

point raised by some other friends too. We should *not take* over such responsibility indiscriminately. We are careful, and once a responsibility is taken, the intention is to perform it well. That 3 P.M. is why it is not possible to take on many more concerns. Yet it may be desirable, despite the limitations of the Government, to take over the control and management of concerns in the country's interests, and where the public interest is involved the Government cannot simply plead that its hands are full. They have got to do something about it. We cannot shirk that responsibility when public interest is involved. So I can assure the House that in all such cases, wherever it is considered necessary, we shall not hesitate to serve the public interest and take over the regulation of such industries. It is true and I have heard also of complaints of provident funds being misused and so on and so forth. Wherever things come to our notice we try to take remedial measures. Remedial measures can be taken in different ways and it may be possible to rectify matters even without actually taking over any industry under this Act. We explore all possibilities and take necessary steps accordingly.

During the course of the debate, some rather extraneous matters were also raised, matters which are not relevant to this measure, if I may be permitted to say so in all humility. For instance, there was a reference to the location of certain industries under the public sector in this or that State. That is a matter which can usefully be taken up during the debate on the Budget and on the Grants and I shall be very happy, indeed, to meet those points. I do not want to say anything at this stage except that in the location of all public undertakings, we take due care of all backward regions, subject to the economics of the project. In all such cases, the practice is to appoint a location committee which goes into the merits of the various locations. I can assure the House that generally the interests of every backward region are always kept in view. As a matter of fact, every effort is made to look at all the possible

backward regions for the purpose of location of the industries.

I have nothing else to say. I believe I have covered all the points that were raised during the speeches. I commend this Bill to the House for its acceptance.

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

"That the Bill further to amend the Industries (Development and Regulation) Act, 1951, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): Now we take up the clause by clause consideration of the Bill. There are no amendments.

Clause 2 was added to the Bill.

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

SHRI T. N. SINGH: Sir, I move:

"That the Bill be passed."

The question was put and the motion was adopted.

I. THE APPROPRIATION (RAILWAYS) BILL, 1965

II. THE APPROPRIATION (RAILWAYS) NO. 2 BILL, 1965

THE MINISTER OF RAILWAYS (SHRI S. K. PATIL): Sir, I beg to move:

"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 1965-66 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

There is one request. There is another Bill that will be taken up afterwards, in more or less the same kind, seeking adi

[Shri S. K. Patil.] tional grants. The debate may be together on both and according to your procedure you may put them to vote separately, I don't know in what way.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): There are two Bills to be considered and I hope the House has no objection to taking them together because most of the ground to be covered by the two Bills is the same.

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

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1964-65 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration,"

In moving that the Appropriation (Railways) No. 2 Bill, 1965, as passed by the Lok Sabha be taken into consideration, I would like to say, by way of introduction that of the 10 Supplementary Appropriations proposed, seven are under Revenue working Expenses, namely Nos. 1, 4, 5, 6, 7, 8 and 10, one is for increased payment to General Revenues (No. 12) and two are Works Grants (Nos. 15 and 16). The additional requirements on Revenue Account are mainly due to developments subsequent to the presentation of the Budget last year—such as the enhancement of dearness allowance and the other factors referred to in the Budget speech. The additional dividend which is payable to General Revenues is expenditure only in a technical sense. On Capital account for Works, two supplementary appropriations are being moved for additional funds, but on the whole, less money is being asked for, on Capital account than the Budget grant. I would also add by way of explanation that the latest requirements for the current year, as shown in the Supplementary Demands are slightly different from the Revised Estimates as indicated in the Book of Demands for Grants for 1965-66 presented at the time of the Budget, since the attempt is to improve the accuracy of

budgeting by using the latest available information.

The Supplementary appropriation now proposed in respect of Revenue Grants totals up to Rs. 18-75 crores (gross), which is Rs. 106 crores less than the figures in the Revised Estimates for these grants. This reduction has been possible because of certain modifications advised by the Railway Administrations after the presentation of the Railway Budget for 1965-66.

.On the works side, the latest requirement under Grants 13, 14 and 16 is less than the figures indicated in the Budget and the Revised Estimate, but under Grant No. 15 the requirement of funds is Rs. 5 12 crores more than the Budget. This increase is mainly because of the better progress on track renewals and on certain essential projects forming part of the Railway Development Programme and on some expenditure under Stores Suspense to cover payments on stores during the year based on the latest anticipations. This is explained in greater detail in the Book of Supplementary Demands for Grants. But as pointed out earlier, even though we are seeking an increase under Grant 15, overall there is no increase in the Capital expenditure. On the other hand, the overall net expenditure on works will be about Rs. 365 crores; it will be less than the Budget grant by Rs. 5 crores. All that we are now seeking in effect is only redistribution of funds between Grants which can only be effected by Parliament.

With these brief introductory remarks, Sir, I commend the Appropriation Bills for the consideration of the House.

The questions were proposed.

SHRI DAHYABHAI V. PATEL (Gujarat): Mr. Vice-Chairman, I have listened to the brief speech of the Railway Minister while making these motions and I also listened carefully to the speech of the Minister on the Railway Budget. Since I did not participate in that debate, as is the practice in this House, I will take this

opportunity of making a few remarks. I am not very enthusiastic or happy about the performance of the Railways. What we have got is a very clever speech at the time of the discussion of the Budget, and a brief speech now. It is all words. What have we got in substance? In substance we have got an increase in Railway fares, coming after the increase in the levies under Customs and Excise. All this is going to push up prices and I do not know how it helps the common man. May I say that having taken these large sums of money from the people, we would expect from the new Railway Minister at least a new outlook, a new efficiency, a new look and I hope that he will be true to his words when he promised us faster trains, cleaner trains, better food and a cleaner administration. We may talk of sadachar or anything but look at the railway station in Delhi, the queues for tickets, see how they obtain reservations. Only yesterday I went to the railway station and half the first class coaches were empty. There is plenty of room but whenever you ask for reservation the reply is, "There is no room". It is the same case with buying tickets. (*Interruption*). There is some feeble voice which I did not catch. I will hear it and reply, if he wants a reply.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): Don't worry about feeble - voices. You carry on.

SHRI DAHYABHAI V. PATEL: Thank you, Mr. Vice-Chairman. I do not want to be unfair to a Member who is trying to say something.

What I would expect from the Railway Minister is results. He is a man who can give results. Can we hope that under his administration we will get faster trains? He rightly told us that the speed of the irains in India like the Frontier Mail, for instance, that comes to Delhi, is the same as it was twenty years ago. Mr. Patil has perhaps travelled recently by the Frontier Mail but I do always travel by that train and even if it comes in time, it is delayed for thirty to fortyfive minutes between Mafhura and Delhi, and very often bet-

ween Faridabad and Nizamuddin. Why is it so? It is because there is difference in the administration of the Northern Railway and the Western Railway and the Northern Railway always treats the Western Railway in a step-motherly way. The Western Railway trains are shunted aside while the Northern Railway trains are cleared and therefore it is that even Members of Parliament cannot come in time often. This thing must be cleaned up. After all, if we are talking of integration of the country, Mr. Vice-Chairman, there is something called the integration of the administration also and the Railway Administration which has so much resources, which has so much manpower and which has often been presided over by some of our best public men should show a better spirit than this.

Mr. Vice-Chairman, I do not know whether you were in the House or not but on the last two occasions I had mentioned about the attitude of the Railways to some of its employees. In particular, I have in mind the case of an employee of the Railways in Bhavnagar who stood for a small municipal election. He asked for permission. Somebody did not like him to get elected, his rival candidate pulled wires and a telegram ordering him not to stand, refusing permission, was received by him after the date of the poll. He succeeded in the election but now the Railways have dismissed him from service for standing in the election. I think this is a callous attitude in the present days of democracy. I will name the man, he is Mr. Mukund Parikh, and he hails from Bhavnagar. I would request the hon. Minister to look into it with a fresh mind. I know this case has been looked into before but it has not been looked into sympathetically. Are orders to be served on the employees or on their fathers and are they expected to comply with them after they have won the election? It is a very unfair way of dealing with the whole thing. He sent telegrams, he sent two reminders but he got no answer. I would like the Railway Administration at least under Mr. Patil to be more efficient, deal with correspondence in a quicker way and deal with the staff in a more sympathetic manner.

[Shri Dahyabhai V. Patel.] ner. We have great hopes about Mr. Pari] improving the Railways. He made a moving speech on the first day and talked about the slow speed of the trains and the lack of cleanliness. This shows that he is alive to some of the problems but when are we going to get the solution? To my mind, there is one solution which only a man with drive can give and that is that while we are asking for cleanliness, better administration and drive, we also ask for better output not only on the running of trains but better output per man hour of every individual of the Railway.] think this applies not only to the Railways but everywhere where production is the lowest in the world. Could the Railway administration which treats its employees with consideration, which treats its employees liberally and well not make a beginning by showing the way by making every man give his best, his full eight hours a day and his full hour's work during that one fivr? If the Railways are able to do this, it will be a pointer to the whole country, (hat the progresse of the country can only be by better production. We will wait to see what the performance of the new Minister is in the new year.

SHRI N. PATRA (Orissa): I rise to support the demands included in the Appropriation Bills. The Railway Board was managing the affairs till 1924 when the Government came into the picture and the companies had to transfer all the assets to the Central Government. Whenever there is any national movement, whether it be on the language question or on the formation of a separate linguistic State, the Irst target has always been the Railways. People think that the Railways belong to the Central Government and they want to vindicate their grievances against the Central Government by destroying Railway property. When there was agitation in Andhra for the formation of an Andhra Pradesh, when all the legitimate ways and means did not work, they started stopping the trains and interfered with the Railway system and about one crore of rupees worth of Railway property was lost. The Vijayawada Railway station was damaged and was set on fire and it was said that

the damage amounted to one crore of rupees. Similar was the case in respect of the formation of a separate State of Maharashtra.

SHRI P. K. KUMARAN (Andhra Pradesh): That is the only language your people understand.

SHRI N. PATRA: There was also interference wiith Railway property when th: small and peace-loving people of Orissa did not feel satisfied with the award of the Fazal Ali Commission, when Orissa did not get Seraikalla and Kharaswan. At that tune, Pun station was set on fire and Railway property was looted. In the recent language issue also, in the South, in Madras, what do you find? About four miles of railway tract was removed and at places the wagons were set on fire and there was huge loss of Railway property. Therefore, I want to suggest that instead of running the Railway administration as part of the governmental machinery, the Government should convert it into an autonomous corporation. We have so many autonomous corporations. Why not consider the proposal of forming another corporation under which will be the management of the Railway administration so that people will know that it is a separate commercial corporation and has nothing to do directly with the Government? If it is a commercial institution, they may not make it a target of their attack. So many corporations are being successfully run nowadays and there should be no difficulty in making this also into an autonomous corporation. Of ciurse, the Government can lay down a condition that they should be given a retupn of six per cent on the funds that will be placed at the disposal of the corporation. In this way, the loss of property caused by frenzied people can be avoided.

SHRI LOKANATH MISRA (Orissa): But in the city of Calcutta people also set fire to the buses that belong to the Calcutta Corporation.

SHRI N. PATRA: There is always trouble there and therefore at times the buses are attacked. However, this is my suggestion, because we find everywhere even wise

people incite the people to interfere with Government property. They seem to feel that the only way to get their demands considered is by making people interfere with Government property.

Now, I want the Railway Minister to give some thought to the simplification of the rules and regulations now in vogue in the Railways. There is a provision that if a railway worker serves for about eleven days, he will get one day's leave. Now, there are 12 lakhs and seventy thousand workers employed in the Railways and therefore it becomes necessary to maintain 12 lakhs and seventy thousand registers for keeping an account of their leave. It is a cumbersome procedure. These rules require to be changed. Instead of calculating one day's leave for every eleven days of service which necessitates the maintenance of so many lakhs of registers, every worker should be guaranteed a month's leave for every year and thus the cumbersome procedure should be simplified.

Then there are some difficulties in the matter of casual leave also. There is a difference in the provision of casual leave between workshop and open line staff. Some people are given 13 days' leave while some are given 15 days' leave. I do not know why there should be this differentiation. The Government should look into this and see that even justice is done to everybody.

There is differentiation in the matter of the issue of railway passes also. A third class employee who puts in twenty years of hard service in the Railways is given a pass for each year after retirement, whereas a fourth class employee even after working for 30 years is not eligible for one pass even for every year and he is eligible for the same ones in every five years.

So also is the case with their promotions. There are about 7,50,000 fourth class workers in the Railway Administration setting a paltry sum of Rs. 110 or so. For their promotion to 3rd class category you

have reserved only 20 per cent while in the Postal Department a reservation of 50 per cent has been made for such employees. There was a Committee recently headed by Mr. Tapase, Member of Parliament, and that Committee has recommended that 50 per cent should be reserved for the promotion of fourth class employees. Therefore I request that the rules pertaining to leave, promotions, etc., should be modified and simplified.

Then I come to my own province of Orissa. Now, in Orissa, the Paradip port is under construction involving the expenditure of a huge sum of money and the Central Government is going to take it over. When you are taking over its management and also financing it heavily, you should also see that it works on economic lines. Unless this port is connected with the mining area from where you get the iron ore and the steel plant at Rourkela, this big port on which you are spending huge sums of money will not be running economically. I therefore request that efforts should be made by the Railway Ministry to get it connected with Rourkela. In between Rourkela and Paradip at Talcher a big electrical thermal complex is under construction and there is a coal bed of about 700 miles. A railway connection between Paradip and Rourkela will help you to maintain the Paradip port economically.

In Orissa, unlike in other States, there are no local trains. In Calcutta, Madras, Delhi and other places we find there are so many local trains which are running within the respective States but in Orissa there is not even a single train running locally and we have to depend upon the trains coming from Howrah a long distance up to Palasa. The people there have to attend courts, have to go to market and they have to face a very great difficulty in getting accommodation in those through trains. I suggest there should be local trains between Palasa and Badrak. Instead of having to depend on trains from long distances they can make two or three trips in between these two stations and this will redress one of the long-standing-

[Shri N. Patra.] grievances of the people of Orissa. The people there are aggrieved that even after seventeen years of independence the Railways which are making huge profits are not catering to their demands. That is their general grievance and it is a longstanding grievance.

Then coming to the R.M.S., we find there are eight districts within the South Orissa jurisdiction, of which six belong to Orissa, but the people who are appointed there in the postal van do not know Oriya and therefore letters often do not reach their destinations. After independence, people have started addressing their letters in the local language and sorters of the R.M.S. do not know the Oriya language as a result of which there is always trouble between Cut-tack and Vizianagram. In fact, a suggestion was made in Calcutta to the authorities concerned and it was accepted but now the trouble arises at the time of the implementation because there are some interested people in Waltair who are interfering in this.

SHRI LOKANATH MISRA: The main point in this regard is that the Railways are not prepared to give mail vans to the express trains that would carry the mail. That is the difficulty and that is how they are responsible.

SHRI N. PATRA: Therefore I request them that the control of the postal jurisdiction should be given to the Post Master General, Orissa, and that should be taken out from Waltair and tagged on to Cut-tack. That is my request.

SHRI P. K. KUMARAN: Mr. Vice-Chairman, Sir, one Bill deals with the routine expenses and the other Bill deals with expenses which have already been incurred. So, there is no other go but to support it, but I would like to impose some qualifications. During the last several days, we have been seeing in papers a controversy that is going on regarding the appointment of a Wage Board. The Labour Minister is taking the stand that the appointment of a Wage Board is necessary, but our hon. Minister, Mr. Patil, is reported to have

stated in the other House that a Wage Board will not be appointed. It will be harmful to the railway workers in that they are likely to lose several benefits. I do not know of any benefits which the railwaymen now enjoy and which they are likely to lose.

SHRI AKBAR ALI KHAN: (Andhra Pradesh) : When there is no demand, why do you want to agitate for it?

SHRI P. K. KUMARAN: There is already a demand. The INTUC and the Federation of All India Railwaymen are both demanding it. They have demanded the appointment of a Wage Board. Now, the difference between a Pay Commission and a Wage Board has not been properly appreciated or understood by the Railway Minister and the Railway Board. That is my impression. Let us look at the experience of the last two Pay Commissions. After the Pay Commissions' recommendations had been implemented, there followed a series of anomalies and negotiations started. Several protest meetings were held. Negotiating committees, arbitrations, one-man tribunal, that tribunal, this tribunal, etc. were set up and it continued. Then, the Second Pay Commission created more anomalies. Even now the anomalies are still pending. The difficulty is that the Pay Commission has been unable to go into the different degrees of skill, workload, etc. In the case of the Wage Board, which is generally constituted with representatives from labour, from the Railway Board and an independent chairman, whoever he is, they have the benefit of getting technical advice, which the Pay Commission did not have. In the case of the First Pay Commission, of course, Shri S. Guruswami was there. But the last Pay Commission was constituted mainly by people who were defeated in the elections. They gave an award which worsened the situation on the Railways.

SHRI AKBAR ALI KHAN: Are you sure that you want to forgo the benefits of the Pay Commission's recommendations. Do you think that it is in your interests to give up the advantages of the Pay Commission's recommendations?

SHRI P. K. KUMARAN: Wage Board also is a machinery by which collective bargaining is carried on. The experience of the Labour Ministry is that wherever a Wage Board has been appointed, it has added to the continuance of industrial peace. Of course, if industrial peace is understood as absence of strikes, then I will not say anything, but industrial peace does not mean only absence of a strike. Slowing down or silent protests also can affect productivity in any industry, including the Railways. So, my appeal to the Railway Minister is that this has got to be reconsidered. A Wage Board has got to be appointed.

Another argument which he has advanced is that railway employees are Government servants. I do not understand how a railway employee is, a Government servant. I understand even the peon of a panchayat board being called a Government servant. But in the case of a man who cuts coal in a loco shed, a man who repairs the track in the hot sun, a booking clerk who sells tickets in the stations, a ticket examiner who checks tickets, what is his part in the functioning of the Government? The mere fact that the Railways are owned by the Government does not mean that it is a Government Department. The Railways are a commercial undertaking. The railway employees are commercial employees and they should have benefits which the other commercial employees and employees in other commercial and industrial undertakings in India are getting. These facilities he will get only by the appointment of a Wage Board, which will be able to apply modern norms of work, by undertaking work analyses and also fixing wage graphs. One facility which he is likely to lose is his free pass. The facility of one or two sets of free passes is not a peculiar facility, peculiar advantage, which is given only to Indian railwaymen. Railwaymen throughout the world enjoy this. Even employees of air travel companies enjoy this facility of one or two free travel passes. So, the appointment of a Wage Board cannot remove any facilities which the railway employees are now enjoying. A railway employee is not enjoying anything else which an ordinary industrial employee is not get-

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ting. So, this has got to be reconsidered by the Railway Ministry and the sooner a Wage Board is appointed, the better it is.

Another point is this. I said that the functioning of a Wage Board adds to the continuance of industrial peace. When the question of industrial peace comes up, I am reminded of section 148 cases. It is exactly one year and three months now. I think, in December 1963, the Supreme Court gave a judgment. Now, there are still cases pending. With a secretariat which is perhaps larger than the Central Secretariat, the Railway Minister was not able to re-employ all the employees who were removed from service. Even now they are waiting for the CID reports. These people were removed from service on the basis of false reports given by the CID. Even now they are waiting for the reports. An employee who applied on the very second day of the judgment for reinstatement is still to get the order. He is qualified. They issued a circular—not that I agree with the principles enunciated in the circular—and even within the scope of the circular which they issued, he is eligible for reinstatement. It has not yet been done. There are several such cases pending throughout India.

Another case is the judgment on section 148, which was re-numbered as 149 and which is illegal. Now, the Railway Board, on the expert advice of their legal advisers, have decided that only those people who were removed six years prior to the judgment or prior to the appeal for reinstatement should be taken back to duty. I do not know and I cannot understand on what basis they have arrived at this. Normally, an employee who is removed from service, appeals against it within one month, if not the next day. Here, on this plea, they have restricted a large number of persons. There are a large number of employees who had been removed from service, on reasons which they could not establish, under this section 148, saying simply that their services were not required. There are still a number of

[Shri P. K. Kumaran.] people who have been removed from service in 1952, 1956, etc. under N.S.S.R.— the National Safeguarding of Security Rules. Later there is a judgment of the Supreme Court that all those people who were removed from service under N.S.S.R. should be deemed to have been removed under section 148. So, they too will come under this. My point is that section 148 is illegal under the Constitution. It is illegal from the day the Constitution came into force, that is, in 1950. So, all those employees who were removed from service under section 148, since the date the Constitution came into force, should be taken back to duty. If they are not willing to come back, that is another matter, but they should be given an opportunity to come back to duty. Some of them do not live. Some of them are overaged. Whatever it is, an offer should be made and that would do a very great extent restore confidence among the employees and also restore industrial peace, which they want. In 1960 there was a strike in Secunderabad. There are still 21 employees affected. I have written to you several times. I have written to Sardar Swaran Singh. I wrote to Dasappa, who is no more. I have written to Dr. Ram Subhag Singh also, but so far nobody has found it possible to consider the case. They have attributed certain incidents. I told them personally that certain undesirable incidents did take place, burning some effigies, etc.

But the people who are responsible for that are not the people here. Those people were executive committee members of the unions. A man does not get easily elected to an executive committee unless he has got some respect, some standing among the workers and also in the area in which he lives.

Another thing which is held against them is that they assaulted the C.I.D. I do not know. They were holding a meeting and this C. I. D. man came and sat among them, pretending that he was a railway worker. Naturally, the railway workers who were on strike beat him. He cannot blame them. If I were in the meeting, I too would

have beaten him. That is the position. Because he pretended to be a railway worker they beat him. I do not think that that incident should be taken as a serious charge against them. So, I would appeal to the Minister that they should be taken back. Whenever I go to Secunderabad, it is pitiable to see them. I am telling you plainly that if they are taken back, they will not be of any use to the Railway unions because they are absolutely demoralised. But their families are suffering and their children are not getting education. Why should their family and children suffer for this thing? That is why I appeal that they should be taken back to duty. Let them live. They will not do anything. They will not be in a position to take part in any movement.

Another point is regarding the recognition of the Chitttranjan Loco Works Union. Recently, I was told that when the hon. Minister went to that place, he had discussion with them, there was a demonstration, he received two or three memoranda from them and he had promised consideration. That union has been functioning for the last fifteen years. They have got a membership of more than 50 per cent, of their strength. They have captured all the elective post in that factory. Whether it is the Library or the Staff Council or the Recreation Club, everywhere their representatives get elected. They were told once that if they removed outsiders, that is, non-employees from the posts of officebearers, it would be recognised. The outsider was an M. L. A. of the West Bengal Assembly, who was an ex-employee. But now they have removed him. At least now it is high time that the question is considered and they are given recognition. I hope Mr. Patil will keep his promise.

Another point I would like to mention is that the number of higher appointments has increased. Of course, with the introduction of rationalisation and new machinery there is a decrease also. But generally in the olden days I used to find in certain shunting yards of small junctions there used to be one shunting jamadar, one pointman and one coupling porter or whatever it is, and they used to manage the shunting operations of a junction. Now I find that over the shunting jamadar there is a shunting master, assistant shunting master, then yards foreman, and above him there is station master to supervise. The work load, that is, the number of wagons which are received at the junction and sent out, also has increased. But the man who does this basic work, that is, the pointman who directs or diverts the wagon from one line to another by operating the point, and also the shunting man or the coupling porter who hooks and unhooks the wagon—their number still remains the same. They have got a number of supervisors above them. It is these supervisors who give instruction on phone and write reports to the head office, but the physical work is done "by that man. The instruction is that he should hook or unhook the wagon when the two wagons come to a full stop. But the practice is that he jumps in between the two wagons and then hooks or unhooks when the wagons are in motion, and then he jumps out when in motion. If today these coupling porters decide that they will work according to rules, within two hours any big junction can be brought to a jam and a bottleneck will be created, and it will take two days for the bottleneck to be relieved and the trains to be brought to normal movement. So, the position of these shunt men and coupling porters and pointsmen in all junctions has got to be reviewed. It is better to appoint a Committee of two or three officers, and let them go round and see all the junctions. They should examine the work load and they should give them two or three pointsmen etc. The number of these people should be increased. Some of these yard foremen and supervisors can be removed. There is no harm in that. Those people I mentioned understand the job.

While speaking on the Budget, I had

mentioned the point about introducing a direct train from Hyderabad. I find that the new time-table does not contain anything about it. Of course, it does not pertain to the average traveller, but people who want to travel in air-conditioned third class or first class compartments must travel all the way from Hyderabad to Kazipet and then get into a Madras compartment if they succeed in getting reservation from Madras. So an air-conditioned compartment combining first class and third class from Hyderabad should be introduced. The best thing is to introduce a direct train. It has not been considered. It is high time it was considered.

Another point is this. Last year, I mentioned about the condition of the Gandhi Hospital in Secunderabad. I have also narrated in this House how a pregnant woman suddenly delivered, hearing the sound of an engine which was in the shunting yard. The shunting yard in Secunderabad is very close to the Gandhi Hospital. My suggestion is, you are going to have a South Central Railway with headquarters at Secunderabad.

SHRI AKBAR ALI KHAN: There have been heart failures also on account of this.

SHRI P. K. KUMARAN: So, it is very inconvenient for the patients. You cannot shift the shunting yard from Secunderabad. So the best thing is to negotiate with the State Government and take over the Gandhi Hospital building for the headquarters or the new Railway. Let them construct a new building far away from the railway. There is plenty of space in Hyderabad and they can construct a new building for the hospital. The present building can be taken over as the central office of the Railway. It can be improved. It is neat and ideally located and very near to the Secunderabad railway station. I hope the Minister will view this suggestion with favour.

श्री बाबा साहेब सावनेकर (महाराष्ट्र) :
माननीय उपाध्यक्ष महोदय, मैं रेलवे के इस मोशन का समर्थन करते हुए, उनको थैंक करते हुए, कुछ सूचनाएं रेल मंत्री महोदय के सामने रखना चाहता हूं, जो मैं समझता हूं कि वह जरूरत के लिहाज से सोचेंगे।

मैं ने दो तीन मर्तबा रेलवे बजट पर बात करते हुए यह महसूस किया था कि जो निजाम रेलवे को सेंट्रल गवर्नमेंट ने लिया है, उसमें तब से अभी तक इम्प्रूवमेंट नहीं हुआ है। मैं समझता हूं कि उन स्टेशनों की हालत बेसी ही है। मैं ने अपने मंत्री महोदय राम सुभग सिंह से क्वेश्चन भी पूछा था और उन्होंने यह आश्वासन भी दिया था कि उसकी दुहस्ती की जायेगी और उसको कुछ न कुछ डेवलप किया जायेगा, लेकिन मैं फिर उनके सामने दो तीन बातें रखना चाहता हूं।

आप हमारे मनमाड स्टेशन को देखिए। एक ब्राडगेज का प्लैटफार्म है और एक मीटरगेज का प्लैटफार्म है और इन प्लैटफार्मों को देखने से मालूम होता है कि कुछ न कुछ इसमें पार्शिया-लिटी और कुछ न कुछ इसमें स्टेपमदरली ट्रीटमेंट है। मनमाड का जो मीटरगेज का प्लैटफार्म है उसमें यह है कि आधी गाड़ी प्लैटफार्म पर खड़ी होती है और आधी उसके बाहर खड़ी होती है और बारिश में कीचड़ में यात्रियों को चढ़ना होता है, उसमें वे चढ़ भी नहीं सकते हैं और बूढ़ों, औरतों को तो बहुत ही परेशानी होती है। मैं मिनिस्टर साहब से बिनती करूंगा कि वह इस मामले में जरूर खयाल करें।

अब मनमाड से कछीगुडा तक को जो ट्रेन है, वह पहले जमाने की है।

एक गोदावरी वैली एक्सप्रेस ट्रेन है जो कि 24 घंटे में एक मर्तबा आती-जाती है, वहां आमदनी भी बढ़ी है और पैसेंजर्स भी ज्यादा होते हैं। तो रेलवे को चाहिए कि जहां-जहां आमदनी होती है, वहां-वहां पैसेंजर्स की सहूलियत के लिए ज्यादा खर्च किया जाये।

अब, हमारी पूर्णा तक हिगोली लाइन ऐसी है कि जो स्टेशन है वह अपोजिट साइड पर है, जो बिजनेस सिटी हिगोली है वह अपोजिट साइड पर है। तो वहां ट्रेन पास न होने तक पैसेंजर्स आ जा नहीं सकते हैं, वहां पैसेंजर्स रुक जाते हैं। प्लैटफार्म भी ऐसा ही है। हिगोली एक बड़ा बिजनेस सेंटर होते हुए भी, वहां के पैसेंजर्स को सुविधायें नहीं होती हैं, बिजनेस सेंटर होने के बाड़ी तो देर तक खड़ी रहती है और 15 मिनट तक पैसेंजर्स को पास होने के लिए मुश्किल होती है।

और, प्लैटफार्म कई स्टेशनों पर नहीं है। बारिश में, कीचड़ में, सब पैसेंजर्स को तकलीफ होती है। अपने सवाल में मैं ने धामनी और नंदपुर की मिसाल मंत्री महोदय के सामने रखी थी कि वहां स्टेशन नहीं है, वाटरप्रूफ कारपेट के स्टेशन बने हुए हैं। उसमें स्टेशन मास्टर रहेंगे कि पैसेंजर्स रहेंगे—बड़ी खतरनाक चीज है। मैं ने दो तीन बार अपने मैनेजर से भी डिसकस किया। वे बोले, ऊपर की आचारिटी से आना चाहिये। मैं आज इस मौके पर डा० राम सुभग सिंह जी को दावत देता हूं कि उस लाइन पर आ कर देखें कि यहां पर मीटर गेज है और मराठवाड़ा का जो एरिया है उसमें तीन जिलों की लाइनें जाती हैं और दो जिलों में तो रेलवे है ही नहीं। शोलापुर, उसमानाबाद और औरंगाबाद को एक लाइन से मिलाने की हमारी मांग है। मराठवाड़ा सब बातों में सरप्लस है, मगर

हम यह नहीं जानते कि ये सरप्लस चीजें देश के और भागों में पहुंचाने के लिये रेलवे क्यों नहीं इनिशियेटिव्ह ले रही है ? गुड्स ट्रेन की यह हालत है कि हम इरिगेशन के इंजिन का जो माल भेजते हैं उसे भी एक स्टेशन से दूसरे स्टेशन तक पहुंचने से नौ-नौ रोज लगते हैं । मेरी खुद की मिसाल है कि औरंगाबाद से मैंने वाटर पाइप डिसर्पंच किया हिंगोली को—वह मेरी अरजेंट चीज थी—और मैं ने स्टेशन मास्टर से रिक्वेस्ट किया, लेकिन वह नौ रोज में पहुंची । आप देखिये, कि रेलवे डिपार्टमेंट को सभी डिपार्टमेंट को एग्रीकल्चरल प्रोडक्शन के लिये कोआपरेशन देना चाहिये और इरिगेशन प्रोजेक्ट के लिये प्रायिडि देनी चाहिये रेलवे को, जो ऐसी कोई चीजें आए तो फौरन डिसर्पंच करनी चाहियें । अगर एक पाइप के लिये आठ-आठ नौ-नौ रोज लगें तो मैं समझता हूं एग्रीकल्चर फेल हो जायेगा । इसलिये मैं रिक्वेस्ट करता हूं कि इस पर गौर करें । उस लाइन पर यह हालत है और गाड़ी का जो इंतजाम है वह भी कम है । मैं उम्मीद करता हूं, कि मेरे यह सब कहने के बाद वहां की हालत दुस्त हो जायेगी ।

बी० टी० स्टेशन बम्बई का जो इतना बड़ा स्टेशन है, मैं समझता हूं वहां पानी की स्केयरसिटी है । स्टेशन अवागंटी से पूछा तो वे बोलने हैं कि कारपोरेशन के बच में और हमारे बच में बात चल रही है और कारपोरेशन फेवरेबल कंसिडर नहीं करता है । मैं समझता हूं, अगर पाटिल साहिब वहां होते तो वह टेलीफोन से बात करके कि पैसेजर्स को इतनी पानी की दिक्कत हो रही है, उस समस्या को दूर कर सकते थे । लेकिन मैं अब राम सुभग सिंह जी से कहूंगा कि

बी० टी० स्टेशन में पानी की इतनी दिक्कत नहीं होनी चाहिये, कारपोरेशन का मामला हो तो वे फौरन छुड़ा सकते हैं; क्योंकि बी० टी० का जो यह स्टेशन है, इसमें हजारों लोग हमेशा रहते हैं और इसलिये वहां वाटर पाइप चौबीस घंटे खुला हुआ रहना चाहिये ।

रेस्टरा के बारे में मैंने यह देखा कि एक एक बड़े कान्ट्रेक्टर को तीन-तीन, चार चार रेस्टरा दे दिये जाते हैं, जिसका वे स्वयं इंतजाम नहीं करते हैं । उसके लिये उनकी ओर से मैनेजर्स, सब-मैनेजर्स मुकर्रर किये जाते हैं, जो पैसेन्जर्स की सहूलियत की कोई पवाह नहीं करते हैं । मैंने सुना है, निजामाबाद, पूर्णिया और औरंगाबाद में रेस्टरा एक ही कान्ट्रेक्टर को दिये जाते हैं । मैं आप से रिक्वेस्ट करूंगा कि क्यों न उन अलग-अलग कान्ट्रेक्टर्स को जो सेल्फ स्पोर्टिंग काम करना चाहते हैं उनको इन रेस्टरा का इन्तिजाम दिया जाये ? बड़े-बड़े लोग बम्बई में और हैदराबाद में बैठते हैं और रेस्टरा ले लेते हैं और अपने लोगों के जरिये से उनका इंतजाम चलाते हैं, मुम्किन है वे लोग पैसेन्जर्स की पवाह नहीं करते और उससे पैसेन्जर्स की दिक्कत होती है । कहीं-कहीं तो चाय ऐसी होती है कि बिल्कुल पानी सरीखी होती है, खाने की चीजें भी अच्छी नहीं होती । मैं यह पूछना चाहता हूं कि क्या आपके ये कान्ट्रेक्टर्स रेलवे को बोनफैट के वास्ते हैं या पैसेन्जर्स के वास्ते हैं—मैंने इसके बारे में एक सवाल भी पूछा था, लेकिन वह अलाऊ, नहीं किया गया । लेकिन इसके ऊपर आप को सोच लेना चाहिये कि पैसेन्जर को सहूलियत देने के लिए कान्ट्रेक्टर्स को बाइन्डिंग कराना चाहिये और जो कान्ट्रेक्टर खुद सर्व नहीं करता, खुद इंतजाम नहीं करता, उसको

[श्री बाबा साहेब सावनेकर]

यह काम नहीं देना चाहिये। बड़े-बड़े लोग कान्ट्रेक्ट पा जाते हैं तो वे लापरवाही करते हैं और पैसेजर्स को बहुत दिक्कत होती है और मुश्किल होती है।

स्टेशन की बाउण्ड्री के अन्दर के रास्ते ऐसे हैं कि अगर देखा जाये तो कोई तांगा नहीं चल सकता, कोई आदमी नहीं चल सकता। इस वास्ते स्टेशन के जितने रास्ते हैं उनको स्टेशन की अथारिटी को और रेलवे विभाग को दुहस्त करना चाहिये।

हमारी जो एक नयी लाइन हो गई है हिंगोली से खंडवा तक, उसमें खाली एक गाड़ी चौबीस घंटे में चलती है। मैं चाहता हूँ कि जो कानून है रेलों का कि दो साल से ज्यादा लॉड रेलवे लाइन पर नहीं होना चाहिये, तो जब दो साल हो गये तो उसके ऊपर एक गाड़ी चलनी चाहिये, एक फास्ट एक्सप्रेस चलनी चाहिये; क्योंकि वह मोटर गेज लिंक ऐसा है कि "साउथ टु नार्थ जवाइनिंग" है, इस वास्ते उस पर ज्यादा ध्यान देना चाहिये और इसलिये मैं आपसे ज्यादा से ज्यादा रिक्वेस्ट करूंगा किये जो गुड्स ट्रेन हैं, जो इरीगेशन पाइप के सामान पहुंचाये जाते हैं, उनके लिए प्रायोरिटी दी जाये।

इसके अलावा हम स्टेशनों पर देखते हैं कि कहीं भी ऐसा नहीं है कि जहां गायें और बकरियां नहीं फिरती हैं। मेरे दो तीन पारसलों का यह हाल हुआ कि गाय बकरियां खा गईं। तो उसके लिए कुछ इतिजाम किया जाये। हर स्टेशन पर गदहे, गाएँ, बकरियां, जो रहती हैं, इसके लिए हर स्टेशन अथारिटी को स्ट्रिक्ट बानिग दी जाये। सुभग सिंह जी से मैं पर्सनल रिक्वेस्ट करूंगा कि हमारी लाइन पर आ कर वे देखें और इतिजाम करें।

इस सूचना के साथ मैं उम्मीद करता हूँ कि मंत्री महोदय मेरी बातों पर खयाल करेंगे।

श्री विमलकुमार मन्नालालजी चौरङ्गिया (मध्य प्रदेश) : उपसभाध्यक्ष महोदय, जो यह नयी परम्परा प्रारम्भ की गई कि दो विधेयक एक साथ पास करने के लिये लिये गये, इसको मैं ठीक नहीं समझता। प्रार्थना है कि भविष्य में इस तरह की बातें, जिस को मैं गलती कहता हूँ, दोहरायी न जायें।

उपसभाध्यक्ष (श्री महावीर प्रसाद भार्गव) : नयी बात नहीं है। ऐसा पहले भी हुआ है।

श्री ए० बी० बाजपेयी (उत्तर प्रदेश) : हा, गलत बात पहले भी हो सकती है।

श्री विमलकुमार मन्नालालजी चौरङ्गिया : तो अगर गलती दोहरायी जाये तो ठीक लगता नहीं।

उपसभाध्यक्ष महोदय, गत वर्ष जब विनियोग विधेयक पर मैंने चर्चा की थी उस समय शासन को इस बात की चेतावनी दी थी कि रेल के किराये बढ़ा देने के बाद भी आप जो अपेक्षा करते हैं कि उसके अनुसार आपको आमदनी नहीं होगी गुड्स के, माल के ढोने से, वही बात सत्य प्रमाणित हुई। गत वर्ष जो अनुमान किया गया था उसमें 25 करोड़ रुपये की कमी हमारी सरकार को उठानी पड़ी। इस वर्ष भी हमारी सरकार ने जो भी यह बुद्धिमानी की है कि उन्होंने ऐसी सामग्री के ऊपर अधिक किराया बढ़ाया है और जो दूसरे लोग दूसरे माध्यमों से ले जाने में कठिनाई महसूस करते हैं, तो उसमें किराया बढ़ा कर कुछ न कुछ विशेष प्राप्त करेंगे, किन्तु लक्ष्य तक फिर भी न पहुंच पायेंगे। हमारी सरकार का रवैया एक व्यापारिक ढंग का नहीं हो कर नौकर-

जाही जैसा हो गया है। इस तरीके का होने के कारण जो यह अपेक्षा करते हैं कि उसके अनुरूप धन प्राप्त कर सकेंगे, इसमें मुझे तो शंका है और इसका मूल कारण यह है कि हमारा रेलवे विभाग माल जल्दी पहुंचाने में समर्थ नहीं, यद्यपि रोड ट्रान्सपोर्ट वालों का किराया अधिक है, लेकिन चूंकि वे माल जल्दी से पहुंचा देते हैं और उनके द्वारा माल की सुरक्षा होती है, जब कि रेलवे में माल चढ़ाने और उतारने में भेंट पूजा करनी पड़ती है, तब रोड ट्रान्सपोर्ट में नुकसानों के होने पर अविलम्ब भुगतान हो जाता है और इसके अलावा उनमें एक व्यापारिक व्यवहार होता है, जिसका हमारे रेलवे के कर्मचारियों में अभाव है, और रोड ट्रान्सपोर्ट वालों के पास कोई भी जाता है तो उससे बड़े प्रेम से बातें करते हैं, उसका माल अगर घर पर ले जाने के लिए दो कदम चलना पड़े तो वहां तक पहुंचा दिया जाता है, और यहां जब तक भेंट पूजा न दो तब तक न माल बढ़ता है न उतरता है। हमारे रेलवे में रोड ट्रान्सपोर्ट की तुलना में सस्ता दर होने के बावजूद भी, हम अपनी कमाई पूरी नहीं कर सकते और जब तक हमारी सरकार इन बातों को व्यापारिक ढंग से हल करने के लिए कटिबद्ध नहीं होती, तब तक यह संभव नहीं कि हमारी सरकार इसमें विशेष प्रगति कर सके। अगर हम सचमुच चाहते हैं कि विशेष प्रगति करनी है तो उसको व्यापारिक ढंग से इन बातों को ध्यान में रख कर ग्राहकों में विश्वास उत्पन्न कर आगे बढ़ना चाहिये।

एक बात और विशेष हो गई है जिससे रेलवे की आमदनी को और भी खतरा

हो गया है। अभी हाल में 24 फरवरी को हिन्दुस्तान टाइम्स में एक समाचार प्रकाशित हुआ था : Theft in trains,

Government not liable to pay damages.

उसमें सुप्रीम कोर्ट का एक निर्णय हुआ। उस केस में ऐसा हुआ था कि एक व्यापारी ने 60 गांठें बाड़ीबन्दर से वैद्यनाथधाम भेजीं और वे 60 की बजाय 20 ही पहुंचीं। उसने मुकदमा किया, हाईकोर्ट ने डिफ्री दी। मगर सुप्रीम कोर्ट ने यह ठहराया कि हमारी ट्रेन्स लाएबल नहीं। कानून की दृष्टि से हमारी सरकार, रेलवे विभाग, जरूर जीत गई, मगर नैतिकता की दृष्टि से और एक व्यापारिक की दृष्टि से एक बहुत बड़ा अहित होगा, हमारी साख को धक्का लगेगा। इस तरह से जो उनके जिम्मे माल डोने का काम किया गया और उसमें कमी हो गई और फिर कहा कि हम जिम्मेदार नहीं, ऐसी स्थिति में हाथ जोड़ने पर भी आपके यहां माल ढुलवाने के लिए कोई नहीं आयेगा। जब तक कोई मजबूर नहीं होगा, उसके पास कोई दूसरा आल्टरनेटिव नहीं होगा तब तक आपके यहां कोई आने वाला नहीं है। इसलिये आपको एक व्यापारिक हिसाब से चलना चाहिये और अगर किसी का नुकसान होता है तो उसकी जिम्मेदारी भुगतनी चाहिये, लेकिन अगर आप किराया बढ़ा कर भी ऐसा नहीं करते और मुकदमा जीत लेते हैं तो यह आपके व्यापार को धक्का पहुंचाने वाली चीज है। इस दृष्टि से हमारी सरकार को कुछ न कुछ करना चाहिये।

4 P.M.

उस रोज पाटिल साहिब ने भाषण दिया तो ऐसा लगा कि जैसे वे आसमान से चांद को उतार कर ले आये हैं। लेकिन मैं यह महसूस करता हूं कि रेलों की जो गति पहले थी वही आज भी है। उन्होंने अपने भाषण में कहा था कि अब रेलों की गति

[श्री विमलकुमार मन्नालालजी चौरडिया]
बहुत तेज हो जायेगी, लेकिन जो नया
टाइम टेबल है उसको देखने से ऐसा मालूम
नहीं देता है कि समस्त गाड़ियों की गति तेज
हो गई है ; वरन् कुछ की गति धीमी हो
हो गई है । मैं आपके सामने एक दो
उदाहरण रख देना चाहता हूँ । मथुरा
से जो ट्रेन बड़ौदा तक जाती थी वह सन्
1964 के अक्टूबर में 27 घंटे 30 मिनट
लेती थी और अब 1965 में वह 27 घंटे
55 मिनट लेगी । इसके माने यह हुए
कि यह गाड़ी पहले से 25 मिनट अधिक
लेगी । इसी तरह से मथुरा से नागदा तक
यह गाड़ी 16 घंटे 49 मिनट लेती थी,
लेकिन अब 1965 में 17 घंटे 17 मिनट
लेगी यानी 28 मिनट ज्यादा समय लेगी ।
इसी तरह से जबलपुर से बीना तक सन्
1961 में गाड़ी 12 घंटे का समय लेती थी,
अक्टूबर 1964 में 12 घंटे 55 मिनट
का समय लेती थी लेकिन अप्रैल, 1965
में 13 घंटे 15 मिनट का समय लेगी ।
पाटिल साहिब ने अपने भाषण में कहा कि
हम आसमान से चांद को उतार कर ले
आये हैं और आपको अच्छी तरह से मालूम
हो जाएगा कि किस तरह से गाड़ियों की
गति तेज हो गई है । मेरा तो यह कहना
है कि गति तेज नहीं हुई है, बल्कि कहीं-कहीं
उल्टी दिशा की ओर हम बढ़ रहे हैं ।
पाटिल साहिब ने एक अच्छा भाषण दे कर
लोगों को अच्छी बात बतला दी । एक पक्ष
की बात कह कर उन्होंने लोगों को खुश
कर दिया, लेकिन उन्होंने दूसरे पक्ष की
बात नहीं कही जो कि न्यायसंगत मालूम नहीं
देती है । हमारी सरकार यह नहीं सोचती
है कि अगर गाड़ियों का समय एवं गति को
ठीक रखा जायेगा तो लोगों को सुविधा
होगी । मथुरा-बड़ौदा जाने वाली जो
ट्रेन है वह नागदा के पास जा कर अहमदा-
बाद से जो भोपाल जाने वाली गाड़ी

है, उसको मिलाती है, लेकिन हमारी
सरकार की यह ट्रेन हमेशा लेट चलती है ।
पहले इन दो ट्रेनों में 1 घंटे का मारजिन
था, लेकिन तब भी कई दफा यह गाड़ी
नहीं मिलती है । अब सरकार ने जो नया
टाइम टेबल बनाया है उसके अनुसार
अब केवल 29 ही मिनट का अन्तर रह
गया है जबकि पहले एक घंटा मिलता
था । ऐसी स्थिति में अब तो इस ट्रेन के
मिलने की सम्भावना कतई नहीं रही;
क्योंकि इतना कम समय रह जाता है कि
कोई आदमी इस गाड़ी को पकड़ सके ।
हमारे मिनिस्टर साहिब के अच्छे बतव्य
देने से ट्रेनों की रफ्तार तेज नहीं हो पायेगी ।
अगर हमारे इंजिन ड्राइवर स्पीड अप नहीं
करेंगे और अगर कहीं पर क्रासिंग आ गया
और साइड पर गाड़ी पटक देंगे तो जो आप
व्यवस्था ठीक करना चाहते हैं, उसकी
अपेक्षा ज्यादा बिगड़ जायेगी । मैं तो
यह कहना चाहता हूँ कि आप चाहे मथुरा-
बड़ौदा गाड़ी को एक घण्टा जल्दी चलायें,
तो आपत्ति नहीं, किन्तु लोगों को घंटों पर
कनेक्शन मिल जाये तथा लोगों में किसी
तरह का संशय न रह जाये, ऐसी निश्चितता
चाहिये । अभी अप्रैल से जो टाइम टेबल
चालू होने वाला है, उसमें संशोधन किया
जा सकता है; क्योंकि अभी काफी समय है ।
अगर आप जानबूझ कर ऐसा नहीं करना
चाहते हैं तो इसके माने यह हुए कि आप
अपनी आमदनी स्वयं कम करना चाहते हैं
और लोगों को सुविधा भी नहीं देना चाहते
हैं । लोग तो मजबूर हैं; क्योंकि आपकी
सेवा के सिवाय और कोई रास्ता उन के
लिए नहीं है । इसलिये मेरी आप से
प्रार्थना है कि इस बारे में आप कोई
ठीक व्यवस्था अवश्य करें । पाटिल साहिब
ने उस रोज भाषण दे कर लोगों को जो
भ्रम में डाला है, वह ठीक नहीं है । अगर
हम प्रगति के युग पर चलना चाहते हैं, तो

हमें समय के अनुसार आगे बढ़ना चाहिये। लेकिन जिस तरह से इस समय कार्य हो रहा है, वह ठीक नहीं लगता है।

उपसभाध्यक्ष महोदय, 17 मार्च 1964 को मैंने निवेदन किया था कि हमारे रेलवे टाइम टेबलों में कुछ गलती है। इसमें कुछ मोटरों के टाइम टेबल गलत दिये गये थे, जबकि वे मोटरें जून, 1963 में ही बन्द हो चुकी थीं। अक्टूबर और अप्रैल, 1964 के टाइम टेबलों में भी वह गलती दुहराई गई। उसकी चेतावनी मैं मार्च, 1964 में दे चुका था। इस बार सुधार किया गया तो आलोचना से बचने के लिए जो कई मोटरों के कनेक्शन के टाइम टेबल थे, वे नहीं दिये गये। हमारे जो बड़े-बड़े आफिसर यहां बैठते हैं वे केवल दांते सुन कर वापस चले जाते हैं। माननीय मंत्री जी जब बात सुनते हैं तो वे यह समझ लेते हैं कि तंत्री इन बातों को समझ लेंगे और तंत्री समझते हैं कि जो तंत्री हैं वे काम करेंगे और इस तरह से काम नहीं हो पाता है। तो ऐसी स्थिति में यह 6 महीने की सुनवाई न होकर इस टाइम टेबल को ठीक नहीं किया गया और उसके लिए जिम्मेदार कौन है? सिर्फ आलोचना के डर की वजह से काफी जानकारी नहीं दी गई, लेकिन मेरा निवेदन यह है कि इस टाइम टेबल में नई मोटरों के कनेक्शन के बारे में लिखने का प्रयत्न क्यों नहीं किया गया? अगर यह बात आलोचना से बचने के लिए ही की गई है तो यह न्यायसंगत नहीं है।

अब एक और बात मैं कहना चाहता हूं जिसे मैं कई बार कह चुका हूं और वह यह है कि सीकर से चूरू तक डिफरेंस 91 किलो मीटर का है, लेकिन हमारी सरकार 134 किलो मीटर का किराया लेती है। दूसरी तरफ हावड़ा से मुगलसराय तक दूरी 757 किलो मीटर है और किराया 661 किलो मीटर का लिया जाता है। ऐसे और भी

कई उदाहरण हैं और मैं माननीय मंत्री जी से पूछना चाहता हूं कि चूरू और सीकर के लोगों ने ही कौन सा गुनाह किया है, उनसे ज्यादा किराया क्यों लिया जाता है? अगर आप यह कहते हैं कि जो गाड़ियां घाटे में चलती हैं वहां पर ज्यादा किराया लिया जाता है तो मैं आप से पूछना चाहता हूं कि सदरन रेलवे में वर्षों से करोड़ों रुपये का घाटा हो रहा है। इतना ही नहीं, गत वर्ष आपने कहा था कि इस रेलवे को 5 करोड़ 11 लाख 9 हजार का घाटा हुआ, जबकि पुनरीक्षित अनुमान में 6 करोड़ 13 लाख का घाटा बताया। जो रेल शुरू से अभी तक घाटे में चल रही है उसका किराया क्यों नहीं बढ़ाया जाता है? लेकिन जो छोटे-छोटे हिस्से हैं, जो पिछड़े हुए हैं, उन पर ही किराया क्यों बढ़ाया जा रहा है? अगर आप यह चाहते हैं कि जो रेलवे घाटे में चल रही है वहां पर किराया बढ़ाया जाना चाहिये, तो जो दूसरे रेलवे में करोड़ों रुपयों का घाटा हो रहा है वहां किराया क्यों नहीं बढ़ाया जाता है? आप जो यह दो तरह की बात कर रहे हैं वह न्यायसंगत नहीं है। यह तो वैसा ही हो गया, वैसा कि एक कहावत है, अन्धेर नगरी, चौपट राजा। आप एक तरफ तो कुछ करते हैं और दूसरी तरफ कुछ, इस तरह से आप एक सिद्धांतहीन व्यवस्था चला रहे हैं। आप अपना एक सिद्धांत तब कीजिये कि जो घाटे की रेलवे होंगी उनका किराया बढ़ाया जायेगा, चाहे वह सदरन रेलवे हो, चाहे नदरन रेलवे हो, चाहे सेन्ट्रल रेलवे हो, लेकिन हमारी सरकार यह बात नहीं करती है जो कि न्यायसंगत मालूम नहीं देता है।

हमारे मंत्री जी ने अपने भाषण में कहा कि सब यात्री आराम से सफर करते हैं और उनकी सुख-सुविधा के लिए हमने सब कुछ रेलों में कर दिया है। लेकिन मैं उनसे एक प्रश्न पूछना चाहता हूं कि रेलवे कनेक्शन

[श्री विमलकुमार मन्नालालजी चौरडिया]

कमेटी ने 1949 में जो रिपोर्ट दी थी उसकी सिफारिशों के अनुसार व निर्णय के अनुसार 1 अप्रैल, 1950 से प्रतिवर्ष 3 करोड़ रुपया पैसेन्जरों की अमेनिटीज के ऊपर खर्च करना चाहिये था, लेकिन आपने कितना किया ? 3 करोड़ के हिसाब से मेरे पास 13 साल का हिसाब है और इस तरह से आपने करीब करीब 357 लाख रुपया कम खर्च किया। वह बात किस कारण हुई ? केवल आपको पल्लो का बजट से और आप इस बारे में कोई ठीक व्यवस्था नहीं कर सके। जो भी सन् 1950 में रुपये की कीमत थी, उसके मुकाबले में आज उसकी कीमत बहुत कम हो गई है, जबकि 3 करोड़ रुपया प्रतिवर्ष पैसेन्जर अमेनिटीज में खर्च करने की सिफारिश की गई है। आप यह खर्च नहीं करते और इस तरह से लोगों को धोखा देने का प्रयत्न करते हैं। मैं आपके सामने झालवाड़ रोड का किस्सा कहता हूँ कि वैस्टर्न रेलवे ने इस वर्ष केवल 81 हजार रुपये की व्यवस्था पीने के पानी के लिए की है, लेकिन हम कई वर्षों से चिल्लाते आ रहे हैं वहां पर पानी की कोई व्यवस्था नहीं की जाती है। वहां पर पीने योग्य पानी नहीं मिलता है जिससे लोगों को बड़ी कठिनाई का सामना करना पड़ता है, लेकिन हमारी सरकार इस तरह की व्यवस्था करने के लिए तत्पर नहीं है। कभी वहां पर टैंकर आते हैं और कभी नहीं आते हैं और अभी तक वहां पर पानी की ठीक व्यवस्था करने का सरकार की तरफ से कोई ठोस प्रयत्न नहीं किया गया है। जब वहां पर पानी की व्यवस्था नहीं है, तो आसपास कुंयें क्यों नहीं खुदवाये जाते हैं अथवा कुएं को अक्वायर क्यों नहीं करते, ताकि वहां से पानी लाया जा सके ? इस बात की तरफ हमारी सरकार को अवश्य ध्यान देना चाहिये।

मैं एक बात और अर्ज करना चाहता हूँ और मैं यह किसी जातपात के आधार पर नहीं कह रहा हूँ; बल्कि शुद्धता को सामने रख

कर कहना चाहता हूँ। हमारे रेलवे स्टेशनों में जो लोग पानी पिलाते हैं, वे जिस हाथ से पानी पिलाते हैं, उसी हाथ से बीड़ी भी पीते रहते हैं। अक्सर स्टेशनों में जो पानी पिलाते हैं उनके मुंह में बीड़ी लगी रहती है और धुआ उड़ते हुए वे लोगों को पानी पिलाते हैं। इसलिए मेरी प्रार्थना यह है कि जो लोग इस तरह से पानी पिलाते हैं उन्हें पानी पिलाते समय बीड़ी पीने से मना कर दिया जाना चाहिये और इसके लिए सरकार को उचित व्यवस्था करनी चाहिये।

अब मैं स्पेशल ट्रेनों के बारे में कहना चाहता हूँ। हमारी जो सरकार है, वह कांग्रेस के प्रति बड़ी उदार है; क्योंकि वह उस दल से चुनी जा कर आई है। अगर वह उदार नहीं होगी तो कल लुटिया डूब जायेगी। मैं सरकार से यह पूछना चाहता हूँ कि विजयवाड़ा में जनसंघ का अधिवेशन हुआ था उस समय उसने यात्रियों की सुविधा के लिए स्पेशल ट्रेन क्यों नहीं चलाई, उस समय स्पेशल ट्रेन्स की व्यवस्था क्यों नहीं की ? सरकार ने यह कारण बतलाया कि उस समय कुम्भ का मेला हो रहा था। लेकिन मैं यह पूछना चाहता हूँ कि जब कांग्रेस का अधिवेशन हो रहा था तब उसने इतनी स्पेशल ट्रेनें क्यों चलाई जब कि गाड़ियां लगभग खाली चलती थीं ? जब जनसंघ के अधिवेशन में यात्रियों को गाड़ियों में जगह तक नहीं मिलती थी। उसने कांग्रेस के अधिवेशन में जो गाड़ियां चलाई वह व्यापारिक दृष्टि से नहीं चलाई; बल्कि राजनैतिक दृष्टि से चलाई और मैं माननीय मंत्री जी को पोलिटिकल करप्शन की उपमा से विभूषित करना चाहता हूँ।

एक बात मैं और अर्ज कर देना चाहता हूँ। अभी तक तीसरे दर्जे के यात्रियों के जो आंकड़े दिये गये हैं, उसके हिसाब से ऊंचे दर्जे की श्रेणी वाले केवल 24 करोड़ रुपया देते हैं और तीसरे दर्जे के यात्री 176 करोड़ रुपया देते हैं, लेकिन जो 176 करोड़ रुपया देते हैं उनकी इतनी भयंकर दुर्दशा हो रही है।

डाक्टर साहिब से मैं प्रार्थना करूंगा कि आप दिल्ली के रेलवे स्टेशन पर ही चले जाइये और देखिये कि वहां क्या हालत है। वहां इतनी भयंकर दुर्दशा है कि एक बच्चा सिर पर बैठा है, एक बच्चा बगल में है, पीछे औरत भागती आ रही है और उसका शरीर भीड़ में धक्का मुक्का खाता रहता है, और हमारी माताओं और बहनों की ऐसी भयंकर दुर्दशा और हमारे भाइयों की ऐसी भयंकर दुर्दशा आपको और कहीं अन्य स्थान पर देखने को नहीं मिलेगी। क्या वे पैसे देकर नहीं चलते हैं? क्या वे आपको पैसे नहीं देते हैं? हमारी व्यवस्था के कारण हमारे जनसाधारण में से आए हुए हमारे मंत्री लोग भी उनके दुःख दर्द को दूर नहीं कर सकें और उनकी कठिनाइयों को नहीं मिटा सके, यह बात ठीक नहीं कही जा सकती।

कोटा स्टेशन पर बहुत भीड़ रहती है। हमने कई दफा प्रार्थना की कि बीना से आकर के जो गाड़ी कोटा में पड़ी रहती है, उसको सवाई माधोपुर तक बढ़ा दिया जाय या नागदा तक बढ़ा दिया जाय, मगर हमारे यहां लालफीताशाही का ऐसा चक्कर पड़ जाता है कि उसमें हमारे डाक्टर साहिब सरीखे बुद्धिमान आदमी भी फंस कर रह जाते हैं।

अब मैं और विशेष तो कुछ कहना नहीं चाहता, लेकिन रेलवे कर्मचारियों के बारे में यह कहना चाहूंगा कि उनको राजनीति में हिस्सा लेना चाहिए या नहीं। हम प्रति दिन इस बात की चर्चा करते हैं कि पब्लिक सेक्टर में हमारा काम बढ़ना चाहिये। और हम अपने देश के जनसंख्या के बहुत बड़े हिस्से को सेक्टर में लगा देना चाहते हैं। लेकिन आप देखिये कि यूनाइटेड किंगडम सरीखे देश में केवल 16 प्रतिशत ऐसे कर्मचारी हैं जिनको किसी प्रकार की राजनीति में भाग लेने का अधिकार नहीं है। 28 प्रतिशत

ऐसे कर्मचारी हैं जो राजनैतिक चुनाव में प्रचार कर सकते हैं मगर चुनाव लड़ नहीं सकते हैं और 56 प्रतिशत जो लोग हैं, वे चुनाव भी लड़ सकते हैं और राजनीति का प्रचार भी कर सकते हैं तो फिर क्यों न हमारे रेलवे कर्मचारियों के लिए भी यही व्यवस्था हो? जो इंटेलिजेंस डिपार्टमेंट के हैं या हमारी सुरक्षा की दृष्टि से आवश्यक हैं, उन अधिकारियों को छोड़ कर के बाकी सबको आप इस बात की छूट दें कि वे चुनाव भी लड़ सकें, राजनीति का प्रचार भी कर सकें और उनमें से कुछ यहां की कुर्सियों पर आ कर के बैठ सकें और इस तरह यदि वे अपनी व्यवस्था भी सुचारु रूप से चला सकें, तो बहुत ठीक होगा।

उपसभाध्यक्ष महोदय, नई रेलवे लाइन्स के बारे में मैं यह कहूंगा कि आप मध्य प्रदेश और राजस्थान दोनों के नक्शे उठा लें और मंत्री महोदय को दिखायें कि वहां कितनी दूर दूर रेलवे लाइन्स हैं। मजबूरी के कारण अगर दिल्ली को बम्बई से मिलाना हो या और कोई मजबूरी हो, तो चाहे कोई नई रेलवे लाइन निकल जाय, वरना वैसे वहां कोई नई रेलवे लाइन निकालने के सम्बन्ध में ध्यान नहीं दिया जाता है। हमारी सरकार ने इन्दौर से दोहद तक और कोटा से चित्तौड़ तक सर्वे कराया, लेकिन उसको दाखिल दफ्तर कर दिया गया। केवल लोगों की आंखों के आंसू पोंछने के लिये कुछ इधर उधर के काम करने को कह देते हैं किन्तु उससे काम नहीं चलेगा। जब तक हमारी सरकार वहां नई लाइनें नहीं खोलती है, तब तक केवल सर्वे कराने से कोई लाभ होने वाला नहीं है।

अन्त में एक निवेदन और कर दूं कि आज हमारे रेलवे स्टेशनों पर इतना अश्लील साहित्य बिकता है कि दूसरे केन्द्रों पर कम बिकता है मेहरबानी कर के अगर ए० एच०

[श्री विमलकुमार मन्नालालजी चौरडिया]
 वहीलर आपका प्रिय है या हमारी कांटेक्ट
 की शर्तें ऐसी हैं कि हम उसको हटाने में
 असमर्थ हैं, तो कम से कम इस अश्लील साहित्य
 पर ही प्रतिबंध लगा दीजिए, जिस से वहां
 पर लोगों में अश्लीलता का भाव न बढ़े
 बल्कि आध्यात्मिक भाव बढ़ सके, तो अच्छा
 होगा ।

इसके अतिरिक्त हिन्दी के लिये रेलवे
 में जो पहले प्रयत्न किया गया था, सन् 65
 के बाद वह उल्टी दिशा में चल रहा है,
 इसलिये इस दिशा में आप कुछ कर सकें तो
 ज्यादा अच्छा होगा ।

और आपकी गलतियों की घटनाएं इस
 आडिट रिपोर्ट में बहुत हैं । उसको मैं पढ़ना
 नहीं चाहता । उसको आप स्वयं देख कर
 के अपना ज्ञान बढ़ाइये और आगे कुछ इस
 दिशा में करिये, तो ठीक रहेगा ।

SHRIMATI NANDINI SATPATHY (Orissa):
 Mr. Vice-Chairman, while lending my support
 to this Bill, I would like to make a few
 observations. Everyone of us knows that
 overcrowding in trains has become a general
 phenomenon not only in the long-distance
 trains but in most of the trains. It is very
 natural that in a developing country like ours
 where industry and business are growing this
 overcrowding is nothing but normal but at the
 same time we will have to see how the
 passengers are travelling.

SHRI DAHYABHAI V. PATEL: The
 Railway Minister is also going to Haveli Ram.

THE VICE-CHAIRMAN (SHRI M. P.
 BHARGAVA): He is within sight,

SHRIMATI NANDINI SATPATHY: It is
 quite natural that people will travel from one
 place to another and this number is increasing
 day by day. Most of these passengers are
 naturally third class pas-

sengers. So I would like to request the
 Minister to run more Janata Expresses and
 attach more third class coaches to different
 trains. In this regard I would like to mention
 that there are two trains running from Howrah
 to Madras through Orissa— the Madras
 Express and the Puri-Howrah Express. These
 trains are mostly overcrowded. As you know,
 Orissa is developing very rapidly and everyday
 many business people, for business and other
 work, are coming to Calcutta. These trains are
 very heavily crowded. So I would request the
 Railway Minister to attach more third class
 sleeper coaches to these two trains. As I have
 already mentioned, the number of third class
 passengers is increasing and so more amenities
 should be provided for them. Very few people
 could manage to get their berths reserved in
 the sleeper coaches. It is very difficult for
 them also. So most of the passengers travel by
 the ordinary third class coaches. We all have
 experienced, most of us, that the ordinary
 third class coaches are very bad and there are
 very little amenities there. Hence the people
 have to suffer greatly. In summer, mostly the
 fans go out of order and the people have to
 suffer because of this also. In these third class
 compartments, generally, the dining car
 bearers do not come and the people are not
 provided with meals. I know that it is very
 difficult to supply food to these third class
 passengers who travel by the general
 compartments but at the same time we will
 have to realise the difficulties of the
 passengers because if they once get out of their
 compartments, it will be difficult for them to
 find place again in the compartments. So
 something must be done in regard to this.

In this connection, I would like mention
 about the condition of the dining car bearers. I
 have already put a question and have got an
 answer about this. Most of these bearers are
 appointed on a commission basis. As we all
 know, these bearers have to run great risks as
 they have to get up and get down from
 running trains very frequently with trays in
 their hands. These poor people are given very
 little commission only and no other facilities
 are provided to them. So I would re-

SHRIMATI NANDINI SATPATHY: And the point which I would like to mention here is about the corruption among the railway staff. Most of us must have experienced this some time or the other. The passengers who want to get their berths reserved will have to face a great deal of difficulty while doing this. Sometimes we hear the complaint that berths are there but the people wanting to travel are not getting them. The complaint is also very frequently made that the railway staff who are in charge of these berths keep some berths in their hands and give them to the passengers who come late and pay them more money. So I think some attention should be given to this so that it will help the railway passengers travelling in 111 Class as well as in I Class.

SHRI LOKANATH MISRA (Orissa): The Minister has expressed his willingness by smiling.

to Cochin. As many people, thousands of people from South, are working in Bombay this train is very necessary for them. Sometimes, in summer, some special trains are run from Bombay to Cochin, but this is not at all sufficient for the passengers. So, if this daily Janata Express from Bombay to Cochin could be run. It will be of great help for the people from South who are working in Bombay.

SHRI T. S. PATTABIRAMAN
(Madras): Mr. Vice-Chairman, Sir, I rise to congratulate the Railway Ministry on their excellent performance in the past year. The Railways have ceased to be a sick child and it has been able to stand on its own legs, and it has been also our privilege to see that what was a very sorry state of affairs about a decade ago has become one of the best and finest organisations of India. I am very happy that the question of the speeding up of the trains has been taken up by the Ministry seriously at the instance of our very able Railway Minister and the Minister of State. They are very anxious that the railways should be of great service to the people, that they should also be of real service to the people. In the April rail-

[Shri T. S. Pattabiraman.] way directory we find that most of the mail trains have been speeded up and that they will be serving the people without much inconvenience to them. I would like to say only one thing in this respect, that all the through trains or long distance trains are now not having dining cars. While the hon. Member from Orissa was speaking, she was also making the point that there must be more comforts provided to the passengers, and to me one of (he main comforts is the arrangement for the supply of food. For a person travelling from Madras to Delhi, or Delhi to Bombay, or Delhi to Calcutta food becomes a great problem, especially when these long distance trains arrive at stations at a very wrong hour and thus people are denied their food. So I would like to impress on the Railway Minister, I would like to request the hon. Railway Minister that arrangements should be made whereby every long distance train will carry a restaurant car, or else people will be denied assured supply of food in time. This is a primary necessity and though it may not be practicable or possible in the immediate future, I hope that within a year or two all these long distance trains will run with dining cars attached to them. While I am congratulating the Railway Ministry for their all-round achievements—I am not alone in doing so; many other Members have done it; even Opposition Members have been paying compliments; there has been very little criticism of the Railways; it is really a good compliment to our Minister and Minister of State for railways—permit me, Sir, to point out a great injustice or a great handicap to which the non-Hindi-speaking people are being put, especially in the Southern Railway, by the issue of circulars. I am placing before you a copy of the Southern Railway Gazette published by the Southern Railway, giving therein the orders of the Railway Board in a consolidated manner. Not only our late Prime Minister, Pandit Jawaharlal Nehru, but also our present Prime Minister, Mr. Lai Bahadur Shastri, and the Home Minister, Mr. Nanda, have been assuring that in the matter of promotions, in the matter of selection, in the matter of confirmation, etc. lack of knowledge of Hindi will not be taken into

consideration and that nobody will be penalised on that score, that lack of knowledge of Hindi will not be a handicap under any circumstance. This has been assured more than once on the floor of this House and outside, and to a great extent, I must say, it has been honoured and it has been followed by the Railway Ministry. But I wonder, Sir, whether the Railway Board comes under the orders of the Home Ministry. In respect of many things the Railway Board seems to be completely ignorant of the Home Minister's speeches or the Prime Minister's assurances or the Government's policy in these matters. Now in this Southern Railway Gazette dated Monday, 16th November 1964, the Southern Railway have given on pages 421 and 422 "A Compendium of Directives issued by the Railway Board for the progressive Use of Hindi on Railways". I do not want to burden you with the particulars of all of them but I will read only a few of the orders and circulars which, of course, have not been passed only now; I would like to be very fair and I should say that these orders were not issued during the period of the present Railway Minister. They have been from 1956 but they have been compiled and published now to insist on the staff that these things must be carried out immediately.

'Hindi training of Staff

12. In-service training in Hindi is obligatory for all Railway servants Class III and above who were less than 45 years of age on 1st January 1961 excluding industrial establishments and work-charged staff."

So all employees, Class III and above, in the Railways, wherever they may be, have compulsorily to have Hindi training and then possess a qualification in Hindi.

"13. The training of the existing staff in Hindi language should be completed by March 1966 and that of new recruits-should continue as long as necessary."

So, whatever may be the age of a person, j even , if a man is as old as fifty, or fifty-two years of age, he must be trained in Hindi language immediately. It just does an injustice to the present incumbents who entered service when these regulations were not in force, and the time limit has been fixed as March 1966. How is it possible? Whether satisfactory arrangements have been made to give them the facilities to learn Hindi, all that has not been explained by the Board. The Railway Board simply says, "These are the orders and you must do it by this time." But the Railway Board nowhere has said that the facilities have been given and the people should be trained. Then again, Sir, let me read out No. 14:

one full year is over. But the Railway Board says here that the man must learn it within 3 months. How can that be doing justice to the Railway employees?.' Further it says:

"But this need not be insisted on in case of trainees whose stay at the Training School is less than a month's duration. Trainees, whose stay at the Training School is up to 6 months should acquire an elementary knowledge of Hindi and should be able to read and write easy and simple sentences in Hindi."

"14. Training of the existing staff in Hindi typing and Hindi shorthand should be completed by March 1967, and that of new recruits should continue as long as necessary."

"15. New entrants to Railway service should pass a simple test in Hindi before completion of their training in Railway Training Schools."

So it makes it obligatory and a qualification in Hindi is insisted on before entering the Railway service. It may be said that for recruitment it has not been laid down. But after six months, after his probation, the man is liable to be discharged because he has not passed in Hindi. That goes against the very spirit of the assurances given by the hon. Prime Minister and the hon. Home Minister on the floor of the House and elsewhere. Then it is given here:

"Trainees whose stay in the Railway Training School is for a period up to 3 months should acquire a knowledge of Devanagari alphabets and should be able to read the 1st book of Hindi."

Whether people will be able to acquire a working knowledge or even be able to read the 1st book in Hindi within three months is a matter of opinion and I wonder whether even in schools children will be able to read the 1st book before

"But this need not be insisted on in case of trainees whose stay at the Training School is less than a month's duration. Trainees, whose stay at the Training School is up to 6 months should acquire an elementary knowledge of Hindi and should be able to read and write easy and simple sentences in Hindi."

I wonder whether any person who is in school for three years will be able to read and write simple sentences in Hindi, and still the Railway Board says that within six months, in addition to attending to his own duties, the man should train himself and become a master in Hindi, all within six months.

"Trainees, whose stay at the Training School is for over six months, should be required to pass the 'prabodh' Hindi Examination, Grade I."

So not only the acquisition of an elementary and working knowledge of Hindi is necessary, but they must also pass an examination. Of whose standard, nobody knows anything. What it is, I do not know. What is the standard of Prabodh examination, I do not know, perhaps it may be a very hard one. How can it be possible?

KUMARI MANIBEN VALLABHBHAI
PATEL (Gujarat): You say it may be hard.
It may be an easy one also.

SHRI T. S. PATTABIRAMAN: Yes, yes. but Hindi children learning their alphabets :st the ages of 3 and 5 study the language for 10 years. Here is a man, a graduate who comes as a clerk for Rs. 55 or Rs. 60 lo the Railways and you want him to learn it in six months. There is a lot of difference. Suppose a person who has

[Shri T. S. Pattabiraman.] studied Gujarati all his life, or a person who has studied Tamil all his life up to the age of 16 or 17, has got to learn Hindi in six months. How is it possible?

SHRI JOSEPH MAI HEN (Kerala): They can study Malayalam and Tamil also.

Simi T. S. PATTABIRAMAN: And then here is something very interesting and I hope the hon. Deputy Minister for Home Affairs will also note it.

"Training in Hindi Morse is compulsory to all newly recruited Sigi and will be imparted after one year of duty post but not later than the second year of their service. Promotion, confirmation, etc. will be conditional on their successful training in Hindi Morse."

Sir, this is the most unjust clause that has been made, because to get a complete qualification in Hindi Morse will be difficult.

SHRI JOSEPH MATHEN: This might have been withdrawn by now.

SHRI T. S. PATTABIRAMAN: I made it very clear that this was not in the present Minister's time or the present Minister of State's time.

SHRI S. S. MARISWAMY (Madras): Whatever it is, it must be withdrawn.

SHRI T. S. PATTABIRAMAN: This is Railway Board's letter No. E(NG)58-TRI/ 83, Pt, dated 18th/20th November, 1961.

So, to acquire knowledge of Hindi Morse will take time. To know how to read and write Hindi and also receive messages in Hindi, which means a working knowledge of Hindi, all this will take time and he is supposed to learn all that within 2 years or 1 year. How will it be possible to have knowledge of Hindi and also have good knowledge of Hindi Morse within a

period of two years? I don't know. I don't understand.

SHRI M. P. SHUKLA (Uttar Pradesh): To say all this about Hindi as if it is not to be learnt is not a proper claim on behalf of the hon. Member. I claim I can learn Tamil in three months.

SHRI JOSEPH MATHEN: Kindly do it.

SHRI M. P. SHUKLA: I am prepared. Kindly do teach me. I will be your pupil just now, before I teach you Hindi in one month.

SHRI T. S. PATTABIRAMAN: Sir, Shri Shukla may be a prodigy or a genius; but here we have to deal with ordinary human beings whose average intelligence is far less than that of Mr. Shukla.

SHRI M. P. SHUKLA: I can teach you Hindi in one month. I can learn Tamil in three months and I can teach you Hindi in one month, if you are prepared to learn it.

SHRI T. S. PATTABIRAMAN: No, no. That is not the point. I am not denying that you may be a genius and you may not even need that much and you might learn it in fifteen minutes. But we are here dealing with thousands and thousands of people whose average intelligence is very much less. We have to deal with them, not with intelligent people like you or me. I can also add myself to your company, if you like. But this is for the average man, for thousands and thousands of people who do not possess that intelligence or knowledge.

SHRI M. P. SHUKLA: Nothing to be displeased. I only gave you the actual thing. When I was learning in the beginning that was the case and even Tamil I can learn in three months, if you are prepared to teach me. And I can teach up to that standard of Hindi to any friend of mine within one month.

SHRI T. S. PATTABIRAMAN: Sir, I take note of this and . . .

SHRI G. MURAHARI (Uttar Pradesh):
 Provided he is willing to study.

SHRI T. S. PATTABIRAMAN: No, no. I do take note of this and I hope the Education Minister will take notice of it also and curtail the period of education in schools and have only 4 or 5 years for the S.S.L.C. standard and 6 years would be enough for becoming a graduate. So the Education Minister should take note of it, I say. But educational experts differ from what Mr. Shukla says.

SHRI G. MURAHARI: He will never study.

SHRI T. S. PATTABIRAMAN: The hon. Member belonging to the S.S.P., though born and bred in Madras and Andhra, has been in Uttar Pradesh for a long time, say, for 20 years or so, and he has been able to speak a somewhat decent Hindi only now. I do not know whether he can still pass an examination.

SHRI G. MURAHARI: For the information of the hon. Member, I would like to tell him that I have never studied Hindi as such either in school or in college, and I have never passed an examination in it.

SHRI T. S. PATTABIRAMAN: You will never pass an examination as required by the Railway Board. That is what I am saying.

And then you have this here:

"All directly recruited Class I officers are required to pass a Hindi test equivalent to the middle school standard during their probationary period."

And the middle school standard is about the 8th standard.

AN HON. MEMBER: It is an old circular.

SHRI T. S. PATTABIRAMAN: Yes, yes, it is an old circular, may be; but as old wine is good wine, it is still in force. That is the trouble.

AN HON. MEMBER: The circular may be withdrawn.

KUMARI MANIBEN VALLABHBHAI PATEL: Why so much about this circular? What is the use of making a bad atmosphere for nothing in the country?

SHRI T. S. PATTABIRAMAN: The hon. Member might put that question to the hon. Minister. I am unfortunately not a Minister. Here is this fact. Whether it is followed or enforced, I am not in a position to say. But these things are there still. I know the Minister of Railways and the Minister of State for Railways are very sympathetic towards the aspirations and difficulties of non-Hindi areas. I am not saying that I am against Hindi. Let me make that very clear. We want people to learn Hindi because it is going to be the link language and we accept it. I am going to raise it up like that. But you cannot make people learn Hindi within six months or three months. You will not learn or get knowledge like that. Knowledge is not such an easy thing.

SHRI M. P. SHUKLA: Nobody can learn swimming without entering a tank.

SHRI T. S. PATTABIRAMAN: Yes, otherwise the result will be drowning.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): Mr. Shukla, let him continue, please.

SHRI A. B. VAJPAYEE: Sir, on a point of information. Is it a fact that these circulars are in force since 1956? If so, may I ask whether any complaints have been received and, if not, why is a new controversy being raised?

SHRI T. S. PATTABIRAMAN: I hope Mr. Vajpayee has understood my speech. He is very proficient in English and also in Hindi and I am sure he has understood my speech. I prefaced my speech by saying that these circulars have been issued a long time back. But they have been again compiled and instructions have been given to say that the doomsday is

[Shri T. S. Pattabiraman.] coming. One year 1966 may be far off in 1956, but 1966 is not far off now. We are already in 1965. So that doomsday is coming and the Railway Board has warned the Southern Railway to warn its employees that the doomsday is coming. And I have to bring that here to the notice of parliamentarians and say that this doomsday should be postponed. Am I wrong in that? I never said that it should not be done.

SHRI BHUPESH GUPTA: You are perfectly right.

SHRI M. P. SHUKLA: I think instead of raising this matter in the House, this could have been brought to the notice of the Home Ministry privately and the hon. Member could then avoid a countrywide controversy. We should lessen it now, for it has gone too far.

SHRI T. S. PATTABIRAMAN: No, no. I accept that advice. But unfortunately the Home Minister is not responsible for it. It is a Railway document, it is not a private talk. It is a published document, the Southern Railway Gazette.

KUMARI MANIBEN VALLABHBHAI PATEL: I wish the Railway Minister had been told, instead of having a controversy here which will spoil the atmosphere in the country.

AN HON. MEMBER: Why create this controversy?

SHRI T. S. PATTABIRAMAN: I am sorry. Speaking the truth may be sometimes very unpalatable. This is the fact and I am bringing it to the notice of the Railway Minister whose sympathies, I know, for the difficulties of non-Hindi areas. So, I am going to make an appeal. I am not objecting to the circulars. What I say is that these are working hardship on thousands of people and I am appealing to the Railway Minister to keep in suspense or just postpone it and not to hurry it up. My own allegation is that it is not the Ministry that does it. The Railway Board

is not even aware of the assurances given by the hon. Home Minister and the hon. Prime Minister and I want the Railway Minister to advise the Board to go slow and keep the feelings of the non-Hindi people and also their difficulties in view and keep this thing in abeyance. Do not apply the guillotine in 1965 or 1966.

KUMARI MANIBEN VALLABHBHAI PATEL: Have you not trust in the Minister? If you had told him privately, he would have done it and he would have done it much better than by your raising it in Parliament.

SHRI T. S. PATTABIRAMAN: I am a Member of Parliament and I have to express my feelings and also the aspirations of thousands and thousands of the people in this country in Parliament, because they need the assurance. I do not need the assurance. I know the Minister and I know fully well that he is very sympathetic. But the thousands and thousands of the employees must have the assurance from the Minister, and that is only possible by ventilating my views and their grievances through Parliament, and that is why I have taken this opportunity to do that.

SHRI BHUPESH GUPTA: Yes, he is sympathetic in the sense that Brutus was an honourable man.

SHRI T. S. PATTABIRAMAN: I want to repeat that we have full confidence in the Railway Minister and I am sure he will do it and I am not going to be led or to be misled by the hon. Member over there.

I do not want to take much more of the time of the House. These circulars should be kept in abeyance. (*Interruptions.*)

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): Order, please.

SHRI T. S. PATTABIRAMAN: These circulars are issued, they are consolidated and issued now on the 16th November in the Gazette, reminding the people con-

cerned that the doomsday is coming and I am sure that the hon. Minister himself must be aware that there will be difficulty. So I request him to go through all these things and give the people relief by at least postponing them or by just shelving them for the present, in the spirit of the assurances given by the hon. Home Minister and the hon. Prime Minister.

Thank you, Sir.

श्री जगत नारायण (पंजाब) : उप-सभाध्यक्ष महोदय, मुझे इस बात की बड़ी खुशी है कि वर्कर्स में से एक आज हमारे सामने एक स्टेट मिनिस्टर बैठा है। मैं आपकी वसातत से उनकी खिदमत में यह कहना चाहता हूँ कि अगर वे दिल्ली के रेलवे स्टेशन को देखेंगे तो उन्हें पता चलेगा कि वहाँ पर कितनी ज्यादा गन्दगी होती है और जिससे वे भी शर्मिन्दा हो जायेंगे। मैं उनसे यह अर्ज करना चाहता हूँ कि दिल्ली का जो स्टेशन है वह एक अहम पोजीशन रखता है क्योंकि वहाँ पर बाहर के बहुत से टूरिस्ट आते हैं। जब मैं कल जालन्धर से कई आदमियों के साथ फ्लाईंग मेल से आया था तो इस बात का जिक्र कर रहा था कि प्लेट-फार्म में रेलवे वालों ने लैट्रीन का कोई प्रबन्ध नहीं किया है। जब कोई गाड़ी खड़ी होती है तो रेलवे के जितने बाबू और कुली होते हैं वे सब गाड़ी के डिब्बे में चले जाते हैं और इस तरह से नीचे सब बदबू फैल जाती है और जो जमादार वहाँ पर सफाई करता है वह सब मैले को नाली में डाल देता है जो हर समय मैला बदबू देता रहता है। इसलिये मेरी मिनिस्टर साहिब से यह अर्ज है कि वह इस बात की ओर जरूर तवज्जो दें क्योंकि इससे लोगों के स्वास्थ्य पर खराब असर पड़ना है।

जहाँ तक किराया बढ़ाने का सवाल है वह तो ठीक है और बढ़ाया भी जाना

चाहिये, लेकिन जहाँ तक पैसेन्जर्स को अमेनिटीज देने का सवाल है वहाँ उन्हें कुछ नहीं दी जाती है। जब मैं तीसरे दर्जे के डिब्बे में दाखिल हुआ तो उसमें मुझे पंखा नहीं मिला, अगर किसी में पंखे होते हैं तो वे चलते नहीं हैं। वहाँ डिब्बों में लाइट नहीं होती है। जो मेम्बरान फर्स्ट क्लास के डिब्बों में सफर करते हैं उन्होंने यह बात महसूस की है या नहीं लेकिन मैंने यह बात महसूस की है कि वहाँ पर बहुत सी चीजें नहीं होती हैं। मैं आपको यह बतलाना चाहता हूँ कि जब मैं एक मर्तवा जा रहा था तो उस रेलवे के डिब्बे में जिसमें मैं बैठा था उसकी सीट के आधे हिस्से में तो टाट लगा हुआ था और आधे में मोमजामा लगा हुआ था। मैंने उस गाड़ी और बैगन का नम्बर नोट किया है, अगर मिनिस्टर साहिब जानना चाहेंगे तो मैं उन्हें बतला सकता हूँ। अगर आप लाइट में पढ़ना चाहते हैं तो लाइट नदारद मिलेगी। पार्लियामेंट के मेम्बरों के लिये तो स्टाफ वाले दोड़ धूप करते हैं कि डिब्बों में उन्हें सुविधा दी जाय क्योंकि वह समझते हैं कि यह मेम्बर हमारी शिकायत कर देगा जिसकी वजह से हमें तनक्वाह नहीं मिलेगी या हमारी तरक्की रुक जायेगी। इसके बावजूद भी फर्स्ट क्लास की जो हालत है वह बहुत बुरी है और उसकी तरफ तवज्जो देने की जरूरत है। सरकार को जो रुपया पैसेन्जर अमेनिटीज के खर्च करने के लिये दिया जाता है वह उसको खर्च नहीं करती है। मैं आपके सामने जो रेलवे की आडिट रिपोर्ट है उसमें से कुछ पढ़ना चाहता हूँ। वह इस तरह से है :

"The Audit Report on Railways for 1965 has pointed out that the stipulation that a minimum of Rs. 3 crores should be spent every year on passenger amenities had not been lived up to in the last 13 years.

"The system was introduced in 1950 when the Development Fund was insti-

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tuted for the first time incorporating the Railway Betterment Fund which had existed from 1946.

"The actual expenditure incurred during the last 13 years stood at Rs. 35-43 crores against Rs. 39 crores earmarked for passenger amenities—a shortfall of Rs. 3'75 crores."

आपने 3,375 करोड़ रुपया जो पैसेन्जरों की अमेंनिटीज के लिये रखा था उसको खर्च नहीं किया और वापस कर दिया जिससे मुसाफिरों को बहुत परेशानी का सामना करना पड़ रहा है। आप किराया तो बढ़ाते जाते हैं लेकिन जहाँ तक पैसेन्जरों की अमेंनिटीज का सवाल है उसकी तरफ सरकार ध्यान नहीं देती है। आप आज किसी भी छोटे स्टेशन में चले जाइये वहाँ पर आपको जो पानी के नल हैं उनमें पानी नहीं मिलेगा। गर्मियों में तो पानी न मिलने से इतनी परेशानी हो जाती है कि जिसको बयान नहीं किया जा सकता है। इसी तरह से जो बड़े-बड़े स्टेशन हैं, जैसे जालन्धर, लुधियाना, अमृतसर इनमें नलों की हालत बहुत खराब है और पानी नहीं मिलता है। जो अमेंनिटीज पहले, दूसरे और तीसरे दर्जे के मुसाफिरों के लिये दी जानी चाहियें वह नहीं दी जाती है और इस तरह से वह रुपया वापस कर दिया जाता है। जैसा कि मैंने अर्ज किया कि हमारे स्टेट मिनिस्टर एक वर्कर हैं, तो मैं उनसे यह कहना चाहता हूँ कि यहाँ से अमृतसर तक एक फ्लाईंग मेल जाती है अगर वे उसमें सफर करेंगे तो उन्हें मालूम हो जायेगा कि मुसाफिरों की क्या हालत होती है। आप किसी कुली को एक रुपया दे दीजिये तो आपको सीट मिल जायेगी वरना किसी मुसाफिर के लिये उस गाड़ी में आसानी के साथ बैठना मुश्किल काम है। उसमें इतनी भीड़ होती है कि आदमी बैठ नहीं सकता है। इस गाड़ी में इतनी धक्कामपेल होती है कि

औरत मुसाफिरों के लिये तो बैठना ही मुश्किल हो जाता है। इसलिये मेरी अर्ज यह है कि इस तरह की दो फ्लाईंग मेल जारी कर देनी चाहियें ताकि लोगों को बैठने के लिये जगह तो मिल जाय।

मैंने दूसरे मुल्कों की गाड़ियाँ देखी हैं और कह सकता हूँ कि वहाँ पर मुसाफिरों को बहुत आराम दिया जाता है। मैंने फार-मूसा, साउथ कोरिया और हांगकांग की गाड़ियाँ देखी हैं जहाँ पर मुसाफिरों को बड़ा आराम दिया जाता है। उन गाड़ियों में उतने ही टिकट इश्य किये जाते हैं जितने कि मुसाफिर चढ़ते हैं। उन गाड़ियों में कोई भीड़ नहीं होती है और खड़े होने के लिये भी खास तम्बर होते हैं कि उतने ही आदमी उस गाड़ी में खड़े होकर चल सकेंगे और उतने नम्बरों से ज्यादा आदमियों को चढ़ने नहीं दिया जाता है। लेकिन यहाँ का यह हाल है कि जब तक आपको कोई कुली गाड़ी में नहीं बैठा देता है तब तक आप नहीं बैठ सकते हैं। और कुली भी गाड़ी पहुँचने से पहले या जब गाड़ी आती है दौड़कर एक बैग सीट में रख देता है तब सीट मिलती है। जहाँ तक तीसरे दर्जे में रिजर्वेशन करने का सवाल है, मैंने अपनी आँखों से देखा कि कई स्लीपिंग कोचेज खाली चले जाते हैं, कम्पार्टमेंट खाली चले जाते हैं, मगर जब बाबू से रिजर्वेशन करने के लिये कहा जाता है तो वह कहता है कि सीट नहीं है। अगर कोई आदमी टेलीफोन से सीट रिजर्व कराना चाहता है तो उससे कहा जाता है कि स्टेशन पर चले आइये और बाबू को दो रुपया दे दीजिये तो सीट रिजर्व हो जायेगी और स्लीपिंग बर्थ मिल जायेगी। इन चीजों की तरफ आपको तवज्जो देनी चाहिये कि इस तरह की बात स्टेशनों में क्यों होती है।

इसके साथ ही साथ मैं यह अर्ज करना चाहता हूँ कि क्या आपने कभी यह सोच

कि इस तरह से हुकूमत को कितना लास हो रहा है। मैं आपकी खिदमत में आडिट रिपोर्ट में से कुछ पढ़ देना चाहता हूँ जो इस तरह से है :—

"According to the report, a sum of Rs. 25-9 lakhs representing the cost of electric current and other charges recoverable from the Railway employees was outstanding on March 31, 1964 in the books of the Central, Northern, North-Eastern Railways, Southern and South Eastern Railways. This accumulation of arrears—in some cases from 1949-50, was generally attributed to delays in taking meter readings and preparing statements which caused difficulties in locating the staff."

इस तरह से उन्होंने लास गिनाये हैं जो कि एक करोड़ से ज्यादा हैं। इस तरह से जो लास हो रहा है उसको आपको देखना चाहिये। इस तरह के लाम नहीं होने चाहियें क्योंकि एक तरफ तो आप किराया बढ़ाते हैं और दूसरी तरफ आप के लास इस तरह से होते जाते हैं। आपको इस बात की कोशिश करनी चाहिये कि इस तरह के जो लासेज होते हैं वे खत्म हों। इसलिये मैं आपसे अर्ज करना चाहता हूँ कि आपको इस बात की तरफ ध्यान देना चाहिये।

जब हम गाड़ी में सफर करते हैं तो हमें पंखे और दूसरी चीजें नहीं मिलती हैं। जब किसी रेलवे अधिकारी से पूछा जाता है तो वह कहता है कि चोरी चला गया है। इसी तरह से इस रिपोर्ट में यह भी लिखा हुआ है कि :

"In New Delhi goods shed a private Arm of forwarding agents has been operating cranes for several years now and this has so far resulted in a loss to the Railways of Rs. 1-73 lakhs."

इस तरह की कई बातें इस आडिट रिपोर्ट में लिखी हुई हैं जिनकी तरफ मिनिस्टर साहब को ध्यान देना चाहिये। इसकी तरफ आप को पूरा ध्यान देना चाहिये। जहाँ आप इतना खर्चा कर रहे हैं और उसके लिये रेलवे का किराया बढ़ा रहे हैं, वहाँ खर्च को पूरा करने के लिये उस ढंग से कोशिश नहीं होनी चाहिये, जैसा कि पहले मेरे एक सवाल के जवाब में बताया गया था। यहाँ पर रेलवे स्टेशन पर जो वेह ब्रिज है, जिस में गाड़ियां तौली जाती हैं, उसके बारे में सवाल करने पर जवाब यह दिया गया कि उस वेह ब्रिज को रिपेयर करना था, इसलिये पांच सात दिन उससे काम नहीं लिया गया और सारा उसका लास 870 रु० बताया गया। मेरे पास उस सवाल का जवाब पड़ा है। मगर जो मुझे बताया गया है वह यह है कि उस वेह ब्रिज के खराब होने से, जो तीन महीने खराब पड़ा रहा, गाड़ियां वेह होने के लिये यहाँ से भट्टा भेजी जाती रहीं। एक गाड़ी के हाउलिंग चार्ज 200 रु० होते हैं और वहाँ से गाड़ियां भट्टा जाती रहीं, यहाँ नई दिल्ली स्टेशन पर आती रहीं और गाजियाबाद जाती रहीं और उन पर सारा लास तीन लाख रुपये के करीब हुआ। मगर मेरे सवाल का जो जवाब दिया गया, उसमें सिर्फ 870 रु० लास दिखलाया गया तो मैं आप की खिदमत में यह अर्ज कर रहा था कि रेलवे को लासेज बहुत हो रहे हैं और उन लासेज को पूरा करने के लिये यह जो आपका उसूल है, वह ठीक नहीं है। उसका बोझ आप को बेचारे मुसाफिरों पर नहीं लादना चाहिये क्योंकि वैसे ही दिन पर दिन लोगों का खर्चा बढ़ रहा है, लोगों की तनख्वाहें कम हैं, और अब आप यह किराया भी बढ़ाते चले जायें, तो लोग अपने खर्च कैसे

[श्र. जग. नारायण]

मीट कर सकते हैं। यह तो है अमेनिटीज के मुताल्लिक।

दूसरी बात मैं यह अर्ज करना चाहता हूँ कि यह जो कंजेशन होता है आपकी फ्लाईंग मेल्स में या दूसरी मेल्स में, उसके कम करने के लिये जो मेन रेलवे जंक्शन्स हैं वहाँ से 70-80 मील तक गाड़ियाँ चलाई जाय या डीजल गाड़ियाँ चलाई जाय। इस तरह ऐसे जो मुसाफिर इन मेल ट्रेन्स में सफर करते हैं, जिनको थोड़ी दूर जाना होता है या जिनको 80 मील, 70 मील, 60 मील या 40 मील सफर करना होता है, वे इन कम दूरी की चलने वाली ट्रेनों पर सफर करेंगे और जो लम्बे सफर करने वाले मुसाफिर हैं, जिनको फर्ज कीजिये कहीं दूर से दिल्ली आना है या और आगे जाना है, उनको मेल ट्रेन्स में ज्यादा जगह मिल जायगी और उनमें यह जो रण होता है, वह कम हो जायगा। तो इसके मुताल्लिक भी वजीर साहिब को ध्यान देना चाहिये कि जो मेन रेलवे जंक्शन्स हैं, वहाँ से 30, 40, 60 मील तक गाड़ियाँ चलाई जाय ताकि अभी जो मेल ट्रेन्स में मुसाफिरों का रण है, वह कम हो जाय और जो लम्बे सफर करने वाले मुसाफिर हैं, वे आसानी से सफर कर सकें। तो इस तरफ भी हमारे वजीर साहिब को ध्यान देना चाहिये।

एक बात मैंने पिछली दफा भी अर्ज की थी, लेकिन मुझे मालूम नहीं है कि उसका क्या जवाब दिया गया था। मैं फिर यह अर्ज करूँगा कि हमारे डाक्टर साहिब थोड़ी तकलीफ करें और यहां पर रेलवे के पार्सल आफिस में जाकर के देखें कि वहाँ पर कितना बुरा हाल है, वहाँ पर फल सड़ रहे हैं, गल रहे हैं, लेकिन वहाँ तरीका क्या है कि जब तक डाक्टर आ करके यह न कहे कि यह जो बास्केट है, यह रद्दी हो गई

है, उसको फेंक दो, तब तक वहाँ का जो रेलवे क्लर्क है, वह उस बास्केट को रद्दी में नहीं फेंक सकता है या कहीं भेज नहीं सकता है।

इसी तरह यहां के क्लोक रूम में इतना रण होता है कि वहाँ सामान रखने में या वहाँ से सामान लेने में काफी दिक्कत होती है। वहाँ पर सिर्फ दो आदमी हैं और उनसे बात करने में ही इतनी देर लग जाती है कि कई दफा क्लोक रूम से सामान लेने में बीस-बीस और पच्चीस-पच्चीस मिनट लग जाते हैं। सिर्फ दो आदमी होने से उसका भी पता नहीं होता है कि किसका सामान कहां पड़ा है। उनका एक असिस्टेंट होता है और वह मुसाफिरों से कहता है कि जरा नजर मार लो कि आपका सामान कहां है। अगर कोई मुसाफिर अपना कोई निशान बताता है, तो वे कहते हैं कि अच्छा अपना सामान ले जाओ। इस ढंग से वहाँ पर सिलसिला चलता है। इस तरफ भी आप को ध्यान देने की जरूरत है।

वाइस चेयरमैन साहिब, आप भी सफर करते हैं और आप यह देखते होंगे कि यहां जो मेन रेलवे स्टेशन है, उसकी कितनी बुरी हालत है। जब मैं फारमोसा गया था और वहाँ ट्रेन में सफर कर रहा था, तो मैंने वहाँ देखा कि हर ट्रेन में फ्रिजिडियर लगे हुये थे और उनमें छोटे-छोटे रुमाल और तौलिये रखे हुये थे। अगर आप गर्मी से आर्यें, तो वे ठंडे तौलिये आपके हाथ में दे देते थे ताकि आप रिक्रेश हो सकें और अगर सर्दी हो तो वे गर्म तौलिये दे देते थे, ताकि आप रिक्रेश हो सकें। तो वहाँ के फर्स्ट एंड सैकंड क्लास में इतनी अमेनिटीज हैं। लेकिन यहां आपके फर्स्ट क्लास में हालत यह है कि अगर रात में किसी मुसाफिर को पड़ना हो, तो

उसके लिये कोई ऐसी लाइट नहीं होती है जिसमें वह खुद पढ़ सके और उसकी रोशनी दूसरों पर न पड़े। आप मुसाफिरों से पूरा फर्स्ट क्लास का किराया चार्ज करते हैं, लेकिन उसकी यह हालत है कि उसमें लाइट नहीं होती है। मैं मेम्बरान पार्लियामेंट की बात नहीं कह रहा हूँ बल्कि और लोगों की बात कह रहा हूँ। तो इस तरफ भी आपको पूरा ध्यान देना चाहिये।

खासतौर से मैं स्टेट मिनिस्टर साहिब से यह कहूँगा कि वे मेन दिल्ली स्टेशन पर जायें और वहाँ जा करके देखें कि कितनी बुरी हालत है और मुसाफिरों को वहाँ गाड़ी पर चढ़ने में कितनी तकलीफ होती है। वहाँ कोई सफाई नहीं रहती है। वहाँ हर प्लेटफार्म पर आपको पानी नहीं मिलेगा। टट्टी जाने वाले मुसाफिरों को बड़ी मुसीबत का सामना रहता है। वे यह देखते फिरते हैं कि कौन सी गाड़ी खड़ी है और उसमें टट्टी जाने की कोशिश करते हैं।

(Time hell rings.)

समय की घंटी बज गई है। इसलिये मैं वजीर साहिब से सिर्फ यही अर्ज करूँगा कि वे खुद दिल्ली रेलवे स्टेशन पर जा करके देखें और अगर वे खुद न जा सकें और मुझे साथ ले जाना चाहें, तो मैं उनके साथ जाने के लिये तैयार हूँ और मैं उनको दिखाऊँगा कि वहाँ की कितनी बुरी हालत है। इसलिये उनको इस तरफ जरूर ध्यान देना चाहिये।

SHRI BHUPESH GUPTA (West Bengal): Mr. Vice-Chairman, only one or two points. The first point is about the new flag station called the Bidhan Chandra Nagar Flag Station which was set up at the time of the 69th annual session of the Indian National Congress. I should like

to know how much money was spent for setting up that particular station and what use was made of it and whether it was necessary at all to set up that station because there were other stations nearby. People could easily use those stations. It appears that it was done by the Central Government and the Railway Board and the Railway Administration only to please the leaders of the Congress Party in West Bengal. There was really no need for this station being set up and when this matter came up for public criticism in the West Bengal Press, Mr. Atulya Ghosh, our dear friend, made a statement

SHRI ARJUN ARORA (Uttar Pradesh): He is our dear friend and your nightmare.

SHRI BHUPESH GUPTA: ... saying that the station had been set up for permanent use; that is to say, it would continue. And not only that, he criticised ...

SHRI M. P. SHUKLA: This is not for the first time that such a thing is done. This practice has been continuing for a long time. Even during the British days stations were set up where the Congress assembled—temporary stations—for the use of the public and they used to be commercially useful.

SHRI BHUPESH GUPTA: We shall presently come to the question whether the public used it, what was the commercial part of it and whether it was temporary or permanent.

SHRI M. P. SHUKLA: For the Magh Mela every year temporary stations used to be set up and it used to fetch a large amount of revenue to the Railways. If the Railways found that there would be people assembling anywhere in large numbers and it would be commercially useful as a means of earning money, they always used to do that.

SHRI BHUPESH GUPTA: I am deeply impressed by the hon. Member's knowledge of the Railways. I wish that he to

[Shri Bhupesh Gupta.] made a Deputy Railway Minister some day. The nation will be gaining though the Railways may be losing.

The "Statesman" criticised the manner in which that organiser organised this particular session of the Congress and in that connection they brought in this question of this particular station, the Bidhan Chandra Nagar Flag Station. And do you know what happened? The great organiser of the Congress session, Shri Atulya Ghosh made a public statement, saying that it was not true that the station was temporary. He firmly said in his statement that the station had been set up to continue as a permanent feature on the railway lines there; that is to say, it would continue. He made it absolutely clear in that statement that it was not a temporary arrangement whatsoever, nor had it been set up with a view to helping the Congress session. He said that it had been set up for the convenience of the public. This was his statement and on the basis of his statement which he genuinely or not so genuinely believed to be true, he criticised the Statesman" for having brought in this particular issue. And you will be surprised that the same "Statesman" carried a picture of the station being demolished. The Railway Minister said that it had been set up temporarily and it was going to be demolished. Here you see one leader of the Congress Party—by the grace of the Party a Minister—telling the public that the station had been set up for a temporary use and, in fact, was demolishing 5 P.M. the station, and another leader of the Congress Party—may be a king-maker or queen-maker I do not know—w; claiming that the station was permanent

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM SUBHAO SINGH): It was proved that it was not set up to please him.

SHRI IOSEPH MATHEN: From the statement, we could easily understand that it is the Minister who has to say whether it is a permanent structure or not and it

is not for Mr. Atulya Ghosh. That is quite evident, quite clear.

SHRI BHUPESH GUPTA: It is a case of intelligence being at a discount on that side of the House, the Treasury Benches. I still do not understand it. I can tell you that. But Mr. Atulya Ghosh did not wait for the Railway Minister to speak.

SHRI M. P. SHUKLA: What are you objecting to—to Mr. Atulya Ghosh's statement or to the construction of the railway station?

SHRI BHUPESH GUPTA: I am objecting to everything. I am objecting to the station being set up in this manner. I am objecting to Mr. Patil obliging the Congress leaders. I am objecting to Mr. Atulya Ghosh's statement, which has been proved to be false.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): Mr. Bhupesh Gupta, it is time to adjourn.

SHRI BHUPESH GUPTA: Thank you, I will continue tomorrow.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): You finish your speech. You may take a few minutes.

SHRI BHUPESH GUPTA: No, no.

SOME MEMBERS: Let him continue.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): The House wants to listen to you. What has to be done?

SHRI BHUPESH GUPTA: Do not have that precedent. It is not a very fundamental, profound speech. I will continue tomorrow.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): The House stands adjourned ;ill 11 A.M. tomorrow.

The House then adjourned at two minutes past five of the clock till eleven of the clock on Wednesday, the 24th March, 1965.