisional Superintendents who allot the contracts and get bribe. The Station Master fixes the daily price of fruits and gets bribe by fixing a higher rate. The price fixation should be taken away from the Station Master and should be entrusted to some Committee. If fruit-vending is nationalised, then there would be no bribing or trouble. So I would earnestly appeal to the Railway Minister to see that fruit-vending is nationalised. I am only touching on these points which I had to miss for want of time in my speech on the Railway Budget.

Then I have to say something about the indiscipline in our Railways. The indiscipline among the subordinate staff is due to one thing. Their appointing authorities, their supervisors and other officers take bribe from them. And a subordinate who had given bribe to his officer would have no respect for that officer. So that is the reason for this indiscipline.

There is also no co-ordination between the different departments of the Railways. I have seen water running off from open taps and nobody would close them. Railway employees would be passing by that running tap and seeing the water running waste, still they would never close the tap. There is not even this much of co-ordination between the departments in the Railways. I sometimes have gone and closed the running tap because I found the water being wasted. I have never seen a railway employee closing such a tap though the water might be running waste.

About thefts on our Railways I have to say that the general public are not to blame for these thefts. Generally they are not the people who steal these fans and bulbs and other fittings. To them these articles are of no use being of lower voltage. It is the railway staff who steal them. They are the people who steal these things and then sell them to the contractors who again supply them to the Railways. That

is the fact. Of course, there are some school boys who cut rexin from the cushion. That is another thing and it is a small affair. These fans and bulbs and light fittings are more costly than this rexin cloth. So you should take care of your own staff. It is they who steal them and then supply them to the Railway contractor who polishes them and bribes the purchasing officer who takes them as new. This is my own personal conclusion. The carriages and wagons are kept under the charge of the Railway Protection Force, so how can there be thefts unless they themselves do these pilferage.

Then I have to say something about these Divisional Railway Users' Consultative Committees. I would say that they are worse than useless. This time I have been offered a seat on that Committee, but I have declined it because I have had some experience of such committees at Asansol and Dhanbad. I know there is no useful purpose served by them. Nothing can be done there. No proposal can be got through and even minor suggestions or proposals are not accepted. The Chairman of that Committee is the Divisional Superintendent, and no proposal of even a minor nature is ever accepted. Besides it is beneath the dignity of a Member of Parliament to be a member of that Committee where the chairman is the Divisional Superintendent who can expel you at any time. I have been offered a seat and I have written—and the letter should be reaching in a few days—that I am very grateful for the offer, but I am not accepting the offer and I may be excused. So I suggest you scrap these Divisional Railway Users' Consultative Committees. I do not know about the other committees at other places and whether they are serving any useful purpose. But this particular Committee does not, and it is a more waste of time attending these meetings. Once at Dhanbad, at a meeting of this committee, the members walked out. Of course, I have never attended any of the Dhanbad Consultative Committee's meetings.

There is a lot of wealth in the jungles of Chotanagpur area. There is natural wealth in the form of jungle produce as timber and in the form of minerals. But all this natural wealth in the Chotanagpur

[Shri D. C. Mallik]

area, all this mineral wealth and forest wealth, is not being properly developed because there are no railway lines in these areas. Because of want of railway lines these things cannot be developed. So my request is that the Chotanagpur area should be given more railway lines. Besides that, our country is going to be developed industrially and so there is all the more reason why there should be more and more railway lines in these areas to carry the raw materials and other materials. Without such railway facilities we cannot have industrial development. So my request to the Railway Minister is to see that there are more railway lines at least in my portion of the country. I belong to Dhanbad and in the Chotanagpur area there should be more lines.

I know the limitations under which the Railways suffer. There are the limitations of finance. I know they have some 300 bridges which have been constructed 100 years back and have to be renovated or repaired. I know that they have been doubling lines in some other places. There has been electrification in some places. All these things need finance and time and so they hamper development in other directions. Still I know there is scope for doing something more in portions of the country where there is no electrification or doubling of lines or renovation or repairs of bridges. For instance there is the line between Gomoh-Barka Khana and Dehri-on-Sone. That area is a God-forsaken place. I have gone to that place. It is 500 kilometres long. There are only two trains on that line, one starting in the morning at 5 from Gomoh and another also in the forenoon. In six hours time you have two trains and then for the next 18 hours there is no train. There are some important stations on this line. Patratu, for instance, was the biggest thermal power station in Asia and there is a diesel engine repair shed there. There are some other important places also on this line. Still there are only two trains. And what is more, on that line there is no elevated platform and in most of the stations there is no waiting room or shed and no arrangement for even drinking water. It is a God-forsaken line. So I request the Railway Minister to see if anything can be done for this line. If nothing else, he should

ask the Chairman of the Railway Board to look after this line and see if any improvement could be done on it, especially if more trains could be introduced.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): Mr. Mallik, it is time for you to wind up.

SHRI D. C. MALLIK: All right. In another two minutes I will finish. They say that the average number of passengers does not support such a train. When you talk of the average number of passengers, on some days when there are more passengers, do you attach an additional bogey for these additional passengers? They say there are no sufficient passengers. But let them go and see the condition of the buses that run parallel to these railway lines. Of course, the timings of these buses are different and it is the timing that is most important. Your timings are such that they are not convenient for the passengers and so they prefer the buses. See the condition of these buses. The people actually prefer to travel by trains when they can get them in convenient time because the buses are overcrowded almost to the point of suffocation and there is no comfort. Still because their timings are good, people travel by these buses, and the railway compartments go empty. Why is that? That is because of their timings? You go and see the buses running parallel to the railway lines. The buses are overcrowded and you find people travelling even on the roof of the buses. And the trains go empty. There must be some reason for that and the reason, as I said, is the bad timing. So it is the time table that is most important to the passengers. Now my time is up and I shall therefore say what I have not been able to say now on some other day. So, after expressing my thanks to the Vice-Chairman, I resume my seat.

कुमारी मनिबेन वल्लभभाई पटेल (गुजरात) : उपसभाध्यक्ष जी, मैं कुछ बातों पर रेलवे मिनिस्टर का ध्यान खीचना चाहती हूँ। जब से हमारा देश स्वतंत्र हुआ है तब से नेरो गेज और मीटर गेज को ब्राड गेज में बदलने की बात चल रही है। मेरी समझ में अभी तक इसके बारे में कुछ हुआ नहीं है और

बीघ्र कुछ होने वाला नहीं है। तो मेरी विनती है कि इनके इन्जिन और बोगीज को ठीक करना चाहिए जिससे समय पर ट्रेनें चलें, रास्ते में रुक न जाएं और लोगों को बैठने की ठीक से सुविधा मिले। कुछ वैगन्स और बोगीज बढ़ाने भी चाहिए। आपने नैरो गेज और मीटर गेज के किराए बढ़ाए हुए हैं, तो उनको कन्वर्ट करना है इसलिए किराए भी बढ़ाए हैं ऐसा मैं नहीं मानती हूं।

आपने सफाई के लिए कर्मचारी बढ़ाए हैं परन्तु अधिक आदमी होने से जिम्मेदारी किसी की नहीं रही, ऐसा लगता है। अभी मैं इधर से 24 तारीख को जनता एक्सप्रेस में जा रही थी। दिल्ली से ट्रेन छूटती है। नई दिल्ली से मैं बैठी। यह ट्रेन अगर बम्बई से सवेरे आई थी तो इसमें बिलकुल सफाई नहीं हुई थी, ऐसा मुझे लगा। जब ट्रेन चली और टी० टी० अन्दर आया टिकट देखने, तब मैंने कहा : भाई यह ट्रेन कहां से चलती है ? बोले, दिल्ली से। तो मैंने कहा ऐसी गंदी क्यों है ? इसमें सफाई तो बिलकुल ही नहीं हुई है। "यह काम तो मेरा है नहीं यह तो स्टेशन के स्टाफ का है।" मैंने कहा, "स्टेशन स्टाफ का देखने का काम है, बात सही है, परन्तु जब ट्रेन में आप आए तो आपने देखा नहीं कि यह ट्रेन साफ नहीं है।" तो मेरी सूचना है कि स्टेशन वालों को देखना चाहिए, इतना ही काफी नहीं, परन्तु ये टी० टी० ई० जो बिलकुल ट्रेन चलने के समय या पांच मिनट पहले आते हैं तो उनको पन्द्रह-मिनट पहले आना चाहिए जिससे जिनका रिजर्वेशन जहां हो उनको वे बता सकें और ट्रेन भी साफ न हो, पंखे न चंचते हों, बत्ती न जलती हो, पानी न हो, तो यह सब देख लें और स्टार्ट होने से पहले जंकशन पर ये सब करा लें। मैंने उनमें भी कहा तो उन्होंने कहा मैं मयूरा पर आपके लिए ठीक करा दूंगा। उन्होंने जब डिब्बा देखा तो गन्दा पाया जिस पर कोई बैठ नहीं सकता था। उन्होंने मुझसे कहा कि आप

लेडीज कम्पार्टमेंट में बैठ जाइए जो कि बिलकुल खाली पड़ा हुआ है और वहां पर ज्यादा आराम मिलेगा। क्योंकि वह आदमी मुझे जानता था इसलिए उसने मेरे लिए इस तरह का बंदोबस्त कर दिया, लेकिन इससे क्या फायदा ? मैं चाहती हूं कि हमारी जितनी भी ट्रेनें हैं वे हमेशा साफ रहें। हमारे रेलवे कर्मचारियों का बर्ताव सबके साथ एक तरह का होना चाहिए, यह बात मैं चाहती हूं।

मैं दो तारीख को बम्बई से देहरादून एक्सप्रेस में बड़ोदा जा रही थी। मैंने रिजर्वेशन इधर से करवाया था। जब मैं रात के समय गाड़ी पर गई तो वहां पर टी० टी० ने जो कि पीछे बोगी के पास खड़ा था कहा कि आपकी सीट आगे होगी क्योंकि आपने दिल्ली से रिजर्वेशन कराया है। आप इन्जिन के पास जो बोगी है उस पर अपनी सीट देखो। अगर वहां पर नहीं होगी तब इधर आना। मैं आगे की बोगी पर गई। गाड़ी छूटने में समय काफी था और उस टी० टी० के पास सीटों की लिस्ट भी थी। मैंने पूछा तो उसने कहा कि उधर जाइए उधर होगा लेकिन उसने मुझे यह नहीं बतलाया कि मेरी सीट कौन-सी बोगी पर है। इसलिए मेरा यह निवेदन है कि रेलवे कर्मचारियों का जो स्टेशन पर रहते हैं उनका यह कर्त्तव्य है कि वे ठीक से बर्ताव रखें, लोगों को बताएं कि उनकी सीट कहां पर है। मैंने सोचा कि इस टी० टी० के पीछे फिरना ठीक नहीं और मैं पीछे की बोगी पर चली गई और मुझे सीट मिल गई। लेकिन मैं यह कहना चाहती हूं कि रेलवे कर्मचारियों को जनता के साथ अच्छी तरह से बोलना चाहिए और उनकी हर तरह से मदद करनी चाहिए।

दूसरी बात जो मैं कहना चाहती हूं वह यह है कि आपकी ट्रेनें बहुत लम्बी हो गई हैं। मेरा सुझाव यह है कि स्टेशनों पर जो पानी का बंदोबस्त होता है वह प्लेटफार्म के आखिर में होना चाहिए और इन्जिन के पास जहां पर वह खड़ा होता है वहां पर होना चाहिए।

[कुमारी मनिबेन वल्लभभाई पटेल]

जो बहिन रेलों में सफर करती हैं उनका पास बच्चे होते हैं और खास कर गर्मियों के दिनों में उन्हें पानी के लिए बड़ी तकलीफ उठानी पड़ती है। ट्रेन से नीचे उतर कर पानी लेना मुश्किल होता है क्योंकि अगर एक बच्चा हो तो किसी के पास बिठना कर पानी के लिए जाया जा सकता है, लेकिन अगर किसी बहिन के पास ज्यादा बच्चे हों तो फिर पानी लेने के लिए जाना मुश्किल हो जाता है क्योंकि उसको दो-तीन बोगियां पार करनी पड़ती हैं तब पानी मिल सकता है। मेरा सुझाव यह है कि स्टेशनों पर पानी का जो ट्राली वाला होता है उसको बीच में खड़ा नहीं रहना चाहिए। उसको प्लेटफार्म के एक सिरे से दूसरे सिरे तक घूमते रहना चाहिए ताकि वह सारी ट्रेन में जा सके और जिसको पानी की जरूरत हो वह पानी ले सके। इंजन के पास जो बांगी होता है उसमें जो लोग बैठे रहते हैं उन्हें आजकल पानी नहीं मिलता है क्योंकि पानीवाला बीच प्लेटफार्म पर ही खड़ा रहता है। इसलिए माननीय मंत्री जी भी इस ओर अवश्य ध्यान देंगे।

आपको मालूम ही होगा कि आजकल रेलों में काफी भीड़ रहती है। अहमदाबाद से महेसाणा, आबू होकर जो मीटर गेज ट्रेन दिल्ली आती है उसमें काफी भीड़ रहती है और लोगों को बहुत मुश्किल होती है। मेरा सुझाव यह है कि इस लाइन पर दो-तीन ट्रेनें बढ़ाई जानी चाहिए या ट्रेनों में ज्यादा बोगियां लगाई जानी चाहिए। इस लाइन में तीसरे दर्जे के पैसेंजर्स को काफी तकलीफ होती है और उन्हें खड़े होकर आना पड़ता है। इन ट्रेन के अन्दर हमेशा पंखों की शिकायत रहती है, बत्ती की शिकायत रहती है और इस पर ज्यादा ध्यान देने की जरूरत है।

डो. तकन ट्रेन जब शुरू में चली थी तो उनमें अच्छी सफाई थी लेकिन आजकल उसमें सफाई का स्तर बहुत गिर गया है।

एक बात और है। बड़ादा से तीसरे दर्जे के एयर कंडीशन्ड ट्रेनों में और दो-टायर बोगी का जो कोटा था वह कोटा अब काट दिया गया है। असल बात यह है कि वहां पर अब काम बढ़ गया है, रिफाइनरी का काम शुरू हो गया है और इस तरह से वहां पर दूसरे उद्योग भी खुल गए हैं। इसलिए मेरा निवेदन है कि वहां पर कोटा ज्यादा बढ़ाया जाना चाहिए। परन्तु मुझे ऐसा बताया गया है कि नादरन वाले कहते हैं कि दिल्ली वालों को बहुत ज्यादा जरूरत है, इसलिए जो कोटा हमारा बढ़ाया जाने को लिखा था, 20 से 40 करने को, सो उसे घटा कर 10 कर दिया गया है। बड़ादा से जनता में कोई बर्ब नहीं मिलती है अगर कोई आदमी बम्बई या दिल्ली जाना चाहे। जब दिल्ली और बम्बई से इस तरह की सीटों का बंदोबस्त है तो वहां पर क्यों नहीं होना चाहिए? इसलिए मेरा निवेदन है कि इस बारे में भी कुछ न कुछ किया जाना चाहिए।

एक शिकायत यह है कि तीसरे दर्जे का रिजर्वेशन 10 या 15 दिन पहले होता है। लेकिन देखने में यह आता है कि जब कोई आदमी शुरू के दिन अपनी सीट रिजर्व कराने जाता है तो उससे कहा जाता है कि दो घंटे के अन्दर सब मीट रिजर्व हो गई है। इसलिए मेरा निवेदन है कि इस तरफ भी कुछ न कुछ देखने की जरूरत है। मेरे पास बम्बई के बारे में शिकायत आई है कि वहां पर टिकट ले लिए जाते हैं और पीछे बेच दिए जाते हैं। इस बारे में भी हमें कुछ न कुछ रास्ता निकालना चाहिए।

मयूरा स्टेशन पर अक्सर एक-दो आदमी डिब्बों में चढ़ जाते हैं और छद्म हुआ कागज बाट कर हमेशा पैसा जमा करते हैं। मेरे खयाल में यह बात ठीक नहीं है और इस तरह से डिब्बों के अन्दर भ्रष्टाचार मानने के लिए नहीं आने देना चाहिए। आपका ट्रेनों पर इतने कंडक्टर रहते हैं वे क्यों इस तरह के लोगों

को घुसने देते हैं और उन्हें रोकते क्यों नहीं ? इस तरह से तो आपकी आमदनी का नुकसान होता है क्योंकि इस तरह से प्लेटफार्म में जो पास लेकर आता है या तो वह किसी को रिसीव करने के लिए आता है या फिर किसी को भेजने के लिए आता है । रेल के डिब्बों में भिक्षा मागना या कोई चीज़ बेचना ठीक मालूम नहीं देता है । इसलिए इस बारे में भी कुछ न कुछ करना जरूरी है ।

स्टेशनों पर मजदूर सामान उठाने के लिए होते हैं । इनमें कुछ आपके द्वारा आथराइज्ड मजदूर हैं और कुछ अन-अथराइज्ड मजदूर हैं । आपने इन मजदूरों की दर बढ़ा दी है, इसमें तो कोई हर्ज नहीं है । परन्तु आपने जो दर तय की है उसमें वे ज्यादा मागते हैं और कभी-कभी तो वे दो रुपया और पांच रुपया तक माग लेते हैं । जब उन्हें इतना रुपया नहीं दिया जाता है तो वे सामान को फेंक देते हैं और गाली देते हैं । इसलिए मेरा निवेदन है कि इस बारे में भी कुछ न कुछ रेलवे विभाग को करना चाहिए ।

आपने रेलवे विभाग में जो स्टाफ है वह पहले तो लोगों की कुछ न कुछ मदद करता था और उन्हें कुछ रास्ता बतलाता था । आज जब किसी स्टेशन पर कोई गाड़ी खड़ी होती है तो उस समय रेलवे स्टाफ का कोई पता नहीं रहता है । किस आदमी को किस डिब्बे पर बैठना है, किस गाड़ी से जाना है, इसके बारे में प्लेटफार्म में बताने वाला कोई नहीं रहता है । इसलिए मेरा निवेदन है कि इस तरफ भी देखने की जरूरत है ।

एक बात और मुझे कहनी है और वह यह है कि कभी-कभी स्टेशनों पर टिकट नहीं मिलते हैं । स्टेशनों पर टिकट न होने की वजह से वहां रेलवे कर्मचारी लोगों को टिकट नहीं दे पाते हैं । अभी एक महीने पहले भोबासन से एक भाई मेरे पास आए थे और कहने लगे कि कई दिनों से हम वहां पर टिकट ही नहीं

मिलते हैं । स्टेशन पर गाड़ी आती है मगर स्टेशन मास्टर टिकट न होने की वजह से टिकट नहीं दे पाता है । इसलिए मेरा निवेदन है कि हर एक स्टेशन पर चाहे वह बड़ा हो या छोटा हो, टिकट का काफी बंदोबस्त होना चाहिए ।

आखिरी बात जो मुझे कहनी है वह नर्मदा प्रोजेक्ट के बारे में कहनी है । इसके बारे में झगड़ा चल रहा है, उसका जो कुछ भी फैसला हो, लेकिन इसके साथ ही साथ हमें बंदोबस्त भी करना चाहिए क्योंकि जो झगड़ा है वह तो चलता ही रहेगा । इसलिए मेरा निवेदन यह है कि इस प्रोजेक्ट के लिए नैरो गेज से जो लाइन ब्राड गेज करनी है, इसके लिए जो बोगी चाहिए, इंजन चाहिए, सड़क चाहिए और कहां तक सड़क को बढ़ाना है, इसके बारे में हमें प्रबन्ध कर लेना चाहिए । इसलिए रेलवे मिनिस्ट्री और ट्रान्सपोर्ट मिनिस्ट्री को मिल कर इन सब बातों के बारे में कुछ न कुछ तय कर लेना चाहिए । अगर हम इस बारे में अभी से प्रबन्ध करेंगे तब जाकर जब इस बारे में सैक्शन मिल जाएगी उस समय कुछ कर सकेंगे । अगर सैक्शन मिलने के बाद ट्रान्सपोर्ट और रेलवे मिनिस्ट्री इसके बारे में सोचेंगी कि कहां पर सड़क बनानी है, कितनी बोगीज़ की जरूरत होगी, वहां पर रेलवे लाइन को ब्राड गेज करना है, इन तमाम बातों से आखिरी में देरी हो जाएगी । इसलिए मेरा निवेदन है कि इन सब बातों की तरफ आपको अभी से सोच लेना चाहिए ।

SHRI JOSEPH MATHEN (Kerala):
Mr. Vice-Chairman, after having heard most of the suggestions to improve the Railways in general, I thought that I should bring to the notice of the hon. Minister some of the drawbacks that we have felt in our side of the country. It has been a repeated request and appeal to the Railway Minister to link Alleppey port with Cochin harbour. As you know, Alleppey has been a commercial centre for the last two hundred years nearly. Because of the

[Shri Joseph Mathen.]

reorganisation of States—integration of the State of Cochin with Travancore—this port has become of very little importance, as all modern facilities are available in the Cochin harbour. At the same time, Alleppey has been an industrial town, which has been concentrating on the production and export of coir products and other coconut products. I do admit that the facility of water transport is available, but still it is so slow that in modern times we may not be able to compete with other localities. So, unless we have proper rail transport facilities, we may not be able to maintain the industries in that town. Lakhs and lakhs of people, who have been employed directly or indirectly, in connection with the coir industry have been either dislocated or made unemployed because of the lack of transport facilities in that area. Even before 1914—even before the second World War—this line was surveyed and it was found feasible. It was found necessary for the development of that area, for the development of industrial undertakings in the coastal strip, including the development of fisheries and steps had been taken for establishing this link. But because of some difference of opinion between these two States, Cochin and Travancore, at that time, this could not be carried out. After that, because of political pressure and various other reasons, this area could not be developed and this port could not be linked with the most modern and well developed harbour in the nearby area. I think this is the only port that has not been linked by the Railways in the whole of India. Most of the industries in that area are now being closed down due to the reason that attractive facilities are available in the area nearby, that is, in the eastern sector, where now we have established the MG link to Quilon, linking Kottayam, Quilon and Ernakulam. We have been really lacking transport facilities on that side also. At the same time, the people of the coastal area have been repeatedly requesting the Government to establish this link and, along with that, steps should be taken to link up Kayamkulam, and it should go further beyond to Trivandrum and then to Cape Comorin by BG. That was the suggestion. Whatever may be the suggestion, it can only be according to feasibility. Now, the question of linking at least Alleppey port with Cochin

will have to be taken up. I have been requesting the hon. Minister whenever I used to get time to discuss these matters. I hope this matter will receive his attention and that this link will be established.

There is one more thing which I wish to point out, and that is with regard to the establishment of retiring rooms at important stations. We have the rail terminus at Cochin Harbour Terminus and we have a junction at Ernakulam. Here for name's sake, we have a retiring room of two rooms, but most often the retiring room is used by the officials and very little chance is given to the passengers who wish to take the opportunity of taking rest in the retiring rooms. So, a scheme should be chalked out to develop the retiring room at Ernakulam junction and, also, to establish in a big way a retiring room establishment at the Cochin Harbour Terminus station. This area is now engaged very busily in connection with the industrial development of the State. We have a number of new industries coming up in that belt and a number of passengers are moving up and down by rail to Cochin and Ernakulam. They have been always repeating this complaint that there is no facility for taking rest for a day or two at that terminus.

Over and above the retiring room facilities in that line from Madras to Cochin, we want catering arrangements. We may have some facilities for catering at Coimbatore and other stations, but in the other line from Coimbatore to Cochin we do not have good arrangements for catering. The food that is given is substandard. Those who are to get lunch, even if they give orders previously, cannot expect to get lunch, because there is no responsible authority to provide them with lunch in those places. All these matters will have to be looked into.

The overall development of the Railways during the past two years is spectacular. I should say because of doubling of lines, increasing the express trains, speeding up of trains, introducing modern types of equipment, then dieselisation in place of steam engines and then electrification in place of dieselisation. All this progress I have been noticing. But I would like to point out that as regards catering we have

really experienced a deterioration in the standard. When I started some six years back by the Grand Trunk to come to Delhi, the catering in the GT Express was far superior to what exists at present. They were providing with various types of food, including even meat in various forms, various types of mutton and chicken curry, etc. All these things were then given. Now, the Western style, the Indian style, vegetarian and non-vegetarian, all these are mixed up. Then they used to give better food. Now, they have standardised. They say vegetarian and non-vegetarian. You find in the non-vegetarian dish one small bowl of mutton, or whatever it is, a rubber like thing. It is almost India rubber. This should be looked into. I think this catering is the responsibility of the Central Railway. I do not know, but the dining car starts from Secunderabad and it stops somewhere near Jhansi. The food is definitely substandard. This should be enquired into and steps should be taken to see that it improves.

I have nothing more to say.

SHRI P. N. SAPRU (Uttar Pradesh): Mr. Vice-Chairman, I had not intended to speak today, but I feel that I must say a few things of some importance and of a local character. I wish to speak with particular reference to my own city of Allahabad. Now, we have got a new railway station. We have an overbridge there and it is huge in dimensions. It is really an ordeal to negotiate the steps on that bridge. In Lucknow and Kanpur you have under-ground passages, and it is therefore possible for people who are not strong enough to climb or to negotiate the steps to use those passages. It is not so in Allahabad, and I see no reason why some attention should not be paid by the Railways to this aspect of the matter.

The second thing I would like to say is that the standard of catering on the Northern Railway—I am speaking here with special reference to the Northern Railway as most of my journeys are done on the Northern Railway and I have, therefore, experience of the Northern Railway—has gone down very much. It is difficult to get either good vegetarian food or non-vegetarian food. It is difficult even on the railway

stations to get good *puris* or good sweets. So far as the price of *puris* on the railway stations is concerned, it is higher than in the market. I do not see why the rate of *puris* in the railway stations should be higher than in the market. The Railways are supposed to be run on a no-profit no-loss basis. It strikes me that there is no valid reason for charging higher rates for *puris* and such other articles sold by vendors at railway stations.

Then we have no adequate system of catering managers. The catering managers remain stationed in places where they are managers for long periods and they develop contacts, and that is not conducive to a healthy growth of high standards of morality among these catering managers. They become stooges of those whom they have to serve, and I think, therefore, that there should be a system of periodical transfer of these catering managers. I am told that the system of changing the management staff is prevalent in other Zonal Railways. I do not see why it should not prevail in the Northern Railway also.

Then I would like to refer to one experience of vendors who sell betel and cigarettes. I occasionally purchase cigarettes and I am not averse to taking betel, in fact I have a little liking for it. But one finds that these vendors are not sufficiently supplied with betel and with cigarettes. The quantity of cigarettes or the quantity of betel that they have is not sufficient for the purposes of the passengers travelling in any railway train.

I have been told by a number of railway-men that there is dissatisfaction among the persons who are serving in Class III of the Railway Service. They complain that the rules relating to the fixation of their seniority are not correct. The seniority is maintained on a Branch basis. Their plea is that it should be maintained on a Division basis. If the seniority comes to be maintained on a Division basis, they will be able to improve their position. That I think is the feeling with a number of Class III employees.

Also Class III employees feel that they should have some Tribunal—that also

[Shri P. N. Sapru]

applies to Class IV employees—to which cases of a disciplinary character against them can be referred. Today they find that they are at the mercy of their immediate bosses. They do not feel confident that they will get the justice that is their due. I suggested the other day when I was speaking on the Railway Budget that the Railway Service Commission should be given a statutory basis. I also suggested that the Railway Service Commission which does the recruitment of Class III and Class IV employees should be further empowered with authority to review disciplinary cases or cases in which disciplinary action may have been taken against persons serving as Class III or Class IV employees. I should therefore like some thought to be given on these lines by our energetic and able Railway Minister.

We know that a lot of work in our railways is done through contractors. Well, the way in which the contractors are selected is by invitation of tenders. But it often happens that the person who gives the lowest tender is not selected for the contract. I can conceive of cases when it may not be desirable to give a contract to a person who offers the lowest tenders because one knows that he is not likely to be able to do the work allotted to him. But generally, by and large, the rule should be to prefer a person who offers the lowest tender to those who have offered the higher tenders and I think this should be emphasised and remembered by the Railway authorities.

I should like to point out that it is important for us in Allahabad to get ourselves in touch or in contact with Lucknow which is now the capital of Uttar Pradesh. Allahabad had that privilege and honour at one time. Now that position has changed and whether we like it or not, we have to get ourselves in touch with Lucknow. The strangest thing that we find is that there is no fast and direct train service between Allahabad and Lucknow. Of course, there are passenger trains between Allahabad and Lucknow. There is one mail train but you have to go to Partapgarh and catch it to go to Lucknow. But there is no mail service between Allahabad and Lucknow or, for that matter, there is not even a fast

express train service between Allahabad and Lucknow.

The other day, a trader whom I have known for some time, came and saw me and spoke to me about some grievance which he had in regard to railway administration. He said that it was surprising that there was no direct train service between Najibabad and Kotdwara. Now, Kotdwara is the place where one changes for going to Lansdowne which is a hill-station. He suggested that there might be a local train service between Najibabad and Kotdwara. I am mentioning it for all that it may be worth.

Then we find that there is a paucity of porters and coolies at our railway stations. It is particularly so at Allahabad and parcels which come to Allahabad or those that are meant for delivery there have to lie for hours together on the railway platform. They make passage through the platform difficult and I think there should be some arrangement whereby these parcels can be removed as early as possible.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA) : Mr. Sapru, it is time to wind up.

SHRI P. N. SAPRU: Therefore there should be a sufficient number of porters for these purposes.

These are all the remarks that I have got to make at this stage of the discussion on the Appropriation (Railways) Bills. But I would like to wind up by saying that by and large, we can be proud of the efficient manner in which our Railways are run. Credit is due both to the superior and the inferior staff for the hard work that they do on our railways. And I should like, in this connection, to stress the point that the salaries of the superior staff should be on a par with those of the other big departments of the Government. For example... ..

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): It is a pretty long sentence. I thought that you said that this was the last sentence.

SHRI P. N. SAPRU: They should be on a par with other superior civil servants. I think a head of the department in the Railways should get roughly the same salary that a Joint Secretary gets.

That is all that I wanted to say.

PROF. M. B. LAL (Uttar Pradesh): Next to agriculture and Irrigation, Railways can claim to be our most important national enterprise. Railways constitute our biggest public enterprise also. They are not only the most important means of communication but are also vital for the defence of our motherland and for the economic development of our country. Therefore, Railways deserve careful consideration and attention both from the public and from the Government. It is to be regretted that attempts are now and then made by disgruntled people to disrupt railway communications and to destroy railway properties. All such attempts are definitely anti-national and deserve to be so condemned by all interested in the welfare of the nation. The people must realise that Railways are public property and must be maintained in good condition in the national interest. They have a right to claim better service from the Government, but they have no right to destroy facilities that are available to them at present. Public agitation against the Government has to be such that thereby vital national interests are not harmed. The Government which fails to ensure protection to the people and which fails to discharge its duty properly deserves to be replaced. But it is to be so replaced that thereby progress may be accelerated and the national good is not harmed.

Sir, the Railway Minister may have reason to feel proud of the fact that the Railways are being run in India more profitably than they are being run in many other countries of the world. He may have reason also to feel that the Indian Railways could not be run by Indian capitalists through a system of private enterprise. He may also have reason to feel that the third class passengers are in some ways better served today than they were during the British regime. They are provided with certain amenities which were not available to them before independence. All the same I hope the Railway Minister

will not suffer from complacency, will not feel that all that is happening is well and good and no improvement whatever is needed. A careful study would reveal that in India Railways are run more profitably largely because the people of India are used to travel under conditions under which no European would ever be prepared to travel. This is due also to the fact that due attention is not paid to the comforts of the third class passengers and they are denied even ordinary amenities of life, and such amenities as are provided to them by the railway authorities are not properly maintained with the result that during summer months passengers find it difficult even to get the drinking water at junction stations, not to speak of wayside stations.

Sir, I need not dilate much on the various difficulties with which passengers are faced. They are described in considerable detail by many Members of this House and Members of the other House.

Sir, when the Railway Minister feels satisfied that the Railways are running efficiently, I would request him to look to the inefficiencies of the railway system also. To my utter surprise, Northern Railway which were long running at profit have ceased to run at profit. I would request the Railway Minister to look into the causes that brought about that deterioration in the Northern Railway.

It is not possible for me to say that everywhere the catering system is bad. I had taken meals at the Kanpur railway station a number of times and I was fully satisfied with the food supplied to me by the restaurant which is run, perhaps, by the Railway authorities. But, by and large, it can be said that the catering is definitely substandard and needs to be improved.

Mr. Sapru invited our attention to the fact that *puris* and other articles on the railway stations are sold at prices much higher than the market price and wished that the reasons thereof must be enquired into. Sometime ago I happened to be at the Moghalsarai railway junction. There I was told certain facts which deserve to be enquired into. The vendors who sell goods and edibles to passengers have no

[Prof. M.B. Lal]

direct contract with the railway authorities. Railway authorities give contract to some persons on a very low rate but the contractor charges high fees from the vendors. The fees that were charged were very high, and consequently the vendors were not only harassed but were forced to sell goods at high prices to consumers. I feel what is happening at the Moghalsarai station might be happening at other places also, and I would request the Railway Minister to look into the matter and to devise ways and means whereby this exploitation, both of the vendor and of the consumer by contractors, may end.

Sir, much is said of corruption in the Railway Department. But before I deal with that, I feel it my duty to relate in this House a happy thing that happened to me. In May 1964, I had to change the train at the Kiul station. I forget my umbrella in the train. The other train was running so soon that I could not myself go to the first train and fetch my umbrella. To my utter surprise, after a day or two, I received that umbrella. The cooly who brought my luggage went to the train, got that umbrella, handed over that to the Railway Authorities and the Railway Authorities sent that umbrella to the place where I had gone. I would not have felt surprised if the Railway Authorities had known me to be a Member of Parliament. Perhaps they did not know it. All that they knew was that I was a first-class passenger and that also they came to know through the cooly and they knew the destination where I was going and that also they knew from the cooly.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): But they had your identity card number.

PROF. M. B. LAL: No, the Station Master of Kiul did not have that number, because I started travelling from Moghal Sarai station, not from Kiul station. This particular fact I relate because that indicates that while corruption prevails in the Railway Department . . .

SHRI DAHYABHAI V. PATEL: In high places.

PROF. M. B. LAL: . . . at various levels, still there are honest, incorruptible servants of the railways and honest and incorruptible porters also. While I am happy to relate this fact, I feel that we cannot allow ourselves to suffer from complacency in this matter also. There are so many complaints of corruption that they need to be properly looked into. I feel that if the Railway Authorities function more honestly and are more attentive to their duties the people can be served better and railway properties also can be better protected and the railway system can also command better respect of the people.

Before I resume my seat, I wish to invite the attention of the Railway Minister to the report of the Kunzru Committee with regard to inspection and research. I am sure some sort of research is going on but I feel that research deserves much greater attention than has so far been paid to it and I do not know whether all the recommendations of the Kunzru Committee with regard to inspection are being accepted, implemented and enforced by the Government or not. For want of time, it is not possible for me to describe in detail what those recommendations are. I will only request the Railway Minister to reorganise the Inspectorate on the lines suggested by the Kunzru Committee so that railway accidents may be minimised considerably and it might be possible for us to travel with greater safety and comfort in the Railways.

شری عبدالغنی (پنجاب) : وائس

چیرمین صاحب—اس میں کوئی شبہ

نہیں کہ اگر ریلوے کی اور آل پکچر کو

دیکھا جائے تو اس میں شری ایس -

کے - ہائل - ان کے ساتھی ڈاکٹر

رام سبھگر سنگھ اور ریلوے کے وہ

تمام کارندے جو ہیں ان کو مبارکباد

دینا ہر ایک کا فرض ہو جاتا ہے

لیکن میں حیران ہوں اور میری زندگی

کا بہت بڑا عرصہ ایس - کے - ہائل

صاحب کے ساتھ گذرا ہے۔ ان کی انتظامی قابلیت کے بارے میں کانگریس میں ہمیشہ سے فخر کیا جاتا ہے۔ ان کی نگاہ سے یہ کیسے چوک گیا کہ دیش کی جو سب سے بڑی سمسیا خوراک کی ہے انہوں نے اس کے بارے میں کیوں نہیں سوچا اور انہیں کیوں نہیں سوچھی کہ ریلوے کو اس طرح کے ڈھانچہ میں ڈالتے۔ اس کے بجٹ میں اس طرح کی فیسلیٹز نکالتے۔ چاہے وہ ساؤتھ کا ہو۔ نارتھ کا ہو۔ ایسٹ کا ہو۔ ویسٹ کا ہو۔ جو بھی بھائی، بہن ہو چاہے جس پرانت میں بستا ہو انہیں خوراک ایک ہی دام پر مل سکتی۔ اور ریلوے اس میں بہت بڑی مددگار ثابت ہو سکتی ہے۔ کیوں کہ آج جو سب سے بڑی سمسیا ہے وہ یہ ہے کہ کس طرح سے دیش کی اس مصیبت میں ریلوے کام آئے۔ یقیناً ریلوے ملک کی دفاع میں جب چائنیز نے ایگریشن کیا تھا اس وقت اس نے اپنی خدمت بہت اچھی طرح سے انجام دی تھی۔ اور ابھی جب پاکستان نے یلغار کیا تو اس وقت بھی ریلوے کے جتنے کاریہ کرتا تھے انہوں نے نہ صرف دیش کی مدد کی بلکہ اپنی جان سے، اپنے خون سے دیش کا نام اونچا کیا۔ تو ایسی حالت میں جب دیش ایک بے کاری کی شکل میں۔ میں نہیں کہوں گا کیوں کہ سرکار خفا ہو جاتی ہے لیکن ساری دنیا سے بھیک مانگنے لگتی ہے اور

یہ الزام لگایا جاتا ہے کہ آج تو ان ہمارے پاس موجود ہے لیکن اس کی تقسیم کے لئے۔ اس کو پہنچانے کے لئے۔ تاکہ وہ صحیح جگہ پر وقت پر پہنچ سکے۔ چاہے وہ کیرل ہو، چاہے گجرات ہو یا چاہے بہار ہو، چاہے کسی جگہ پر ہو جہاں جہاں مصیبت آئے ریلوے اس میں کام آئے اور مدد کرے لیکن میں نے اس بجٹ میں کوئی ایسی بات نہیں دیکھی ہے جہاں گورنمنٹ نے کوئی اس طرح کی چیز کی ہو۔ گورنمنٹ نے بجٹ میں ودیشی مدد حاصل کرنے کے لئے چاہے کروڑوں روپیہ رکھا ہو۔ چاہے وہ روپیہ نکمی جگہوں پر خرچ کیا گیا ہو۔ طرح طرح کے کاموں کے لئے سبسیڈی دینے کے لئے کروڑوں روپیہ رکھا گیا ہو وہاں پر ریلوے کو یہ بات کیوں نہیں سوچھی۔ اس نے ایسا انتظام کیوں نہیں کیا کہ خوراک کا جو نرخ ہے چاہے وہ مشرق میں ہو، مغرب میں ہو، جنوب میں ہو، شمال میں ہو وہ سب جگہ ایک سا ہی ہو۔ اگر یہ بھی نہیں سوچھی تھی تو پائل صاحب کو یہ بات تو سوچھی ہوتی کہ کم سے کم جو ان کے خاندان کے لوگ ہیں ریلوے کے قلی ہیں، کلرک ہیں اور دوسرے لوگ ہیں۔ ان کو ایک ہی دام پر خوراک ملتی اور اس طرح کی فیسلیٹی ان لوگوں کو دی جاتی۔ اگر انہیں ایسی سوچھی ہوتی تو مجھے پورا یقین ہے کہ ان میں اتنی ہمت ہے کہ وہ بات کر گذرتے۔

[شری عبدالغنی]

میرا خیال ہے کہ اگر ان کے ذہن میں یہ بات آ جاتی تو یقیناً دیش کا بھلا ہو جاتا ۔

پچھلے دنوں انہوں نے فرنش آئل اور کروسین آئل پر کرایہ بڑھایا ۔ کاش اگر گاڑیوں کا کرایہ بڑھا ہوتا تو میری سمجھ میں کوئی بات آئی ہوتی لیکن فرنش آئل اور کروسین آئل جو کہ دیش کی دفاع اور ڈیفنس کے لئے بہت ضروری ہیں اور سب سے بڑی ضرورت ہے اس کو بڑھانا نہیں چاہئے تھا ۔ ایک بدنصیبی ہے کہ پچھلے دنوں پائل صاحب پر یہ ایک چھوٹا سا داغ لگ گیا کہ یہ ٹینک اور ویگن اویل ایبل نہ کر سکے اور دیش میں مٹی کا تیل کسان کو وقت پر نہ ملنے کے کارن بڑا ہاھاکار مچا تھا کیوں کہ بھگوان غصہ ہو گئے تھے اور بارش نہیں ہوئی تھی اور بارش نہ ہونے کے کارن ضرورت تھی اس بات کی کہ ان کے پمپنگ سٹیشن چلیں ۔ ان کے جو چھوٹے موٹے ذرائع ہیں ان سے وہ کام لے سکیں ۔ ان کے انجن چلیں ۔ تو ویگن ۔ اویل ۔ ایبل نہ ہونے کی وجہ سے نہ صرف کروسین وقت پر نہیں پہنچ سکا بلکہ ڈیزل آئل بھی وقت پر نہیں پہنچ سکا ۔ تو یہ کیوں ہوا ؟ ان کی نظر سے یہ کیوں اچک گیا اور کیوں یہ ایسا نہ کر پائے ۔ یہ بھی میرے لئے ایک حیرت کا مضمون ہے ۔

رہیں ان کی خویاں ۔ خویاں تو بے شمار ہیں اور وہ میں نے پہلے ہی کہا ۔ کیوں کہ مسٹر پائل جو ہیں ان کو شروع سے ہی ایسی تعلیم ملی کہ انہوں نے ہر بات کو اچھے ڈھنگ سے دیکھا اور اگر وہ یہ نہیں کر پائے کہ گاڑیوں کی رفتار جو ہے وہ زیادہ تیز ہو پاتی ۔ یہ نہیں کر پائے تو لیول کراسنگ پر پل تو بنا دیتے جہاں گھنٹوں تو میں نہیں کہتا لیکن آدھا آدھا گھنٹہ کئی جگہ پھانک بند رہتے ہیں اور وہ آج سے نہیں برسوں سے ان کی مصیبت ہے ۔ چاہے لدھیانہ کی ہو چاہے کسی اور جگہ کی ہو ۔ یو ۔ پی ۔ میں بھی مجھے جانے کا اتفاق ہوا ۔ اور میں نے دیکھا کہ پھانک بند رہتے ہیں کیوں کہ ادھر سے ریل آتی ہے ادھر سے بھی ریل آتی ہے اور پل نہیں بن پائے ۔ اور پھر یہ کہہ سکتے ہیں کہ دیش کو اور سمسٹاؤں کے لئے روپیہ کی ضرورت تھی لیکن اس کا میں کوئی حل نہیں نکال سکا کہ اگر یہ سارے دیش کو نہیں دے سکے تو کم از کم اپنے خاندان کو یعنی اپنے ملازمین کو کیوں نہیں دے پائے اور کیوں وقت پر فرنش آئل کے لئے ۔ ڈیزل کے لئے ۔ اور کروسین کے لئے ٹرینیں اویل ایبل نہیں ہوئیں ۔ پھر بدنصیبی ایسی ہے دیش کی کہ چونکہ کانگریس سرکار یہ دعوے کرتی ہے کہ وہ کسانوں کی ہم درد

ہے۔ ان کا سارا جو مشن ہے وہ یہ ہے کہ کسی طرح دیش میں سماج واد ہو اور کیوں کہ ۵۰ فی صدی سے زیادہ کسان ہیں اس لئے جب تک ان کی بہتری نہ ہو تب تک اور کوئی راستہ دکھائی نہیں پڑتا۔ تو پھر کسانوں کی سمسیا بھی تو یہ ہے کہ اگر ان کا اناج آپ چاہتے ہیں کہ گجرات میں اگر چنا پنجاب سے جاتا ہے تو کسان کو دام اتنے ہی ملیں جتنے کہ دام اس کے ڈبو ہیں۔ تو پھر یہ ناممکن ہے کہ پنجاب کا چنا مدراس میں دوگنی قیمت پر جائے یا گجرات میں دوگنی قیمت پر جائے یا پنجاب کا چاول یا پنجاب کا گندم دوسری اسٹیٹوں میں اسی طرح سے دوگنی قیمت پر جائے۔ آپ ویوپاری کو کہتے ہیں کہ وہ چور ہے۔ وہ بڑا لٹیرا ہے وہ بڑے دام لیتا ہے۔ وہ کسان کو لوٹ لیتا ہے۔ لیکن آپ کسان سے بہت سستے داموں چیز لیتے ہیں کیوں کہ اس کو اپنے مال کو بھیجنے کی توفیق حاصل نہیں ہے کہ ریلوے ان کو یہ فیسلیٹی دے فارمرس کو ان کی کوآپریٹو سوسائٹیوں کو۔ اور ان کی آرگنائزیشن کو کہ وہ اپنا مال اگر خود بھیجیں تو یہ جو لوٹ ہے وہ بند ہو۔ کئی جگہ یہ سرکار ۵۰ پرسنٹ فائدہ اٹھاتی ہے اور کہتی ہے کہ خرچہ وہاں کی سرکار نے لے لیا۔ ایک اسٹیٹ سرکار کو بھیجا تو دوسری اسٹیٹ سرکار نے

لے لیا اور وہ سرکار پھر بھی کسانوں کی ہم درد ہے۔ لیتی وہ کسانوں سے سستا ہے۔ چاہے وہ بیڈی ہو۔ چاہے وہ گرام ہو۔ چاہے وہ وہیٹ ہو یا کہ کچھ بھی ہو۔ لیتی تو وہ اس سے سستا ہے اور دیتی مہنگا ہے۔ کیونکہ پائل صاحب اور ان کا محکمہ اتنی فیسلیٹیز دے نہیں پایا ان کی آرگنائزیشن کو۔ اگر یہ ہو کہ بار زندہ صحبت باقی تو کوئی یہ ضروری نہیں کہ ابھی سوچا ہو۔ پھر بھی میرا سبھاؤ ان کے دماغ کے کسی حصہ میں آسکے اور وہ فارمرس کو موقعہ دیں کہ وہ اپنا غلہ سیدھے بھیجیں اپنے دوسرے کسان بھائیوں کو اور جو دام کسان بھائی یہاں حاصل کرتے ہیں اس سے معمولی ایک پرسنٹ، دو پرسنٹ وہ رکھ کر کے وہ ان کو غلہ دے۔ اگر پنجاب کا کسان گجرات کے کسان کا بھائی ہے، مہاراشٹر کے کسان کا بھائی ہے اور وہ اپنے غلہ کی بوریاں کھول دے کہ وہاں جائیں کیوں کہ اس کے پاس فالتو ہے تو میرا خیال ہے کہ نہ صرف وہ سمسیا حل ہوگی بلکہ ریلوے کا نام اور میرے دوست مسٹر ایس۔ کے۔ پائل کا نام ور زیادہ روشن ہوگا۔ رہا کرپشن...

(Time bell rings)

میں ختم کیا چاہتا ہوں بس ایک ہی فقرہ کہہ کر—کرپشن کا کوئی شکوہ نہیں رہا کیوں کہ وہ تو اوپر سے چلتا ہے۔ ٹکٹیں ملنی ہوں تب کرپشن، کوئی پرمٹ ملنا ہو تب

[شری عبدالغنی]

کرپشن، کوئی کوٹھ ملنا ہو نہ
کرپشن - کوئی کہتا ہے کہ گڈس
کلرک لیتے ہیں اور ان کو برسوں
یہاں ہو گئے جن کی کہتے ہیں کہ
باقاعدہ آسایاں بکتی ہیں کہ فلاں
اسٹیشن پر اگر گڈس کلرک یا چیف
گڈس کلرک یا اسٹیشن ماسٹر رہتا
ہے تو اس کی قیمتیں پڑتی ہیں، بولیاں
ہوتی ہیں، بیس بیس ہزار، تیس تیس ہزار،
چالیس چالیس ہزار—کیوں کہ ان کو
وہاں سے آمدنی ہوتی ہے۔ مگر یہاں
کروڑوں کا قصہ ہے اس لئے میں ہزاروں
کے قصہ میں نہیں پڑتا وائس چیرمین
مہودے —تھینک یو -

[श्री अब्दल गनी (पंजाब) : वाइस-चेयर
मैन साहब, इसमें कोई शुबहा नहीं कि अगर
रेलवे की ओवरआल पिकचर को देखा जाए
तो इसमें श्री एस० के० पाटिल, उनके साथी
डाक्टर राम सुभग सिंह और रेलवे के वे तमाम
कारिन्दे जो हैं उनको मुबारकबाद देना हर
एक का फर्ज हो जाता है। लेकिन मैं हैरान
हूँ और मेरी जिन्दगी का बहुत बड़ा अर्सा
एस० के० पाटिल साहब के साथ गुजरा है।
उनकी इन्तजामी काबलियत के बारे में कांग्रेस
में हमेशा से फल्र किया जाता है। उनकी
निगाह से यह कैसे चूक गया कि देश की
जो सबसे बड़ी समस्या खुराक की है उन्होंने
उसके बारे में क्यों नहीं सोचा और उन्हें क्यों
नहीं सूझी कि रेलवे को इस तरह के ढांचे में
ढालते, इसके बजट में इस तरह की फेसिलिटीज
निकालते, चाहे वह साउथ का हो, नार्थ का हो,
ईस्ट का हो, वेस्ट का हो, जो भी भाई-बहन
हो चाहे जिस प्रान्त में बसता हो उसे खुराक
एक ही दाम पर मिल सकती। और रेलवे
इसमें बहुत बड़ी मददगार साबित हो सकती है।

क्योंकि आज जो सबसे बड़ी समस्या है वह
यह है कि किसी तरह से देश की इस मुसीबत
में रेलवे काम आए। यकीनन रेलवे मुल्क
की दिफ्फा में जब चायनीज ने एग्रेसन किया
था उस वक्त उसने अपनी खिदमत बहुत अच्छी
तरह से अन्जाम दी थी। और अभी जब
पाकिस्तान ने यलगार किया तो उस वक्त भी
रेलवे के जितने कार्यकर्ता थे उन्होंने न सिर्फ
देश की मदद की बल्कि अपनी जान से,
अपने खून से, देश का नाम ऊंचा किया। तो
ऐसी हालत में जब देश एक बेकारी की शकल
में—मैं नहीं कहूंगा क्योंकि सरकार खफा
हो जाती है लेकिन सारी दुदिया से भीख मांगने
लगती है और यह इल्जाम लगाया जाता है
कि आज तो अब हमारे पास मौजूद है लेकिन
उसकी तकसीम के लिए, उसको पहुंचाने
के लिए, ताकि वह सही जगह पर वक्त पर
पहुंच सके, चाहे वह केरल हो, चाहे गुजरात हो
या चाहे बिहार हो, चाहे किसी जगह पर हो,
जहां-जहां मुसीबत आए रेलवे उसमें काम
आए और मदद करे लेकिन मैंने इस बजट
में कोई ऐसी बात नहीं देखी है, जहां गवर्नमेंट
ने कोई इस तरह की चीज की हो। गवर्नमेंट
ने बजट में विदेशी मुद्रा हासिल करने के
लिए चाहे करोड़ों रुपया रखा हो, चाहे वह
रुपया निकम्मी जगहों पर खर्च किया गया
हो, तरह-तरह के कामों के लिए सबसिडी देने
के लिए करोड़ों रुपया रखा गया हो वहां पर
ऐसा इन्तजाम क्यों नहीं किया कि खुराक का
जो निर्र है चाहे वह मशरिक में हो, मगरिब
में हो, जनूब में हो, शुमाल में हो, वह सब
जगह एक-सा ही हो। अगर यह भी नहीं
सूझी थी तो पाटिल साहब को यह बात तो
सूझी होती कि कम-से-कम जो उनके खानदान
के लोग हैं, रेलवे के कुली हैं, क्लर्क हैं और
दूसरे लोग हैं, उनको एक ही दाम पर खुराक
मिलती और इस तरह की फेसिलिटीज उन
लोगों को दी जाती। अगर उन्हें ऐसी सूझी
होती तो मुझे पूरा यकीन है कि उनमें इतनी
हिम्मत है कि वह यह बात कर गुजरते।

मेरा ख्याल है कि अगर जेहन में यह बात आ जाती तो यकीनन देश का भला हो जाता ।

पिछले दिनों उन्होंने फरनेश आयल और कैरोसीन आयल पर किराया बढ़ाया, काश अगर गाड़ियों का किराया बढ़ा होता तो मेरी समझ में कोई बात आई होती लेकिन फरनेश आयल और कैरोसीन आयल जो कि देश की दिफा और डिफेंस के लिए बहुत जरूरी हैं और सबसे बड़ो जरूरत है, उसको बढ़ाना नहीं चाहिए था । एक बदनसीबी है कि पिछले दिनों पाटिल साहब पर यह एक छोटा-सा दाग लग गया कि यह टेक और वेगन अवेलेबल न कर सके और देश में मिट्टी का तेल किसान को वक्त पर न मिलने के कारण बड़ा हा-कार मचा था क्योंकि भगवान गुस्से हो गए थे और बारिश नहीं हुई थी और बारिश न होने के कारण जरूरत थी इस बात की कि उनके पम्पिंग स्टैंड्स चले, उनके जो छोटे-मोटे ज़राए हैं उनसे वह काम ले सकें, उन इंजन चले, तो वेगन अवेलेबल न होने की वजह से न सिर्फ कैरोसीन वक्त पर नहीं पहुंच सका बल्कि डीज़ल आयल भी वक्त पर नहीं पहुंच सका, तो यह क्यों हुआ ? उनकी नज़र से यह क्यों उचक गया और क्यों यह ऐसा न कर पाए । यह भी मेरे लिए एक हैरत का मज़मून है ।

रहीं उनकी खूबियां, खूबियां तो बेशुमार हैं और वह मैंने पहले ही कहा । क्योंकि मिस्टर पाटिल जो हैं उनको शुरू से ही ऐसी तालीम मिली कि उन्होंने हर बात को अच्छे ढंग से देखा और अगर वह यह नहीं कर पाए कि गाड़ियों की रफ्तार जो है वह ज्यादा तेज़ हो पाती, यह नहीं कर पाए तो लेबिल क्रासिंग पर पुल तो बना देते जहां घंटों तो मैं नहीं कहता लेकिन आधा-आधा घंटा कई जगह फाटक बन्द रहते हैं और वह आज से नहीं बरसों से उनकी मुसीबत है । चाहे लुधियाना की हो, चाहे किसी और जगह की हो । यू० पी० में भी मुझे जाने का इत्तफाक हुआ और मैंने

देखा कि फाटक बन्द रहते हैं क्योंकि उधर से रेल आती है और इधर से भी रेल आती है और पुल नहीं बन पाए । और फिर यह कह सकते हैं कि देश को और समस्याओं के लिए रुपया की जरूरत थी लेकिन इसका मैं कोई हल नहीं निकाल सका कि अगर यह सारे देश को नहीं दे सके तो कम-अज़-कम अपने खानदान को यानी अपने म्लाजमीन को क्यों नहीं दे पाए और क्यों वक्त पर फरनेश आयल के लिए, डीज़ल आयल के लिए और कैरोसीन के लिए ट्रेने अवेलेबल नहीं हुई । फिर बदनसीबी ऐसी है देश की कि चूंकि कांग्रेस सरकार यह दावा करती है कि वह किसानों की हमदर्द है, उनका सारा जो मिशन है वह यह है कि किसी तरह देश में समाजवाद हो और क्योंकि 75 फ़ीसदी से ज्यादा किसान हैं इसलिए जब तक उनकी बेहतरी न हो तब तक और कोई रास्ता दिखाई नहीं पड़ता । तो फिर किसानों की समस्या भी तो यह है कि अगर उनका अनाज आप चाहते हैं कि गुजरात में अगर चना पंजाब से जाता है तो किसान को दाम उतने ही मिले जितने कि दाम उसके ड्यू है । तो फिर यह नामुमकिन है कि पंजाब का चना मद्रास में दुगुनी कीमत पर जाए या गुजरात में दुगुनी कीमत पर जाए या पंजाब का चावल या पंजाब का गंदुम दूसरी स्टेटों में इसी तरह से दुगुनी कीमत पर जाए । आप व्यापारी को कहते हैं कि वह चोर है, वह बड़ा लुटेरा है, वह बड़े दाम लेता है, वह किसान को लूट लेता है, लेकिन आप किसान से बहुत सस्ते दामों चीज लेते हैं क्योंकि उसको अपने माल को भंजने की तौफ़ीक हासिल नहीं है कि रेलवे उनको यह फेसिलिटीज दे, फार्मर्स को, उनकी कोआपरेटिव सोसाइटियों को और उनकी आर्गेनाइजेशन्स को कि वह अपना माल अगर खुद भेजे तो यह जो लूट है वह बन्द हो । कई जगह यह सरकार 50 परसेंट फायदा उठाती है और कहती है कि खर्चा वहां की सरकार ने ले लिया । एक स्टेट सरकार को भेजा तो दूसरी स्टेट सरकार ने ले लिया और वह सरकार फिर भी किसानों की हमदर्द है ।

[श्री अब्दुल गनी]

लेती वह किसानों से सस्ता है, चाहे वह पेड़ी हो, चाहे वह ग्राम हो, चाहे वह व्हीट हो या कुछ भी हो, लेती तो वह इससे सस्ता है और देती महंगा है। क्योंकि पाटिल साहब और उनका महमका इतनी फेसिलिटीज दे नहीं पाया उनकी आर्गेनाइजेशन को। अगर यह हो कि—यार जिन्दा सौबत बाकी। तो कोई यह जरूरी नहीं कि अभी सूझा हो। फिर भी मेरा मुझाव उनके दिमाग के किसी हिस्से में आ सके और वह फार्मर्स को मौका दें कि वह अपना गल्ला सीधे भेजें अपने दूसरे किसान भाइयों को और जो दाम किसान भाई यहां हासिल करते हैं उससे मामूली एक परसेंट दो परसेंट वह रख करके वह उनको गल्ला दें। अगर पंजाब का किसान गुजरात के किसान का भाई है, महाराष्ट्र के किसान का भाई है और वह अपने गल्ले की बोरियां खोल दे कि वहां जाएं क्योंकि उनके पास फालतू है तो मेरा ख्याल है कि न सिर्फ वह समस्या हल होगी बल्कि रेलवे का नाम और मेरे दोस्त मिस्टर एस० के० पाटिल का नाम और ज्यादा रोशन होगा। रहा करप्शन..

(Time bell rings)

मैं खत्म किया चाहता हूं बस एक ही फिकरा कह कर। करप्शन का कोई शिकवा नहीं रहा क्योंकि वह तो ऊपर से चलता है। टिकटें मिलती हों तब करप्शन, कोई परमिट मिलना हो तब करप्शन, कोई कोटा मिलना हो तब करप्शन। कोई कहता है कि गुड्स क्लर्क लेते हैं और उनको बरसों यहां हो गए जिनकी कहते हैं कि बाकायदा आसामियां बिकती हैं कि फलां स्टेशन पर अगर गुड्स क्लर्क या चीफ गुड्स क्लर्क या स्टेशन मास्टर रहता है तो उसकी कीमते पड़ती हैं, बोलियां होती हैं, बीस-बीस हजार, तीस-तीस हजार, चालीस-चालीस हजार। क्योंकि उनको वहां से आमदनी होती है मगर यहां करोड़ों का किस्सा है इसलिए मैं हजारों के किस्से में नहीं पड़ता वाइस चैयरमैन महोदय, थैंक-यू।]

SHRI S. K. PATIL: Mr. Vice-Chairman, I am grateful to the Members of this House for their general satisfaction and the approval that they have given to the Budget proposals. These Appropriation Bills afforded an occasion to put before the Administration and before us some of the difficulties that they have been experiencing.

Now, Sir, I am not going to refer to everything that has been said because we have introduced, I think, a very wholesome procedure in this House and in the other House that every point that has been made by hon. Members is carefully considered and then answers are placed in the Library for the Members to see. Sometimes it is difficult to answer on the spot because you cannot conceivably have all the information that is necessary for that purpose.

Now, Sir, generally people are anxious and naturally they should be anxious to have new railway lines and so many other facilities on the Railways. Railways are an all-India affair with 57 thousand kilometers of railways and ever increasing year by year. Therefore, everybody is anxious to see that in his State and in his particular constituency there should be a railway and if it is N.G. or M.G., it should be changed to B.G. and there should be several other reforms made. If it is running fast, it should run faster, and so on and so forth. I can quite understand that. If all these things that have been said here and elsewhere and which are in my imagination too, as to what an ideal railway system for India should be, if all these things are to be done, I do not know what they would cost but my easiest and readiest estimate is that all these things will cost another Rs. 10,000 crores as against the present value of our assets of a little less than Rs. 3,000 crores. Now this is something not very alarming because in a broad system of railway like this in another 25 or 30 years possibly all that would become necessary, and it will come slowly. I am merely saying it from the point of view of the resources available at my disposal which are given by the Planning Commission, and planning is not only confined to Railways; it is a total planning of which Railways is only one part. And whatever comes to me

Sir, I have got to apply some kind of priorities. It is not left to me to say that this is necessary and should be immediately done. These priorities are determined and within the resources at our disposal we do these things.

Now, Sir, this development is of two kinds, extensive and intensive. Now in many advanced countries extensive development, namely, putting up more railway lines, has almost come to a standstill because the Railways cannot go farther. But in our country there is much scope even now both for extensive as well as intensive development. In certain parts or certain States there are inaccessible areas and there are no railways. These railways have got to be introduced, especially for Defence purposes, although it is not remunerative. If a railway line becomes necessary from that point of view, it has got to be done. Even if it is a difficult terrain where the gradient is really not so favourable, we have to spend twice, thrice or even four times as much money in order to do it. But that is a different thing altogether. Sometimes you can export things like iron ore, manganese and many other things that we have got. So it becomes necessary to provide railway facilities in those parts of the country so that we can get foreign exchange and so on. I am explaining all this particularly because hon. Members will agree with me that in all these directions we have been thinking and we have been doing something. We should do more, but our capacity to expand the Railways or for modernising them becomes limited by the resources that we have got.

Then again the science of railways is also rapidly changing in the world. What used to be the fashion possibly some 10 or 20 or 30 years back is no longer there. Time was when there were only these steam engines. Now we have dieselisation and electrification. That means more and more power to the engines and the haulage capacity of the same engine is more. The haulage capacity of the diesel engine or the electric engine is some 100 per cent more and that means that the same engine can draw more wagons and more coaches than what engines used to draw before.

And in this modernisation process even signalling systems are changing. When you come to electronics and micro-wave systems it is possible for you to run on the same track probably 40 or 50 per cent. more trains than used to be the case, consistent with security and safety and that method would be more useful. Therefore, Mr. Vice-Chairman, you can see and hon. Members will realise that these things have got to be kept in view and taken into consideration when we think of expanding our Railways or of the modernising of our Railways.

So far as modernisation is concerned, making the trains go faster etc. we are doing it, and at a pace at which no other country is doing just now. If you see what we have been doing during the last ten years or so, you will see it is really remarkable. I do not take any credit for that. It is due to the fact that we got the technical know how and experience of other countries that had gone through that stage. Therefore, if you see what we have done in the matter of electrification and other things during the last few years, whether it be dieselisation or electrification or any other thing, you find that nobody has done these things as fast as we have done. And surely the pace is going to be faster. So if some things have not happened during the last 18 years it does not mean that they will not happen. They are happening and they will happen. Our desires and aims are also running faster than the possibility of achieving them. I am saying all this because these are the considerations that weigh with us all the time.

I will not refer to each and every point that was made here; but I shall refer to some points to which I would invite the attention of hon. Members. My hon. friend Shri Dahyabhai Patel in his speech made several points. But there was one on which he was persistent and he always refers to it. In his last year's speech also and in this year's speech and when there was the general discussion on the Budget, he referred to it and that is about the Railways in Gujarat and particularly in Saurashtra which used to be privately owned before by the Princely States now taken over by us, that large sums of money had been given and they have not been used. Therefore, I was very anxious to know the position. I have

[Shri S. K. Patil

got the figures here, rough figures. So far as Baroda State is concerned no doubt there was a sum of nearly Rs. 90 lakhs or a little over, Rs. 93 lakhs or so. So far as the Princely States of Saurashtra are concerned there was a sum of about Rs. 1.5 crores, in all about Rs. 2.5 crores. So far as the financial integration of the Railways is concerned, I know something because I had dealt with it. I was a member of the Financial Integration Committee formed immediately after the attainment of freedom, to see how the finances of the various States and the various Railways should be integrated and so on. Therefore, I have personal knowledge of it, and how it was done. I want to state that against this little less than Rs. 2.5 crores we had already spent more than Rs. 4 crores even up to 1958-59. Of course, this money was nothing compared to the needs, because Gujarat is industrially growing and growing very rapidly. Any particularly State growing industrially means that the country is growing industrially and we are proud of it because there are oil finds and so on. Therefore, the Railways have developed also. Another port has been created there—Kandla port. Therefore, they need a tremendous amount of money and the Railway system has to develop still further. Development of oil industry has started and all these things are doing something good to Saurashtra, something good to Gujarat. If it is good for Gujarat then it is good for India and it is good for everybody. So far as the Railways are concerned during the last few years on that tract who have spent more than double what we had taken and the fact that some money was taken has no relevance.

There was another important point and that was raised by my hon. friend Shri Jagat Narain, I think, who asked why the railway lands near the railway lines in these days of scarcity of food etc. should not be let out for being cultivated so that something could be got so that we could get crops from them. Now, it will interest the House to know that immediately this emergency came. I mean the food emergency and not the other emergency, as soon as this food emergency arose and it became necessary that every inch of land that we have, wherever it be, is cultivated for the time being, this is what we did. I say for the time being because I hold different views so far as the cropping system

is concerned and I am not for growing crops at the cost of our forests which are vanishing from this country. That is a different subject, but because I dealt with that subject for the larger part of my administrative life, I know a little more than what is being usually said. But I could understand that the need of the hour was food and at that time we need not think of forests. Therefore, in these railway lands, in these areas we gave permission—not only gave permission but gave it free—and we said that wherever there was railway land the man who was cultivating the adjacent land, the adjacent private land, that man could take it over and cultivate it without paying anything to us. At that time we did not go into the legal procedure and all that because that would have taken a lot of time and valuable time would have been lost and so what little land we had we gave it. We did not have vast lands on which to raise crops. We had some land and I am told the figure is as much as 4,902 acres and this was given free to the cultivators and wherever it was available and the cultivators took advantage of it. I am quite sure that they had cultivated them and the Railways have not benefited at all. We do not mind it so long as the cultivator could do it and the grain goes to the common pool. It may not be for all time to come. For that something else will have to be done. That is also engaging our attention. Also we had assigned the land in the railway yards lands which could be utilised for the purpose of raising crops and we asked our employee's "You cultivate it and take advantage of it. Don't give anything to the Railways just now, because any grain that we produce we need in the emergency of the time." It is good. We have to decide what should be done as a long-term arrangement. We are thinking what should be the long-range arrangement. Nobody can get any thing for nothing because then it has no value. So that is being thought of and I would like to say that it is possible to do something because the approach of the Railways is always cooperative in these matters. Wherever there is any land, anybody can point out that there is this land and the Railways are not actually using it then it can be used for crops and we shall be only too pleased to see that it is cultivated. And what should be the long-term arrangement will also be put into practice so far as the next two or three years are concerned.

Then there were several things mentioned. My friend Shri Deokinandan Narayan referred to Wheeler and Company. When he does it I feel somewhat guilty as if I have done something very wrong, because he is a friend and any suggestion from my good friend I would be very reluctant not to accept. Fortunately or unfortunately it so happens that at the present moment these are the figures so far as Wheeler & Co. is concerned. My hon. friend quoted some figures I don't know, he must be accurate, he is always accurate. He mentioned something about 300 out of 500. But the Wheelers have grown just as our Railways have grown. So many new lines have come up one after another. In those days there were so many private companies and Wheeler & Co. was also a private company and it was then in the hands of foreigners. Now it has become an Indian company. I have got the figures of royalty that we get rough figures. They may not be accurate to the last rupee. Out of Rs. 3.5 crores—I am sorry it is Rs. 3.5 lakhs I wish they were crores—out of Rs. 3.5 lakhs as much as Rs. 2.5 lakhs are from Wheeler & Co. Contracts have been given to others also. I do not say that we don't give. But it is rather difficult. Here this is my thinking. I do not know whether it is orthodox or not. I feel if a system is working nicely, if a contractor is rendering good service, we should not change that system or that contractor. Let him remain. If this one has been given this station, then that one should be given that station, it should not be the thing, unless it be that there is something radically wrong, in which case it has got to be changed. But if you say because somebody has been there for 5 years or 7 years, therefore somebody else should be given now and so on, that is not a good system, because with that system we shall not get good results. If it is Wheeler or anybody who is a contractor and if he has satisfactorily worked for a long period, his long period should be his qualification and not a disqualification because he has been able to satisfy the people for a long time. Therefore, I can assure my friend that wherever he points out that anything has gone wrong we will certainly look into it. It is said that he has sub-contractors; yes, that has been there right from the beginning and that is the system under which he takes the contract. Now, for instance we have given some stalls to the Sarvodaya people and we

want to give them more. I can tell of my hon. friend that wherever, the question of a Sarvodaya stall comes I personally go out of my way just to say that it has got to be done because of the respect in which I hold that body and the good work that it is doing. It is not for profit that they do it. But while there is another stall there and there is a contract then I must work within the four corners of the contract. Therefore, if sometimes I make a condition that they can only keep some books on which there is no profit-making and so on and so forth, it is somehow or other to wriggle out of the contract which is already there. It is because of the contract that some stipulations become necessary; it is not because of any prejudice. Certainly there will always be predilection in its favour and not prejudice against it. If more and more stalls are necessary by which literature can be distributed and sold, surely wherever new stations come and where contractual obligations are not there, then I can be more free to do that. Therefore, surely there will be nothing that I will do which will be prejudicial to the interests of the Sarvodaya stalls.

Now, catering has been referred to by so many people and very rightly so. It has been mentioned that it is substandard. It is substandard. Sometimes we do not like it. I could tell you honestly when I travel, not as a Railway Minister, I will not take anything unless I am sure that whatever is offered is clean and nice. I will rather go without anything or I will carry my own food. But when I travel as Railway Minister—not that the habits are changed and it is not so easily possible to change the habits—everything is examined and there is special care taken to see that everything is cooked nice and kept clean. Perhaps it is human nature but I am not so foolish as to think that this is the normal standard. I understand it very well that things are not good in this respect. Indeed we have been trying sorts of experiments to find out what should be done to improve matters. Some say, 'Departmentalise it and take it yourself wholesale and then it will be all right.' That may be one way of doing it but I have seen even in the case of departmental catering everything is not good necessarily because after all the human being is just the same everywhere whether it is private catering

[Shri S. K. Patil]

or whether it is public catering. If the human being is not clean he is not clean anywhere. It all depends upon the society. You cannot have cleanliness just imposed somewhere while the rest of the community has not come up to that level.

SHRI SYED AHMAD (Madhya Pradesh): But the point is, . . .

SHRI S. K. PATIL: No; I won't be interrupted. I have no written script with me and I am just going on from memory and I do not want to be interrupted.

I am merely saying this. Some of the private contractors are good; some of them are not good. I can quite understand what is happening. The contractor gives it to another man and he makes more money. All these things are known to us and it is constantly engaging our attention. The Railway Board and the Railways have been thinking what methods could be evolved to meet this situation. It is only by trials and mistakes that we can improve it. There is nothing like a ready-made pattern which can be adopted. Suppose I departmentalise the whole thing, what happens? Members in this House say 'Run it on a no-profit no-loss basis'. I do not believe in that; I am not a believer in no-profit no-loss. I am a firm believer in profits and profits alone. Whatever we do there must be profit. If you say no profit no loss, it will not do for the simple reason that you will make no profit at all, as we did here. We were having losses every time; only this time we have made a little profit. That cannot be called profit because of the huge capital that we have invested. All those things we had to buy because you cannot have good standards without them. Now that is a different matter and that point has not been raised. But what is good and what is bad is only relative. What I am saying is, I am having a competition in this system between the contractors and our official catering. Let both the systems go on. Whenever we see that one is going wrong we can always step in. If our own catering goes wrong I do not mind handing it over to the private catering. So this is a question on which vigilance has to be exercised. I plead quality; I do not say that what has been said is wrong. We know it. It has

got to be improved. Now, it was mentioned here in the House that their uniforms are very dirty. I think Miss Maniben Patel said that last time. Immediately afterwards we went into it and we found it was correct. The uniforms were dirty not because the Railways were dirty but because the man was dirty. Give him the best of things and he will make a mess of them. Therefore, this is a kind of a social problem. Of course we have got to try and improve it but we cannot do such things simply by passing a rule or by giving him one or two more uniforms. We are trying to do as much as we could.

Then corruption was referred to. That is really something for which I sometimes hang my head in shame because this is giving us the most trouble. I agree with everybody who said it is there but this is not a thing special to the Railways. Of course it looks big because there is a nation-wide net-work of Railways employing some 14 lakhs of people; its Budget alone comes to hundreds of cores. Because they are spread over thousands and thousands of places everybody seems to think that the Railways are the Himalayas of corruption. Call it by whatever name you like, it is a malady from which our whole society is suffering. This is no new thing. We have got to find same means of remedying the evil and whatever steps are possible are being taken. There is this vigilance and we are having more and more of it. But by merely appointing more and more officers you cannot eradicate corruption because along with that many other things have got to be done. But I can assure you that this is being systematically done and it will be done more and more in future.

Somebody referred to research. I think my hon. friend opposite said that attention must be given to research. I agree hundred per cent. with him and that is exactly what is being done. Any money that is spent on research is money well spent and it is bound to bring in good results. And it has shown results. We have many railwaymen who take part in research and who are ultimately successful in having inventions to their credit. We are doing it and doing it in a big way and it will be continued hereafter also.

As far as the Kunzru Committee's Report is concerned, very often I have replied to questions here in the House. There are only three or four suggestions that were not implemented; the rest of it were implemented. I can supply up-to-date information about this to the hon. Members if they so desire.

Now, my friend, Mr. Abdul Ghani, talked about grain shops for the Railways. He said, 'How is it that a man like S. K. Patil could not think of these things that all railwaymen from one end to the other should have grains supplied to them at a reasonable price?' I tell you, hundred per cent. I agree with him, especially when there is difficulty today in getting grains. If it was possible for me I would surely do it no matter how much loss the Railways may have to incur because our experience with these grain shops was very unsatisfactory. When we ran those shops we lost crores and crores of rupees and Committee after Committee recommended that they should be put a stop to. This is what happened in the past. In spite of all this we have even today got hundreds of shops and co-operatives. Even at this stage if it is possible for me to give grain to the railway employees at a reasonable rate, it pays me to do so because I would get a class of satisfied people who will do better work but where shall I bring the grains from? The question today is not whether I am prepared to lose or not but in a system where you have got rationing in the country, it is impossible to have within that rationing a little inside system because that would lead to corruption, bigger corruption. I asked my friend, the Food Minister, whether it was possible for him to set apart for me some amount of grains which I can use in the Railways; he said no and I know it is difficult. But if at any time something could be done in order to have the satisfaction of such a large number of railwaymen and their families so that they can at least get their foodgrains at a reasonable rate, I shall be only too pleased to do so. If we did something wrong in the past by which we incurred those losses, surely we shall try to improve the system so as to avoid the losses. Surely the Railways would not be losing on this especially in view of the fact that every six months we go in for a rise in the salary bill.

I think I have said most of the things I wanted to say. So far as the other things are concerned I will not venture to go into them for the simple reason that if some of them are left out it might be an invidious distinction which I do not want to do. But I can assure my friends that most of these points, every point that they have made, will be very scrupulously and meticulously gone into. We shall find out and we shall explain, even if it is not to their satisfaction, whenever Members approach me, and they do approach me. We have got the machinery left open, the permanent negotiating machinery, by which all the employees and we ourselves have excellent and good relations with each other. It has been the special privilege of the Railways that we have been catering to their needs more than in other Government departments for the simple reason that this being a big institution it is all the more responsible to set the norms in respect of the conveniences which should be provided to Railway employees.

With these words, I once again recommend these Appropriation Bills to this hon. House.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): The question is:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1966-67 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

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

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

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

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

"That the Bill be returned."

The question was proposed.

SHRI JOSEPH MATHEN : Sir, while replying, the hon. Minister pointed out that there is no technical know-how with regard to catering as far as our Indian railways are concerned. I think, when comparing catering on various Railways, we could see that there are Railways which supply very good food and I wish to bring to the notice of the hon. Minister the Frontier Mail. I do not know which Railway is managing it, but it is supplying very delicious and very good food and everything in it is good. Cannot we take it up, so that this catering system should be studied and if it is a good system it should be introduced elsewhere?

SHRI S. K. PATIL : All right.

SHRI M. RUTHNASWAMY (Madras): There is one point with regard to the servants of the catering department getting dirty. May it not be due to the fact that they are supplied with white uniforms? White uniforms are hardly the uniform to be supplied to railway servants because on account of the conditions in which they work these white uniforms get dirty in two or three hours. Some coloured uniform, like blue or brown or something else might be supplied to them.

SHRI S. K. PATIL : It is being thought of.

SHRI A. C. GILBERT (Uttar Pradesh): I have a suggestion to make to the hon. Minister about catering. I suggest to him, through you Sir, that the Railways should give it a trial at one or two stations. Wherever there is railway catering, why should not a contractor come in there? If he comes in, there will be competition and I am sure the food then supplied will be much better.

DR. SHRIMATI PHULRENU GUHA (West Bengal): There is a problem for the bearers at least in the areas where I come from. At least from Calcutta to Delhi the bearers are not getting their pay. I would request the hon. Minister to look into the matter. The complaint is that they were getting commission. They have opted for salary. Bearers on some Railways are neither getting salary nor commission.

Nothing has been done and nothing has been decided and they are suffering. I would request, through you, that that must be looked into and something should be done very soon, because each time I travel I get the same complaint from them.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): Especially in the dining car of the 'black diamond.'

The question is:

"That the Bill be returned."

The motion was adopted.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1965-66 for the purposes of Railway, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

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

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

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

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

"That the Bill be returned."

The question was put and the motion was adopted.