

THE AGRICULTURAL REFINANCE CORPORATION
(STAFF) REGULATIONS, 1964

SHRI RAMESHWAR SAHU: Madam, I also beg to lay on the Table a copy of the Ministry of Finance (Department of Economic Affairs) Notification dated the 27th June, 1964, publishing the Agricultural Refinance Corporation (Staff) Regulations, 1964, under sub-section (5) of section 46 of the Agricultural Refinance Corporation Act, 1963. [Placed in Library. See No. LT-4059/65.]

THE APPROPRIATION (RAILWAYS)
BILL, 1965—*contd.*THE APPROPRIATION (RAILWAYS)
No. 2 BILL, 1965—*contd.*

SHRI BHUPESH GUPTA (West Bengal): Madam, yesterday I was dealing with the subject of the Durgapur Congress Session and the Bidhan Chandra railway station put up in that connection, and I am glad that our esteemed friend, Mr. S. K. Patil, is here. My complaint was that this particular station should not have been built at all just because the Congress Session was taking place near about, and in this connection I pointed out that, when Mr. Patil built this station for temporary use, Shri Atulya Ghosh said that it had come to stay, that it would stay as a permanent feature, as a permanent station for the well being of the people, for the convenience of the people. He said it because of public criticisms in West Bengal, especially in Calcutta papers, that Government money should have been so wasted, that the Bengal leaders of the Congress should have prevailed upon them to build a temporary station of this kind. Faced with this opposition or rather criticism, Shri Atulya Ghosh made a statement that it was a permanent one. More or less at about the same time the same Minister made it known that it was not going to be permanent. And indeed it does not exist today.

SHRI A. D. MANI (Madhya Pradesh): Will the hon. Member speak near the mike; we are not able to hear him in full.

SHRI BHUPESH GUPTA: You cannot even hear me. The trouble is you are approaching my trouble.

Now, this is the position. Here there is a station called Durgapur station, which is a fairly good station, and within a very short distance of it this particular flag station was built temporarily. We do not see as to why it should have been built, because Durgapur station was good enough for purposes of the Congress Session, and in case certain problems arose, well, they could have been met by mobilising public conveyance, bus transport and so on. Our impression is that there was no need for it at all, even if we would make the maximum possible allowance for the convenience of those who went to see that particular session of the Congress. Now I should like to know from the hon. Minister for Railways whether any estimate of the cost had been taken and how many people detrained at the station or took the train from that station. That is to say, we should have an idea of the financial aspect of this venture. According to our information not many people used this station and that also is another proof that it was not necessary. The delegates came from outside and naturally the Congress Party made arrangements for them to be taken to the venue of the Session, by bus and so on. But there was no need for a station of this kind in order to look after the delegates, or for their convenience. As far as the visitors were concerned, the visitors were mostly from within Bengal. That was also an over-estimate. As I said, I know of many pickpockets coming from Calcutta, but very few *bona fide* visitors to the Congress Session apart from our friends, Congressmen. On that account also there was no need for it. Therefore I would like to know, because this has created a very bad impression. I am not saying that when the situation demands—for the convenience of the public—such temporary arrangements should not be made. But in this case it was made rather thoughtlessly, and, as

you know, Durgapur is on the trunk line—no difficulty at all as far as railway transport is concerned. Then here we found, I also saw, that the station had been turned into a kind of a police camp. Around the station I did not see many passengers either waiting for the train, or getting out of the station. What I saw there really . . .

SHRI A. B. VAJPAYEE (Uttar Pradesh): Did you go there?

SHRI BHUPESH GUPTA: Yes, I passed, unfortunately it falls on my way and could not escape my eye. I had a good look at it and I found that literally it was a police camp. As you know, Madam, many policemen, thousands of them had been mobilised, had been drafted to Durgapur, in order to look after our friends of the Congress Party; so very popular people, they have to be looked after all the time that way. But I do not see as to why, for that, a station was needed. Then again . . .

श्री राम सहाय (मध्य प्रदेश) : मैं श्री भूपेश गुप्त से यह जानना चाहूंगा कि क्या वे दुर्गापुर स्टेशन में तशरीफ ले गये थे ?

SHRI BHUPESH GUPTA: I am not so fortunately placed. If I had gone there, perhaps my pocket would have been picked up, because the pickpockets . . .

SHRI A. B. VAJPAYEE: If you had gone, your pocket would have been full.

SHRI BHUPESH GUPTA: No, the experience of others does not prove that it was full; it only proves that the anticipation of the pickpockets that went there in order to pick very substantial pockets came true. Therefore the danger was there.

SHRI CHANDRA SHEKHAR (Uttar Pradesh): Your comrades are not so uncharitable to pick your own pocket.

SHRI BHUPESH GUPTA: No, no, I cannot pick my own pocket. If I picked my pocket, sometimes the C.B.I. report

would come out of it. This is the trouble. But that is not the point.

So I say that it was, therefore, a misadventure, and it was done because the great one of the Bengal Congress wanted it, and that is all. I would have no opposition with regard to that if there was real need for it. Then again, Madam Deputy Chairman, not content with the construction of a temporary station, the Bidhan Chandra flag station, do you know what they did in addition? They changed the entire landscape of the Chittaranjan area nearby. We made enquiries and we found that it was anticipated that the hon. Minister for Railways would, on that occasion, be visiting that locality, that area, and therefore the railway authorities took it into their head that it should be made very attractive, with gardens and so on, everything; a lot of money was spent in order to change, so to say, the entire landscape of the Chittaranjan area and there again it was a lot of extravagance on their part. I am sure Mr. S. K. Patil would not have been any the sadder if he had not seen this kind of expensive rearrangement made just to receive people like him, or attract those who were going that way. So there also it was extravagance.

But, Madam Deputy Chairman, what I say is this. Our Railway Minister should not have participated in this thing, the construction of this station with platforms and so on, more especially when the railway employees do not have proper quarters there, if not all, at least some of them do not have proper quarters in that locality at all; that is my criticism. But he participated in that scheme of expenditure—the Government of West Bengal and the Central Government lavishly spent there on the occasion of the 69th Session of the Congress, to set up stalls, put up exhibitions and so on.

SHRI JOSEPH MATHEN (Kerala): You are repeating what you have already said every time.

THE DEPUTY CHAIRMAN: Mr. Bhupesh Gupta, you must now be very

[The Deputy Chairman.]

brief and wind up. Apart from your comments on the Station have you anything more to say?

SHRI BHUPESH GUPTA: I am finishing. The West Bengal Government, for example, spent Rs. 5 lakhs odd, for setting up a number of stalls, etc., and it has been revealed officially that the income from these things was only about Rs. 254 or so—good income. As far as the Central Government is concerned, they spent lots of money. That should be discussed after investigation. Therefore the railway authorities should not have participated in this extravaganza as far as funds are concerned.

Madam Deputy Chairman, then I go to my next point—I have one or two points more. I should like in this connection to invite the hon. Minister's attention to the fact that the Chittaranjan Locomotive Workers Labour Union is not yet recognised. I do not know as to why Mr. Patil—a very brave man—is not giving recognition to this union, which is a popular union there, which has been proved to be popular enjoying the support of the vast masses of the Chittaranjan workers. I shall give you only one or two instances in support of its popularity. On the staff council, for which elections were conducted between June and October, 1964, 15 out of 17 seats were secured by the representatives of the Chittaranjan Locomotive Workers Labour Union. And for the Staff Council for the factory's works committee at Chittaranjan as many as 19 out of 21 seats have been won by the representatives of this union at the elections held last year. Similarly all the six elected directors of the co-operative credit society for Chittaranjan Workers are representatives of this Labour Workers' Union. Therefore, if you take the objective test, this particular union represents the workers and I do not see why this Labour Workers' Union should not be given due recognition by the hon. Minister. I would appeal in all humility here to our Railway Minister to go into this question and I would appeal to him not to allow the matter to remain where it has remained for all these years. I

think it would be for the good of all, and it would be in the interest of the Railway Administration, of the Chittaranjan undertaking and everybody concerned, to extend to this union recognition. All the criteria for obtaining recognition have been more than satisfied. All the objective tests are there for the hon. Minister to guide himself with.

Similarly, there is also the Dakshin Railway Employees' Union which was promised recognition, but upto now it has not been given recognition and the Government has gone back upon its own promise. I would request the hon. Minister to consider this matter. Finally I request that recognition should be given to both these Unions that I have mentioned.

Now I come to my last point, Madam, and it is not a very exciting point. I do not see why Government should spend so much money on these air-conditioned first class coaches. I do not see the use for it. I know that our multi-millionaires do want such arrangements because they have got plenty of money to spend, but they can as well travel by air. Or in any case the first class should be good enough. You have the air-conditioned third class coaches also and these are good enough if they like to travel by air-conditioned carriages. I think having these first class air-conditioned coaches is a waste of money and it seems the bias is in favour of the very rich people. I think the resources should be diverted to improving the conditions of third class travel or even the second class, for the matter of that, or the air-conditioned third class carriages, instead of our resources being placed at the disposal of a very small number of rich people. I am surprised to find this.

SHRI JOSEPH MATHEN: But is this facility of air-conditioned coaches given free to the rich people?

THE DEPUTY CHAIRMAN: Mr. Bhupesh Gupta, you must wind up now, because there are a number of speakers.

SHRI BHUPESH GUPTA: I see, yes. It is given to the rich people, I have told

you. They are very rich and they have the money, I know. But what I say is that our resources are being spent like that and we do not have abundant resources. If somebody wants a palace, you don't give him a palace. If they want a big car, you don't give it to them. But here they are spending our resources in this extravagant manner. I know there are big families in Calcutta who travel in air-conditioned first class and they have so much money that they even carry their personal attendants in the air-conditioned first class. Some of them book the entire cabin or whatever you call it, the compartment, I mean, though they use only 2 or 3 berths or so. Therefore, I say this is something which calls for re-examination. We should give preference to others. As far as the rich people are concerned, they have got the first class. It is good enough for them, and if they want air-conditioned travel, then they have got the third class air-conditioned coaches and they can use these coaches. Why should Government use so much money today, dissipating the resources of the country when it has a tight economy, in providing such facilities in this extravagant manner to this tiny fraction of the rich classes, not to the rich classes as a whole? This facility is used only a very few people in the rich classes and I do not see why this should be given. These are my suggestions.

In conclusion, Madam. I would again say that the two unions that I mentioned should be given recognition and I would ask Shri Patil to go into this question again *de novo*; and he should not just settle down to what has been done in the past. He should see if something could be done to improve matters here.

कुमारी मनिबेन वल्लभभाई पटेल
(गुजरात) : उपसभापति जी, मेरे पहले जो सदस्य बोले उनके बारे में मैं कहना चाहती हूँ कि क्या इस हाउस के अन्दर उनके ऊपर कोई नियम लागू नहीं होता और रेलिवेंट हो, न हो, कोई भी मौके पर कांग्रेस की बदनामी करना और उसके विरुद्ध प्रोपेगेंडा करना, यही उनका ज्यादा काम रहता है। वे कहते हैं

कि इतना खर्च दुर्गापुर में किया कांग्रेस के लिये रेलवे ने। इसके लिये जो आडिटर जनरल रहता है, वह क्या कांग्रेस का सदस्य है? गलती से कुछ किया होगा, तो जरूर इसके बारे में वह बाधा उठायेगा और आपकी पब्लिक अकाउण्ट्स कमेटी है, वह इसके बारे में कहेगी।

अब मैं रेलवे के बारे में कुछ कहना चाहती हूँ। हाकर्स की शिकायत मैं हर साल करती रहती हूँ। परन्तु आपके साथी हमारे डिप्टी मिनिस्टर हैं, उनको उनके लिये बहुत हफ्तदर्री है। मुझे उनके लिये हमदर्दी नहीं है, ऐसा नहीं है। परन्तु बात यह है कि जब आदमी को ट्रेन में खड़े रहने की जगह नहीं रहती है, महिलाओं के डिब्बे में ये हाकर्स एक के बाद एक अन्दर घुसते हैं, धक्का देते हैं, उनके कपड़े देखिये, उनके हाथ देखिये कि कितने गन्दे रहते हैं और किस तरह से उनका बर्ताव रहता है। मैंने अपनी आँखों से देखा है कि ये हाकर्स लोग पिपरमिट लेकर के आते हैं, कागज में लाइन से लगाते हैं और अपने मुँह से, अपनी जीभ से, उसको बन्द करते हैं। इस तरह से ये चीजें बेची जाती हैं। और वहाँ जो खाने की चीजें बेचते हैं, उसके ऊपर मक्खियाँ बैठी हैं। एक तरफ हम अपना स्वास्थ्य मुधारना चाहते हैं और दूसरी तरफ ऐसी गन्दी चीजें इस तरह से चलने देना, क्या वह ठीक है? कोई तो वहाँ लाइसेंस वाले भी होते हैं और कोई लाइसेंस के बिना भी होते हैं। लाइसेंस वालों के लिये भी मैं कहती हूँ कि उनको आप स्टेशन पर चाहे जितने रखिये, लेकिन तब भी उनके बारे में कुछ नियम होने चाहियें और उनका कपड़ा और उनका ढंग, वह सब देखना चाहिये। रात के समय में महिलाओं के डिब्बे में वे घुसें, उनसे कहें तो मानें, नहीं झगड़ा करें और मारने को तैयार हों, तो मेरी विनती है कि कृपा कर के हाकर्स के बारे में आपको फिर सोचना चाहिए।

दूसरी बात मुझे यह कहनी है कि रेलवे में जो मजदूर लोग हैं, वे हमको काफी

[कुमारी मनिबेन बल्लभभाई पटेल]

तकलीफ देते हैं। अगर एक चीज किसी के पास हो, तो वे लेते नहीं हैं और जो अनजान आदमी हो, तो उसके पास से इतना दाम लेते हैं कि कोई ठिकाना नहीं। कोई उतने दाम न देवे, तो वे उठायेंगे नहीं। अब जो जाने वाला है, वह क्या करे? ट्रेन आती है और वे सामान उठाते नहीं हैं, तो क्या हो? मैं अपने अनुभव से कहती हूँ कि अभी कुछ एक महीने पहले मैं डिलक्स से बड़ौदा से आने वाली थी। बड़ौदा स्टेशन पर ट्रेन आ गई थी और मैं ट्रेन में जाना चाहती थी, लेकिन एक मजदूर मेरे साथ आना नहीं चाहता था। आखिर में एक लड़का बेचारा, जो मुझे जानता तो नहीं था, उसने मेरा सामान उठाया और मुझे डिलक्स ट्रेन पर पहुंचाया। तो कर्मचारी आपने रेलवे में इतने बढ़ाये और पहले तो यह सब देखते थे, अब तो कोई कर्मचारी भी देखता नहीं है। किसी प्रवासी को कोई परेशानी हो, तो उसे कोई रेलवे कर्मचारी देखता नहीं है। पहले तो गाड़ हमेशा देखते थे कि महिलाओं को मजदूर मिलता है कि नहीं, अब तो कोई इस चीज को भी देखता नहीं। मेरा इस बारे में आपसे यह सुझाव है कि जिस तरह से आप ट्रेन्स के आने जाने का समय अनाउन्स करते हैं लाउडस्पीकर पर, उसी तरह से उसी समय पर मजदूर को क्या दाम देना चाहिये, यह भी आप अनाउन्स करें, तो सब को सुविधा रहेगी। एक चीज हो या दो चीजें हों, मजदूर एक रुपया तक मांगते हैं, दो रुपये तक मांगते हैं और मैंने देखा है कि पांच पांच रुपये तक उन्होंने सामान के लिये मांगा है, जिसके लिये अगर कोई रेलवे कर्मचारी मौजूद हो, तो आठ आने में या 75 पैसे में काम हो जाता है।

तीसरी बात मैं कहना चाहती हूँ कुत्ते और बकरी के बारे में। यहां नई दिल्ली के स्टेशन पर भी कुत्ते और बकरी घूमते हैं, यह क्या ठीक है? मैंने अपनी आंखों से बड़े

स्टेशन पर देखा है कि सब्जी के थैले को बकरी खाती है और कर्मचारी खड़े खड़े देखते हैं, यह क्या ठीक चीज है? और जो चीज रेलवे में पार्सल में आती है और खास कर के फल, वह तो जो मंगवाते हैं और जो दाम देते हैं, उनको मिलते नहीं हैं। कई दफा जब उनके पास मांगने जाते हैं, तो वे कह देते हैं कि पार्सल आया ही नहीं और जब पार्सल देते हैं, तो उसमें आधा निकाल लेते हैं। ग्राम के मौसम में तो सारे का सारा पार्सल ही गायब हो जाता है और ग्रामों को निकाल कर के उनकी जगह पत्थर रख दिये जाते हैं। इसके बारे में खास देखने की जरूरत है।

मेरे को एक और भी कहने की बात है कि गाड़ी के अन्दर पानी ठीक से नल से नहीं आता है, टंकी में तो भरा रहता है लेकिन नल में नहीं आता है क्योंकि उसमें कचरा भरा रहता है। पहली तारीख को थर्ड क्लास डिलक्स एयरकंडीशंड से मैं गई और छः तारीख को उसी से वहां बड़ौदा से वापस लौटी, वही बाथ रूम था, वही पानी का वाश-बेसिन था, दोनों में पानी बिल्कुल नहीं आता था, टंकी में पानी नहीं था ऐसा नहीं परन्तु उसके नल में कहीं कचरा भरा होगा। तो यह चीजें जैसे कि नल है, बत्ती है, पंखा है, हर एक बारी का शटर, कांच, शीशा वगैरह ठीक से बन्द होता है या नहीं, हर वक्त स्टेशन से जब जो ट्रेन खुलती हो देख लेने की जरूरत है। हम जब रेलवे वालों से कहते हैं तो आज आप ने इतने कर्मचारी बढ़ा लिये हैं कि कोई सुनता नहीं है, कहता है कि उसका काम है और चला जाता है। अगर रात में महिलाओं के डिब्बे में बत्ती न हो और उसमें भीड़ हो तो महिलाओं को बच्चों के साथ कितनी तकलीफ होती है, गर्मी में पंखा न चले तो फिर पंखे का उपयोग क्या है। अगर आप पंखा लगाते हैं, बत्ती की सुविधा देते हैं, शीशे वगैरह देते हैं तो यह सब ठीक रहें इसको भी देखने की जरूरत है। इसके लिए स्टाफ

बढ़ाने की जरूरत नहीं है। मेरा तो अनुभव यह है कि जब स्टाफ कम था तब ज्यादा एफिशियंसी थी और आज स्टाफ बढ़ा है तो एफिशियंसी कम है। आप को तो वे कहेंगे कि स्टाफ कम है लेकिन मेरा अनुभव यह है कि स्टाफ को बढ़ाने की कोई जरूरत नहीं है।

एक बात और कहना चाहती हूं टू-टायर-स्लीपर कोच के बारे में। आप ने टू-टायर-स्लीपर-कोच का इसलिए इंतजाम किया है कि आदमी साढ़े तीन रुपया दे कर अच्छी तरह से सो सके। परन्तु उसके साथ साथ आप बैठने वालों को भी जगह देते हैं और जो बैठने वाले वहां रहते हैं उनको रात को सोने को नहीं मिलता है इस कारण से वे इतनी जोरों से बातें करते हैं कि कोई सो नहीं सकता और अगर सोने वाला विनती करे तो भी वह सुनते नहीं। अजीब तरीका है कि एक तरफ तो स्लीपर बर्थ देते हैं और दूसरी तरफ बैठने वाली सीट देते हैं, अब कोई अपने सामान को देखे किस तरह। तो मेरा सुझाव है कि सोने का इंतजाम नीचे भी कीजिये, जिसमें आप गद्दी नहीं लगाते हैं उसका ढाई रुपया लीजिए और ऊपर का साढ़े तीन रुपया हो, इससे आमदनी भी कुछ होगी और लोग सो भी सकेंगे।

एक बात और है कि डिलक्स में एक ही स्लीपर कम्पार्टमेंट रहता है और अगर हम बड़ौदा से जगह मांगते हैं तो ऐसा ही कहा जाता है कि स्लीपर कोच डिलक्स में नहीं है। तो बड़ौदा से भी कुछ जगह देनी चाहिए, अगर आगे से कोई कहे तो उसमें उसका रिजर्वेशन होना चाहिए।

वेस्टर्न रेलवे की ट्रेन को दिल्ली आने में हमेशा देर की जाती है क्योंकि उसको क्लियरेंस देते नहीं और मुझे रेलवे कर्मचारी ने बताया है कि नार्दर्न रेलवे यह बताना चाहती है कि उनकी ट्रेन ज्यादा अच्छी तरह से रन करती है, ज्यादा पक्वुअली रन करती हैं। तो करीब करीब हर एक ट्रेन फरीदाबाद और नई दिल्ली के बीच में रोकੀ जाती है और

इससे आपकी सरकारी आमदनी कम होती है क्योंकि मथुरा से आदमी बैठे और फरीदाबाद या निजामुद्दीन में उतर जाय तो आसानी से उसका काम हो जाता है। तो इस तरह आपको नुकसान होता है और रेलवे की स्पीड भी कम हो जाती है।

मैं तो मानती हूं कि तात्ती रेलवे जितनी धीरे चलती है और जितनी जगह ठहराई जाती है उसकी जगह वह ठीक से चले तो आधे समय में आधे वक्त में भुसावल से सूरत तक पहुंच सकते हैं। अहमदाबाद और साबरमती के बीच में या अहमदाबाद और मणिनगर के बीच में रेल सब जगह ठहराई जाती है, धीमी पड़ती है, और काफी लोग उसमें से उतर जाते हैं। तो मैं आपको कहती हूं कि इसके बारे में खासतौर पर देखने की जरूरत है। हर एक ट्रेन में इस तरह से कम से कम दो घंटा या एक घंटा कम कर सकते हैं, क्योंकि कई स्टेशनों के बीच में इस तरह से ट्रेन धीमी की जाती है, बिना शेड्यूल के ठहराई जाती है और लोग बिना टिकट उतर जाते हैं, यह मैं आंखों से रोज देखती हूं।

मीटरगेज की तो बात ही क्या कहूं। वे इतनी गन्दी रहती हैं, धीरे चलती है और भीड़ की तो कुछ पूछिये नहीं खास कर के अहमदाबाद और महसाना के बीच में जहां कि रोज मजदूर अहमदाबाद जाते हैं और अहमदाबाद से महसाना आते हैं। उसमें इतनी भीड़ है। फिर बत्ती की भी शिकायत है, कई ट्रेनों में अंधेरा रहता है। तो मीटरगेज की तरफ आप को खास देखने की जरूरत है।

एक मेरा यह कहना है कि आपको लांग रेंज प्रोग्राम बनाना चाहिए और सभी रेलवेज को ब्राडगेज कर देना चाहिए क्योंकि आखीर में आपको उसमें ज्यादा मुनाफा होगा और जो ट्रांशिपमेंट में देरी होती है, नुकसान होता है, माल खो जाता है यह सब बन्द हो जायगा। इसके बारे में पहले यह कहा गया था कि आप सब ब्राडगेज करने की सोच रहे हैं और

[कुमारी मनिवेन वल्लभ भाई पटेल]
अब यह छोड़ दिया है। यह करने की जरूरत है।

एक बात और भी है। आपके जो ट्रेन्स के अन्दर बेयरे हैं उनके जो कपड़े हैं, बर्तन हैं वे दोनों बड़े गन्दे होते हैं। वेस्टर्न रेलवे में तो कुछ ठीक है मगर नार्दर्न रेलवे और सेंट्रल रेलवे में काफी गन्दे रहते हैं। बेयर्स के कपड़े और जो डस्टर कहें, ग्रंगोथा कहें, जो भी कहें, जो कि बर्तन पोंछने के लिए दिया जाता है वह गन्दा रहता है। मैंने एक बार एक बेयरे से पूछा कि इतना गन्दा क्यों रखते हो तो उसने कहा कि हमको एक ही मिलता है, धोऊं कब, सुखाऊं कब, टाइम कहाँ है। तो इसके बारे में प्रबन्ध करना चाहिए कि उनके पास काफी साफ सुधरा कपड़ा रहे क्योंकि उसी से बर्तन पोंछ कर वह खाने को देते हैं। रेल में तो ऐसे भी अधिक गन्दा हो जाने वाला है, कोयले से, मिट्टी से ज्यादा गन्दा हो जाय, इसलिए इसके बारे में सोचने की जरूरत है कि इसमें काफी सफाई हो। इसको भी देखने की जरूरत है कि और स्टेशनों पर जो रेस्ट्रॉ हैं और जो ट्रेन पर ला कर चाय, खाना देते हैं, उनके कपड़े और बर्तन साफ रहें।

एक बात और मैं कहना चाहती हूँ कि वीलर्स के साथ आपके क्या टर्म्स हैं कि व्हीलर को ही सारे रेलवे में, सब जगह सारे देश के अन्दर, किताबों के बारे में, मासिक के बारे में, पेपर्स के बारे में, कांट्रैक्ट दिया जाता है और जरा इसकी भी चेकिंग करने की जरूरत है कि उस पर किस प्रकार का साहित्य रहता है जो कि हमारे देश के लिए लाभ करने वाला है या नहीं करने वाला है। तो व्हीलर का कांट्रैक्ट कब तक का है, वह कौन है, कितना मुनाफा करते हैं, यह सब जरा देखने की जरूरत है।

अब थोड़ा ही कहने को रह गया है। एक बात और है और वह यह कि आज ट्रेनें

अनियमित होती हैं। मुझे रेलवे वालों से पता चला कि पहले यह इंतजाम था कि जहाँ इंजन बदला जाता था वहाँ ड्राइवर भी बदला जाता था और एक इंजन एक या दो ड्राइवर के पास ही रहता था। तो उसके पास ही रहने से उसको इंजन से एक प्रकार की आत्मीयता जैसी हो जाती थी, वह चाहता था कि इंजन ठीक रहे, उसके लिए वह खास ध्यान, निगाह, रखता था लेकिन आज कोई भी इंजन किसी भी ड्राइवर को दिया जाता है, उसकी कोई जिम्मेदारी रहती नहीं, और इस कारण से बार बार ट्रेन लेट होती हैं, ऐसा कहा जाता है।

एक बात और कहना चाहती हूँ जो कि खादी के बारे में है। जब लाल बहादुर जी रेलवे मंत्री थे तब काफी खादी रेलवे में थी और आज खादी कम हो रही है, यह मैं देख रही हूँ। खादी की बरगुजरी आज काफी बढ़ी है, हाँ एक बात है कि उसमें कमीशन की गुंजाइश नहीं रहती जो भी उसका सौदा करता हो उसकी वजह से रेलवे वालों को न उससे चाव है और न उसकी समझ है। मेरा यह सुझाव है, खादी खरीदने के लिये खादी के बारे में जो समझते हैं ऐसे कोई मेम्बर को या पब्लिक में से कोई आदमी को साथ रखना चाहिए। आप कहें कि एक ही प्रकार का सारे रेलवे में चले तो ऐसा माल नहीं मिलेगा लेकिन मैं मानती हूँ कि हर एक प्रकार की और अलग अलग डिजाइन सारी रेलवे में चले ऐसी काफी खादी मिल सकती है। तो इसके बारे में कुछ सोचना चाहिए, कुछ इंतजाम करना चाहिए जिससे कि आपके रेलवे वाले ऐसा बहाना न निकालें कि खादी नहीं मिलती है।

आखीर में मुझे यह कहना है कि बलसार जैसे बड़े जंकशन स्टेशन को कुछ रेनोवेट करने की जरूरत है। वहाँ वर्षा काफी होती है परन्तु आज भी स्टेशन पर किसी प्रकार का छप्पर नहीं है। जब वर्षा होवे तो आदमी ट्रेन में

आते तक, चाहे वह फर्स्ट क्लास का हो या थर्ड क्लास का हो या आपका रेलवे कर्मचारी हो वहां जाते जाते ही भोग जायगा। कोई छप्पर भी इस प्रकार का नहीं है कि वह ट्रेन तक पहुंच जाय।

मैं आशा रखती हूं कि इन बातों पर आप सोचेंगे और कुछ इंतजाम करियेगा। जो आपने नुस्ते समय दिया उसके लिए धन्यवाद।

SHRIMATI SHAKUNTALA PARANJ-PYE (Nominated): Madam, there is only one point that I want to make. Considering that the fast trains stop only at some stations I want to suggest to the Railway Minister that these stations be staggered. All the fast trains usually stop at the same stations but there are other stations nearby which may have some export products to be despatched and they never get the trains to stop at those stations. This came to my mind when I read in the papers about the banana and banana leaf exports from Bassein or Vasai as we call it in our language. Because no fast trains stop at Vasai this trade has gone down to half of what it was. That is why I want to suggest staggering of the stations for the fast trains.

That was the only point I wanted to make, Madam. Thank you.

SHRI MULKA GOVINDA REDDY (Mysore): Madam Deputy Chairman, the Indian Railways are the largest public undertaking in India and one of the largest public undertakings in the world. The Railways have done quite well but not to the satisfaction of the people. The facilities and the amenities that have been provided for the third class passengers are very inadequate. The Railways do play a very important role in the development of the country and certain parts of India are well developed because of a good railway system, particularly the broad gauge system. I have been urging the Railway Ministry that they should have a phased programme for converting the metre gauge into broad gauge. And the narrow gauge system is not paying

adequately. In fact, they are incurring some losses on account of these narrow gauge systems. We have been pleading in Mysore that the railway line between Kolar and Bangalore should be converted into broad gauge so that it will help the area between these two important places to be developed.

Now, it is unfortunate that even after Mr. S. K. Patil took over the Railway Ministry the Railways are not keeping up punctuality. Most of the trains, particularly the trains running between Madras and New Delhi, do not run according to the scheduled timings. He should create a precedent, as Shri Lal Bhadur Shastri did. When some railway accident took place in Hyderabad he tendered his resignation. If the Railways do not keep up punctuality up to 90 per cent at least, the Railway Minister should threaten to resign—he may not resign—so that the operational efficiency and punctuality can be maintained.

Madam, the Minister in his speech has referred to the idle capacity in the Railways. There is idle capacity in the Railways for the reason that there is less use of coal by the Railways themselves and they are taking to dieselisation and electrification. I would very much urge that there should be more and more of dieselisation and electrification of the Railways so that our Railways can be run in a better way and more speedily than is the case now and cut down the time that is now taken, particularly for the long distance passengers and also for carrying goods from one end to the other. But this idle capacity should be utilised to take more of high-rated goods which were till recently diverted to road transport. It will not only improve the revenues of the Railways but it will also decrease the freight charges if the Railways were to encourage the movement of high-rated goods. And this idle capacity should also be utilised for creating more facilities for the third class passengers. At the rate at which we are going even at the end of the Fifth Plan we may not be able to provide sitting accommodation for the third class passengers, let alone providing sleeping accommodation in third class

[Shri Maulka Govinda Reddy.]
coaches for the railway passengers. I would therefore urge that this idle capacity should be utilised for having more railway lines in the hinterland in Maharashtra, in Andhra, in Mysore and such other places where the railway system has not spread properly. Laying of more railway lines in those areas will not only help the industrial growth of those neglected areas but will also provide opportunities for employment and we know that there is so much of demand for employment. By laying more railway lines in those areas we will be creating more employment opportunities apart from giving encouragement for commerce and trade.

Madam Deputy Chairman, in Mysore there are some routes which we have been urging for a long time to be taken up by the Railway Ministry. For example there is one between Chittaldurga and Raidurga, a distance of about 45 miles. Time and again we have made representation to the Railway Ministry but they have not cared to consider the question of laying a railway line here. It is very important and it is going to link up two States, Andhra and Mysore. It will also help to improve the trade relations and economic conditions in those areas. Apart from that it will also provide relief for the people who are famine stricken by giving them employment opportunities in those areas. We have also urged—and the State Government have made a number of representations to the Centre—that the Chamarajanagar-Satyamangala railway line should be taken up. The State Government has also urged that the railway line between Bangalore and Mysore should be electrified. A scheme was about to be sanctioned when the Mysore Railways were under the Mysore Government control but when the Mysore Railways were transferred to the Central Railways that scheme appears to have been given up. There is plenty of electric power in Mysore. As we all know, recently Sharavaty has gone into production and that power should be utilised for the electrification of this line. In order to develop the hinterland and in order to carry ore, the Hassan-Mangalore line was

designed and it has been sanctioned. But it should be a broad gauge system. When the whole country is saying that MG should be converted into BG, there is no meaning in saying that we will think of having BG when it is needed, but for the present we will have only MG. It is unnecessary waste of money and duplication of work. The completion of this railway line may take another five years or six years, by which time there will be an increase in the conversion of MG into BG. I, therefore, strongly plead that instead of having an MG system between Hassan and Mangalore, it should be BG. The Salem-Bangalore line should also be BG. Whatever new lines are taken up, they should be BG and the connecting railway systems might also be converted from MG to BG. A survey has already been sanctioned for converting MG from Miraj to Goa and from Goa *via* Londa to Hubli and on to Hospet. But that survey should be confirmed in the sense that the entire system from Pooa to Guntakal *via* Hubli, Hospet should be BG. From Bangalore to Guntakal there is only an MG system and if this system is converted into BG from Hubli to Guntakal *via* Hospet, it is but necessary that the Bangalore-Guntakal line should also be converted into BG and the line between Guntakal and Secunderabad should also be converted into BG, so that there will be quicker transport, quicker facilities for the travelling public and also for transportation of goods from Hyderabad to Bangalore.

Madam Deputy Chairman, I was talking about speed. I am glad to learn that the Railway Board has now decided to increase the speed of the Taj Express up to 120 kilometres per hour. Recently, I had occasion to travel by the Superfine Express between Tokyo and Osaka where the speed was 150 kilometres per hour. If more and more electrification and dieselisation is introduced, it is quite possible to increase the speed on our railways. It is absolutely necessary that more and more facilities should be given to the travelling public, whether in the first class or in the third class, by having dust-proof railway carriages.

I would like to urge that a Wage Board for railway employees should be constituted. There seems to be some sort of confusion in the minds of the Railway Ministry in that the railway employees are equated with the Central Government employees. No. A distinction has to be made. They are not really employees of the Central Government. Railway employees are employees of a public undertaking. It is a commercial and industrial undertaking. Therefore, this distinction should be made and a Wage Board for railway employees should be constituted. The All India Railwaymen's Federation, the National Federation of Indian Railwaymen and all kinds of trade union organisations in the Railways have urged the Central Government to constitute a Wage Board for railway employees.

The last point I would like to urge is that the employees who were dismissed under section 148 should be reinstated. The Supreme Court has given its decision to say that section 148 is illegal. The Railway Ministry not implementing the decision of the Supreme Court from the day the Constitution came into being will amount to tampering with the decision and, also, contempt of the Supreme Court. I would, therefore, urge that the Railway Ministry should revise its attitude with regard to the reinstatement of those employees who were dismissed under section 148.

Thank you.

SHRI C. D. PANDE (Uttar Pradesh): Madam, I want to draw the attention of the hon. Minister of Railways to the necessity of laying a BG line from Rampur to Haldwani, Naini Tal is only 196 miles from here, but when friends ask me how to go to Naini Tal, the difficulty of explaining the time table and the changes in the railway stations is so great that people get frightened. From here one has to go to Bareilly and change at three in the morning, take the shuttle train, get connected at Bhojpur and then reach Kathgodam. It is easier to go from here to Allahabad a distance of 400 miles by railway than to go to Naini Tal. This railway line was surveyed in 1955-56 and it was found economi-

cally feasible to run the line between Rampur and Haldwani, a distance of about 60 miles. To make up these 60 miles, we have to go to Bareilly, 40 miles, and again another 60 miles. Therefore, we save a distance of 40 miles by laying this line. This is a very important area, strategically. It is a border area for which we are doing so much so that it becomes accessible from the plains. We are spending nearly Rs. 16 crores for laying the border roads through the Defence Department. Now, if we cannot go to the foothills in an easy manner, what is the use of providing a good transport system in the far-off inaccessible areas to the hills? Even the Ministry of Defence has made a strong plea for laying a BG line between Rampur and Haldwani, so that they might have accessibility to the four districts in the Himalayan areas, i.e., Naini Tal, Almora, Garhwal and Pithoragarh. The people of that area are clamouring for a BG line for a long time. It was sanctioned, but somehow or other, because the policy adopted by the Government was that it should first give railway lines to industrial areas, this line was not taken up. I request the hon. Minister—he is a dynamic person and he has set many things right—that he should travel once to Naini Tal by train and feel for himself and see what the difficulties are. If he goes there, then he will realise the difficulty of travelling in that area. He will also feel convinced that the laying of a BG line from Rampur to Haldwani is absolutely necessary. We have had no railway lines laid in our part of the country for the last 30 or 40 years. Therefore, the claim is made on the national basis. That is a strategic area. It is economically feasible. The distance is only 50 miles, and the outlay on that line is only Rs. 3 crores. There is no difficulty of any other type. Therefore, I plead for this line. I thank you, Madam.

DR. SHRIMATI PHULRENU GUHA (West Bengal): Madam Deputy Chairman, I stand to support this Bill. The railway Minister should expect an appreciation of the overall performance shown by the Railways. I congratulate the Min-

[Dr. Shrimati Phulrenu Guha.]
ister, but there are certain points for which no appreciation is possible.

The proposed increase in fares will hit hard the Third Class passengers. The increase in fares cannot be justified any time unless more amenities are given to the passengers. Third Class compartments are overcrowded, as well all know. Sometimes there is no space even to stand, leave aside sitting accommodation. May I request that more Third Class coaches should be attached to trains to reduce the hardship of the Third Class passengers?

I would like to point out that there is no arrangement for sleeping accommodation for the Second Class passengers. Sleeping accommodation for the Second Class passengers must be made at least in long-distance trains. It may take time to have sleeping arrangements for all Second Class passengers in trains, but I would request the Minister to see that at least the long-distance trains are given sleeping accommodation.

There is overcrowding in many Railway platforms, particularly in bigger towns and cities. In this connection I would like particularly to mention the two railway stations of Calcutta, that is Howrah and Sealdah, and I would request the Minister to visit those stations. Calcutta being a good airport, usually our Railway Minister goes there by air. So I would request him kindly to visit these two stations during the peak hour.

I would also like to point out that there is a good deal of ticketless travelling even now, and if it is controlled properly, I think a large amount of revenue will come to this Department.

It is very difficult, Madam, to get any accommodation in the trains from Calcutta to Bombay or from Calcutta to Madras—I leave aside the question of Calcutta to Delhi. There are only two days' de-luxe services from Calcutta to Delhi. There should be more of this type of service from Calcutta to Delhi, and also de-luxe service should be started from Calcutta to Bombay and Calcutta to Madras.

Madam, it is needless to say anything about the over-population and transport difficulty in Calcutta. Circular trains in and around Calcutta are absolutely necessary. Overpopulation of Calcutta is not a problem of West Bengal alone—and it is my request to the Railway Minister to see this point—it is a problem of national importance. Unless we do something about the overpopulation of Calcutta, it will be a difficult problem for the whole of India. Circular trains are an expensive scheme no doubt, but this problem is a very big one and I would request the Minister to look at this problem from that angle and not from the angle that it belongs to West Bengal only.

It is the experience of all of us that not only trains arrive late but they also start late. We know that there must be certain reasons for this late arrival and this late starting, but our demand is that the trains should run in time. At least they should start always in time. We hope the railway workers will be able to say like their counterparts of Japan: "Correct your watch, please". If you ask the railway people of Japan whether the train is in time, they will say: "Correct your watch", because they know that all their trains run in time. Here I am not only speaking of the passenger trains but I would like to mention that this happens to mail and express trains also. In this connection, I may mention, Madam, that even the Kalka Mail arrives late in Delhi quite often.

Another point I would like to mention is about catering. The less said about it the better. It is regrettable that when the Government is financing a number of Catering Colleges in the country, the standard of catering in our Railways is going down. Leave aside the fact that the food served in railway compartments is not well-cooked and good but it is served in unclean plates, cups, etc. It is better not to mention about the condition of forks, knives and spoons. They are usually dirty. Napkins are not used. When they are used, they are unclean. But if they know that somebody of importance is going in the train, they use clean napkins, clean forks, knives, plates,

etc., for that particular compartment. Food is taken from the restaurant car to the compartment uncovered. Even when it is covered, it is covered with a dirty covering. Tea is mostly undrinkable apart from being cold. Trays are kept on the platforms after taking them from the passengers' compartments. In this connection, I would request the Railway Minister to note that it is seen that stray dogs on railway platforms take the residue of the food from these trays when they are put on the platforms. I suggest that there should be some raised places on the platforms where these trays can be kept.

The standard of catering should be raised. Not only a careful plan should be drawn up to improve the standard—may I submit that the plans are good quite often—but their execution is not up to the mark. It may be said that there are Catering Committees, but I may point out that Catering Committees cannot do much regarding the improvement of the day-to-day work of catering. In this connection, Madam, may I suggest that the service condition of the bearers of restaurant car should be improved? If we want better service from these people, we must give better service condition for them.

I would like to bring another point, last point, for the consideration of the Railway Minister. The Government is having a scheme to help persons from the low income group to establish, small industries, and our Government is spending quite a lot of money on this matter. The purpose of spending money is to help a large number of people economically. In this connection I feel that the Railway Ministry can do a lot. The present system of Railways does not allow persons with small income to have book-stalls or other stalls on the railway platforms. I request the Railway Minister to have the system in such a way that it is possible for people with small income to have stalls on the platforms.

With these words, Madam, I support the Bills.

Thank you.

THE DEPUTY CHAIRMAN: Shri Gaure Murahari will speak after lunch.

The House stands adjourned till 2.30 P.M.

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

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

श्री गोडे मुराहरी (उत्तर प्रदेश) :
उपसभाध्यक्ष जी, रेलवे बजट के ऊपर बोलना चाहता था लेकिन उस समय टाइम न होने के कारण मैंने सोचा कि कुछ बातें अभी रखूं ।

रेलवे हिन्दुस्तान का सब से बड़ा आवागमन का उद्योग है और उस में कई हजार लोग काम करते हैं, लेकिन रेलवे मिनिस्ट्री का कहना यह है कि इन को कोई राजनैतिक अधिकार नहीं होगा । मुझे समझ में नहीं आता है कि जो देश अपने आप को समाजवाद की ओर ले जाना चाहता है और जिसका लक्ष्य यहां पर यह है कि दिन प्रति दिन ज्यादा से ज्यादा लोग पब्लिक सेक्टर में लाए जायेंगे, वहां सरकार यह कैसे कह सकती है कि सरकारी उद्योगों में काम करने वालों को राजनैतिक अधिकार नहीं होगा ? इसका मतलब यह है कि आप अपने देश के बड़े भारी प्रतिशत लोगों को राजनीति से वंचित रखना चाहते हैं और सारी राजनीति एक छोटे से गुट और जो बड़े बड़े लोग हैं उन के हाथ में आप रखना चाहते हैं । क्या होगा हिन्दुस्तान में ? अगर आप ज्यादा से ज्यादा पब्लिक सेक्टर में उद्योगों को लगाना चाहते हैं, तो फिर यही होगा कि लाखों आदमी जो इन उद्योगों में काम कर रहे हों उनको कोई राजनैतिक अधिकार नहीं हो । व्यवस्था तो यहां तक आ गई है कि एक कुटुम्ब में

[श्री गोडे मुराहरि]

एक आदमी अपनी बीबी के ऊपर भी और अपने बच्चों के ऊपर भी जासूसी करे। रेलवे मिनिस्ट्री ने यहां तक इस मामले को ला दिया है। मैं आप को इन का सर्विस कंडक्ट रूल्स जो है उस में से थोड़ा सा हिस्सा पढ़ कर सुनाना चाहता हूं।

"23. Taking part in Politics and Elections.—(1) (i) Subject to the provisions of Rule 22 and of any general or special order of the Government, no railway servant shall take part in, subscribe to, aid or assist in any way any political movement in India, or relating to Indian affairs".

उसी रूल का दूसरा हिस्सा यह कहता है :

"(ii) No railway servant shall permit any person dependent on him for maintenance or under his care or control to take part in, or in any way, assist, any movement or activity which is, or tends, directly or indirectly to be subversive of Government as by law established in India."

इसका मतलब क्या है ? इसका मतलब सिर्फ यही होता है कि जो फासिस्ट देशों में और किसी ज़माने में कुछ कम्युनिस्ट देशों में होता था

श्री महावीर प्रसाद शुक्ल (उत्तर प्रदेश) : यहां सबबर्सेन की कोई आजादी नहीं हो सकती।

श्री गोडे मुराहरि : ऐसा आधिपत्य जहां पर है उन देशों में ऐसी चीज़ चलती है। कोई जनतांत्रिक देश में ऐसी चीज़ चल नहीं सकती, पर बदकिस्मती से इस हिन्दुस्तान में बेशर्मी से ऐसी चीज़ सरकार चला रही है। मैं अभी भी कहूंगा कि रेलवे मंत्रालय को इस चीज़ को वापस लेना चाहिए। यह ठीक है कि कोई ऐसा रेलवे में काम करने वाला हो जिसका

सिक्योरिटी से ताल्लुक हो, उसके लिए कुछ हो लेकिन सारी रेलवे में जो मजदूर काम करते हैं, जो खलामी हैं, जो क्लीनर हैं, जो वहां पर टिकट एग्जामिनर हैं, इन सब को यह कह देना कि तुम लोग राजनीति में कोई हिस्सा नहीं ले सकते हो और साथ ही साथ यह भी कहना कि कोई भी आदमी हो, जो डाइरेक्टली या इनडाइरेक्टली डिपेंडेंट हो, वह भी नहीं ले सकता, इनडाइरेक्टली भी नहीं ले सकता, ठीक नहीं है। इस किस्म का जो रूल है . . .

श्री महावीर प्रसाद शुक्ल : रेलवे ऐसी वाइटल सर्विस में इस मामले में यह रूल और भी सख्त होना चाहिए।

श्री गोडे मुराहरि : आप लोगों की सरकार में सख्त से सख्त रूल ही बनेंगे और कभी फासिज्म भी ला देंगे, यह तो आप के दिमाग का एक हिस्सा जाहिर कर रहा है, यह बड़ा अच्छा हुआ कि आप के दिमाग का पता चल गया। लेकिन मेरा कहना यह है कि कम से कम देश इस को बर्दाश्त नहीं करेगा और जब इस दिशा में आप का दिमाग चलने लगेगा तो आप को यहां बैठना पड़ेगा और यहां भी बैठने का शायद मौका नहीं मिले

डा० एम० एम० एस० सिङ्गू (उत्तर प्रदेश) : अभी तो हमें मौका है, देश आप को बर्दाश्त नहीं करेगा।

श्री गोडे मुराहरि : वक्त आ रहा है, देखा जायेगा कि किस को बर्दाश्त करता है।

इसी सिलसिले में जो एक मिसाल एक और सदस्य ने दी थी, उसी को आप के सामने रखना चाहूंगा। एक मुकन्द राय पारिख हैं जोकि गुजरात में, वेस्टर्न रेलवे में काम करते थे, उन का सवाल आज 7 वर्ष से है। सात वर्ष हुए कि उसको वहां से निकाल दिया गया। आरोप क्या था ?

यह कि उसने म्युनिसिपल इलेक्शन में हिस्सा लिया। उसने परमिशन के लिए एप्लाई किया, परमिशन नहीं मिली या अगर मिली तो उस को मिली पोलिंग होने के बाद, लेकिन रेलवे का कहना है कि पोलिंग के एक दिन पहले मिली। मान लेता हूं कि उसके पिता को पोलिंग होने से पहले एक चिट्ठी मिली जोकि एक काम्प्यूटेंट ग्रथारिटी की नहीं थी, किसी आफिशियल ने लिखी थी, लेकिन यह कैसे हो सकता है कि जिस आदमी ने अपना नामिनेशन फाइल कर दिया हो, लास्ट डेट फार दि नामिनेशन खत्म हो गया हो, तो उसे कहा जाये कि...

श्री अकबर अली खान (आंध्र प्रदेश) : यह वही केस है जो कि डा. ह्याभाई पटेल ने बताया।

श्री गोडे मुराहरि : जी। जब लोगों ने उसको चुन लिया तो सरकार का यह कहना कि तुम यहां से इस्तीफा दे दो, इस का क्या मतलब है? इसका तो यही मतलब है कि जहां रेलवे सर्वेन्ट्स की कोई कालोनी होगी, जहां कि रेलवे वर्कर्स का बहुमत होगा वहां रेलवे का कोई आदमी चुना नहीं जायेगा, बाहर का आदमी कांग्रेस का आ जाये तो कोई एतराज नहीं है। जो वर्कर हो, जो किसी पार्टी का नहीं हो, जो म्युनिसिपैलिटी में रेल वर्कर्स की नुमाइंदगी करना चाहे उसको चुनने का अधिकार नहीं है। ऐसा मतलब हो जायेगा।

श्री महावीर प्रसाद शुक्ल : यह तो सारे गवर्नमेंट सर्वेन्ट्स की बात है।

श्री गोडे मुराहरि : आप लोग क्यों बेकार बकबक करते हैं ?

तो मेरा कहना यही है कि जब तक हिन्दुस्तान में पब्लिक सेक्टर में काम करने वाले मजदूरों को पूरा राजनैतिक अधिकार नहीं होगा, तब तक उस का मतलब यही

होगा कि हिन्दुस्तान में एक बड़ा भारी हिस्सा राजनीति से वंचित रहेगा। तो इस चीज को सुधारना चाहिए, और मैं कहूंगा कि रेलवे में सब से पहले इस बारे में सुधार होना चाहिए; क्योंकि वह मजदूरों की एक सब से बड़ी जमात है।

साथ साथ रेलवे के बारे में कुछ और चीजें मैं कहना चाहता हूं, जिस पर कि रेलवे बजट के समय मैं नहीं बोल सका और उस वक्त मैं बोलना चाहता था। एक तो यह कि रेलवे में जो फेयर इंक्लीज हुआ है वह थर्ड क्लास पर ज्यादा हुआ है। जो 6 किलोमीटर के अन्दर चलते हैं उन पर वह इंक्लीज लागू नहीं किया गया, लेकिन छः किलोमीटर के अन्दर कितने लोग चलते हैं वह सब को पता है। तो थर्ड क्लास का फेयर तो इंक्लीज करते हैं लेकिन साथ ही साथ उन की हालत क्या है? अगर आप थर्ड क्लास कम्पार्टमेंट में जा कर देखेंगे तो वहां पशु से भी बुरी हालत लोगों की है, उन को ऐसे ठूस दिया जाता है, जैसे कि कोई जानवर हों। जितने भी कंडक्टर या जो भी होते हैं, वह सब फर्स्ट क्लास या एयरकंडिशनड कम्पार्टमेंट में होंगे, लेकिन थर्ड क्लास के बारे में कोई व्यवस्था नहीं है। वहां पर लिखा रहता है "टु सिट ट्वेंटीफोर", लेकिन वहां रहेंगे 50 आदमी, 60 आदमी और कभी कभी 80 आदमी, उस रूल का कोई पालन होता है, ऐसा नज़र नहीं आता लेकिन बाकी रूलों का जरूर पालन होता होगा; क्योंकि पैसा वसूलने पर सरकार पूरी नज़र रखती है लेकिन जब सुविधा देने की बात आती है तब उसे नज़र-अंदाज़ कर देती है। तो मैं चाहूंगा कि थर्ड क्लास के बारे में जरूर सोचें और अगर उसको ठीक करना है तो मेरी समझ में इसका एक ही रास्ता, एक ही उपाय हो सकता है कि आप सभी क्लासेज को खत्म कीजिए और रेलवे में सिर्फ दो क्लासेज को रखिए, क्लास तो एक ही होगी लेकिन जो दूर सफर करने वाले होंगे उन को कुछ

[श्री गोडे मुराहरि]

सुविधा दीजिए, उनको स्लीपर दीजिए और जो नजदीक जाने वाले होंगे उन को बैठने की जगह दीजिए, ये दो क्लास ही हों बाकी सब क्लास खत्म हों, जब तक ऐसा नहीं हो, तब तक कोई सुधार नहीं होने वाला है। क्योंकि जब तक आप फर्स्ट क्लास और एयर कन्डीशन्ड वगैरा के लिये इतनी जगह पक्की रखेंगे तो ट्रेन में थर्ड क्लास पैसेन्जर्स के लिये जगह हो, यह नामुष्किन है। साथ ही साथ मैं यह भी कहना चाहूंगा कि जो डीलक्स ट्रेन अभी चलती हैं, जो एयरकंडीशन्ड हैं, उनका यह हाल है कि कभी कभी तो डीलक्स गाड़ी छूटने के एक घंटे पहले तक पता ही नहीं लगता कि डीलक्स के डिब्बे लगेंगे कि नहीं। मुझे बहुत बार इस चीज को देखने का मौका मिला, जब भी मैं दिल्ली से मद्रास जाता हूँ। आखिरी अवस्था में वे यह कह देते हैं कि डीलक्स के डिब्बे नहीं लगेंगे, आप अपने टिकट वापस करो और फिर थर्ड क्लास का टिकट लो। समझ में नहीं आता ऐसा क्यों होता है? या तो उनके पास सफर करने के लिये डिब्बे नहीं हैं या फिर ऐसी बदइंतजामी है कि उन को पता ही नहीं चलता कि आज डीलक्स के डिब्बे लगेंगे या नहीं। इतना ही नहीं सदन एक्सप्रेस कभी टाइम में जाती ही नहीं। हमेशा एक घंटा, दो घंटा, 3 घंटा से कम लेट नहीं रहती। इस की वजह भी मालूम नहीं। इतनी बार टाइम टेबल चेन्ज किया जाता है और काफी टाइम की गुंजायश रखी जाती है लेकिन फिर भी वह कभी टाइम पर नहीं जाती। तो ऐसी चीजों के बारे में रेलवे मंत्रालय को सोचना चाहिये।

इस सदन में पहले भी मैंने कहा था कि दिल्ली से वालटैर तक एक सीधी एक्सप्रेस गाड़ी होनी चाहिये; क्योंकि जो उद्योग आज-कल हमने भिलाई और दूसरी जगहों पर कायम किये हैं वे सब इसी रास्ते पर पड़ेंगे। अगर दिल्ली से कटनी, बिलासपुर होते हुए

एक गाड़ी सीधे वालटैर तक जायेगी तो बहुत लोगों को सुविधा हो जायेगी, नहीं तो वालटैर से कोई यहां आना चाहे तो कलकत्ता जा कर गाड़ी बदलेगा या कहीं और से गाड़ी बदलनी होगी। दो तीन जगह से गाड़ी बदलनी पड़ती है। इस असुविधा को भी दूर करना चाहिए।

मैं एक और चीज रेलवे विभाग से कहना चाहता हूँ कि जहां पर छोटी लाइनें हैं, छोटी सफर की गाड़ियां हैं, वहां पर यह इंतजाम होना चाहिये कि जहां कुछ दुष्ट किस्म के लोग रेलवे के माल को चुराने के लिये या उसको डेमेज करने के लिये कोशिश करते हैं, वहां उसकी रोकथाम का इंतजाम होना चाहिये, जिससे ऐसी वारदात न हो, क्योंकि मैंने देखा कि जहां पर भी छोटी गाड़ियां जाती हैं, छोटे छोटे सेक्शन में वहां पर खास कर पैसेन्जर गाड़ी में यह होता है कि सभी लोग घुस जाते हैं, कम्पार्टमेंट के शीशे तोड़ डालते हैं, सीट की गद्दी फाड़ डालते हैं और ये सब चीजें होती रहती हैं और कभी कभी हम देखते हैं कि रेलवे आफिशियल्स के सामने भी जब ऐसी बातें होती हैं तो वे कुछ नहीं कर पाते हैं। तो इसके लिये कुछ न कुछ इंतजाम होना चाहिये, नहीं तो रेलवे की प्रापर्टी बुरी तरह से डेमेज होती है और जब एक बार वह डेमेज हो जाती है तो कई दिन उसको रिपेयर करने में लग जाते हैं जिससे मुसाफिरों को तकलीफ होती है। कहीं पर नल उठा लिया तो वहां पर एक लकड़ी के टुकड़े को ठूस कर लगा दिया। बहुत सी गाड़ियों में आप देखेंगे कि एक लकड़ी का टुकड़ा नल की जगह पर लगा है; क्योंकि कोई घुस कर नल को निकाल ले गया। तो इस तरह की चीजें रेलवे में होती रहती हैं।

खास कर उत्तर प्रदेश और बिहार के के बारे में मैं एक बात कहना चाहूंगा कि यहां की जनसंख्या इतनी ज्यादा है और काफी मेले भी होते रहते हैं, कभी गंगा-स्तनान का

मेला होता है, कभी कोई मेला होता है, तो कभी यह देखा जाता है कि जितनी भी पैवेंजर गाड़ियां हैं उनमें यात्री ऐसे भरे रहते हैं कि कभी कभी तो गाड़ी के ऊपर भी बैठ जाते हैं जिससे एक्सीडेंट होते रहते हैं। इसलिए ऐसे मौकों पर रेलगाड़ियों में डिब्बों का ज्यादा से ज्यादा प्रवन्ध होना चाहिये। जहां पर भी मेले या स्नान की तारीख रेलवे मंत्रालय को मालूम हो तो स्पेशल ट्रेनों का इन्तजाम होना चाहिये; क्योंकि उस मौके पर काफी ट्रैफिक हो जाता है।

मुझे कुछ और बातें भी रेलवे मंत्रालय के बारे में कहनी हैं, जैसे कि रेलवे लेबर यूनियन्स का मामला है। रेलवे लेबर यूनियन्स के मामले में भी रेलवे को यह नजर में रखना चाहिये कि जहां पर कोई यूनियन का बहुमत हो, चाहे वह किसी तरह से भी ऐसा हो, उनको मान्यता देनी चाहिये। हो सकता है कि एक ही रेलवे में दो दो यूनियनें हों, लेकिन इसको मान लिया गया है। रेलवे मिनिस्ट्री ने भी माना है, कि एक ही रेलवे में दो यूनियन्स को भी मान्यता दे सकते हैं। तो जब ऐसी स्थिति है तब मेरी समझ में नहीं आता क्यों कुछ यूनियन्स को मान्यता नहीं दी जाती ?

[Time bell rings]

और साथ साथ मैं यह भी कहना चाहता हूं कि जो वेज बोर्ड की मांग है उसको नजर में रखना चाहिये; और मैं भी इसका समर्थन करता हूं कि रेलवे में वेज बोर्ड का निर्माण होना चाहिये; क्योंकि जब तक वेज बोर्ड का निर्माण नहीं होगा, तब तक मजदूरों की कठिनाइयों के बारे में ठीक तरह से तहकीकात नहीं होगी।

अन्त में मैं चाहुंगा कि रेलवे मंत्रालय को इन सब चीजों को ध्यान में रखना चाहिये।

श्री राम सहाय : उपसभाध्यक्ष महोदय, रेलवे के सम्बन्ध में बहुत सारी टीका टिप्पणी

हुई है। लेकिन मेरा ऐसा निश्चित मत है कि स्वतन्त्रता प्राप्ति के बाद जितनी उन्नति रेलवे में हुई है, उतनी शायद किसी दूसरे महकमे में नहीं हुई है और जितनी 'हूलि' तो और आराम थर्ड क्लास के लोगों को इस जमाने में मिली है उससे पहले उतनी सहूलियतें कभी नहीं मिलीं। कुछ थोड़ी बहुत दुटियां रह जाती हैं, इसमें सन्देह नहीं है। अभी कल ही ट्रेन में पाखानों के सम्बन्ध में जिक्र था। इसमें सन्देह नहीं है कि दिल्ली के प्लेटफार्म पर ही, अभी तीन, चार रोज की बात है, मैंने स्वयं देखा था कि जितनी दूरी में गाड़ी खड़ी रही होगी उस सारी दूरी में कोई भी डिब्बा ऐसा नहीं होगा कि जिसके नीचे पाखाने का ढेर न हो। तो यह असल में हमारा ऐसा खयाल है कि वह पैवेंजर्स का ही दोष है। रेलवे के कर्मचारी, कुली इत्यादि जो वहां ड्यूटी पर रहते हैं और कुछ इक्के दुक्के मुसाफिर जो प्लेटफार्म पर होते हैं उनका भी यह दोष है। मैंने अक्सर यह देखा है कि यद्यपि यह मना है कि प्लेटफार्म पर कोई थूके, फिर भी रेलवे कर्मचारियों को थूकते हुए मैंने देखा है। अगर थोड़ा रेलवे कर्मचारी इस ओर ध्यान दें तो इस प्रकार की दिक्कतें आसानी से दूर हो सकती हैं। एक तो कुछ हमारी आदत भी इस प्रकार की बन गई है कि जाते तो हम रेल में सफर करने हैं, लेकिन आशा करते हैं कि घर से भी ज्यादा सहूलियतें वहां पर प्राप्त हों। तो यह बात संभव नहीं है। जब हमें सफर करना है तो निश्चय ही हमें तकलीफ के साथ भी सफर करना पड़ता है और खास कर ऐसी सूरत में जब कि हमारे देशवासी पहले से बहुत ज्यादा तादाद में सफर करने के आदी हो गए हैं, यानी पहले से सफर करने वाले मुसाफिरों की तादाद कई गुना अधिक बढ़ गई है। तो ऐसी स्थिति में उन सब के लिये इन्तजाम होना मुश्किल है। मैंने इसके बारे में कई बार पहले भी चर्चा की है कि कई जगह तो ट्रैक में ही ऐसी गुंजाइश नहीं है जहां ज्यादा ट्रेनें चल सकें, कई प्लेटफार्मों

[श्री राम सहाय]

में यह गुंजायश नहीं है कि गाड़ी लाई जा सके या लाने की कोशिश की जा सके। ऐसी बहुत सारी दिक्कतें हैं जो आम तौर पर देखने को मिलेंगी और उनको मीट करने के लिये कुछ न कुछ समय अवश्य लगेगा और मैं समझता हूं कि जब हमारे कर्मठ एस० के० पाटिल सरीखे और राम-सुभग सिंह सरीखे इस वक्त वहां मौजूद हैं तो निश्चय ही इसमें बहुत जल्द सुधार होगा। ऐसी मैं अपेक्षा करता हूं।

मेरा एक नम्र निवेदन यह है कि हमारे मध्य प्रदेश इलाके में भिन्ड एक मुकाम है और उत्तर प्रदेश में एक इटावा मुकाम है; और भिन्ड और इटावे के बीच केवल 21 मील का अन्तर है। तो अगर वह लाइन किसी तरह से जोड़ दी जाये तो निश्चय ही एक बहुत बड़ा चक्कर बच सकता है और इमरजेन्सी की हालत में भी उसका उपयोग आसानी से हो सकता है। तो मेरा ऐसा नम्र निवेदन है कि वहां आजकल बहुत ज्यादा ट्रैफिक रहता है, माल का आना जाना भी बहुत ज्यादा रहता है, और उसमें किसी प्रकार से घाटा होना ही नहीं है।

श्री नफीसुल हसन (उत्तर प्रदेश) :
इंकाइटी मीनेस को भी मीट किया जा सकता है।

श्री राम सहाय : उसके लिये तो निश्चय ही जरूरी है। लेकिन कर्माशियल बेंसिस पर, व्यापारिक दृष्टि से भी देखें तो भी बहुत उपयोगी है और बहुत आवश्यक है। मैं समझता हूं, इस बारे में पाटिल साहब जरूर विचार करेंगे और वहां कोई न कोई ऐसी व्यवस्था करेंगे, जिससे जल्द से जल्द वहां इस प्रकार का लिंक हो सके। इतना ही नहीं, वहां हाल ही में जमुना और चम्बल के ब्रिज बन रहे हैं, तो उसमें भी कुछ सहूलियत होगी। इसलिये मैं समझता हूं, इस ओर अवश्य ध्यान दिया जायेगा। कई बार

इस तरह की दिक्कत महसूस की गई है। दिल्ली और इटारसी के बीच जो रेल चलती है, उसमें अक्सर यह देखने को मिलता है कि जो थर्ड क्लास के पैसंजर होते हैं, वे चढ़ने से रह जाते हैं और प्लेटफार्म से ट्रेन पर उनको बैठने के लिये जगह तक नहीं मिलती है। औरतों को तो इससे भी ज्यादा तकलीफ उठानी पड़ती है, इसलिए मेरा नम्र निवेदन है कि एक जनता एक्सप्रेस गाड़ी दिल्ली से बम्बई तक चलाई जानी चाहिये, ताकि मुसाफिरों को सुविधा हो जाये। अगर यह किसी कारण संभव नहीं है तो फिर दिल्ली से इटारसी तक ही जनता गाड़ी चलाई जानी चाहिये। अगर यह भी संभव नहीं है तो एक्सप्रेस और मेल ट्रेनों में थर्ड क्लास की ज्यादा बोगीज लगा दी जानी चाहियें, जिससे मुसाफिर भोपाल तक आसानी के साथ जा सकें क्योंकि अगर दिल्ली से भोपाल कोई जाना चाहता है तो तो सिवाय मेल, एक्सप्रेस के कोई पैसंजर सीधी ट्रेन नहीं है, जिससे वह जा सके। इसलिए मेरा निवेदन है कि रेलवे मंत्री जी इस ओर अवश्य ध्यान देंगे।

एक और सज्जन में फर्स्ट क्लास के रिजर्वेशन के बारे में देना चाहता हूं। आजकल तो हर ट्रेन और हर दर्जे में भीड़ रहती है, लेकिन तीसरे दर्जे के यात्री तो किसी न किसी तरह से गाड़ी में चढ़ जाते हैं, सेकेंड क्लास वाले भी किसी न किसी तरह से चढ़ जाते हैं, लेकिन जहां तक फर्स्ट क्लास के मुसाफिरों का सम्बन्ध है उनकी बड़ी दयनीय दशा है। उन्हें कोई भी फर्स्ट क्लास के डिब्बे में घुसने नहीं देता है। इसलिए मेरा सुझाव यह है कि कम से कम एक कम्पार्टमेंट 8 या 10 सवारियों का ऐसा होना चाहिये जिसमें कोई भी सीट रिजर्व न हो, ताकि कोई भी फर्स्ट क्लास का यात्री उसमें आसानी से बैठ सके। इस तरह की शिकायत बहुत से लोगों से मैंने सुनी है कि उन्हें अपने काम पर जाने के लिए फर्स्ट क्लास में जगह नहीं मिली। इस तरह के

जो लोग थे वे व्यापारी थे, आफिसर लोग थे और भी कई तरह के लोग थे जिन्हें नियत समय में अपने गन्तव्य स्थान में पहुंचना था। इसलिये मेरा नम्र निवेदन है कि रेलवे मंत्री जी इस तरह के कम्पार्टमेंट की जल्द से जल्द सुविधा कर देंगे।

दूसरी अर्ज मुझे यह करनी है कि रेलवे का काम बहुत ज्यादा बढ़ गया है और बाज जगहों पर ओवर व अन्डर ब्रिज न होने की वजह से बहुत तकलीफ होती है। रेलवे के नियम इस प्रकार के हैं कि इस तरह के ब्रिज जहां पर भी बनाये जाएंगे उनका खर्चा स्टेट गवर्नमेंट और रेलवे दोनों ही उठावेंगे। लेकिन मेरी अर्ज यह है कि बहुत सी स्टेट गवर्नमेंट्स कमजोर हैं जिनमें मेरी स्टेट मध्य प्रदेश भी है जो इस काबिल नहीं है कि वह इस मामले में आपकी मदद कर सके। दूसरी बात यह है कि जहां भी इस तरह की लाइनों में ट्रैफिक बढ़ा है उससे आमदनी विशेषकर रेलवे को ही हुई है, तो स्टेट पर इस तरह का बोझ क्यों डाला जा रहा है और मैं इसे उपयुक्त नहीं समझता हूं। इसका एक कारण यह भी है कि जितने भी रेलवे क्रॉसिंग होते हैं वे प्रैक्टिकली बन्द रहते हैं और पांच या दस मिनट के लिये खुल जाते हैं जिससे लोगों को बड़ी तकलीफ उठानी पड़ती है।

मेरे जिले विदिशा में जहां बहुत से कालेज हैं, ला कालेज है, डिग्री कालेज है, पोलिटैक्निक कालेज है, इन्जीनियरिंग कालेज है, वहां के विद्यार्थियों को एक ब्रिज न होने की वजह से काफी तकलीफ उठानी पड़ती है। रेलवे लाइन के दूसरी तरफ ये सब इन्स्टीट्यूट हैं, आफिसेज हैं और दूसरी कालनीज हैं, जहां जाने के लिए लोगों को तकलीफ होती है। आप सब को मालूम ही है कि विद्यार्थी कितने उद्दंड होते हैं। हमारे विदिशा के स्कूलों की ओर से इस प्रकार का प्रबन्ध किया गया है कि अगर कोई भी विद्यार्थी प्लेटफार्म में पाया जायेगा तो उसे दंड दिया जायेगा। इस तरह का प्रबन्ध इंजीनियरिंग

कालेज, ला कालेज और दूसरे कालिजों की ओर से किया गया है कि अगर कोई भी विद्यार्थी प्लेटफार्म में देखा जायेगा तो उसे दंड दिया जायेगा। कालिजों की ओर से वहां पर आदमी भी रहते हैं, ताकि वह यह देख सकें कि कोई लड़का स्कूल का तो नहीं है। लेकिन फिर भी लड़के वहां पहुंच जाते हैं; क्योंकि इसका कारण यह है कि जो रास्ता है वह प्लेटफार्म के जरिये से ही है। इसके साथ ही साथ जब कोई ट्रेन वहां से निकलती है, तो भी लड़के वहां पर पहुंच जाते हैं; क्योंकि उनको वहां से गुजरना होता है।

मेरा रेलवे मंत्रालय से सजेशन है, कि एक रेलवे ब्रिज कम से कम बनाई जानी चाहिये ताकि लोगों को रेलवे लाइन को पार करने में किसी प्रकार की कठिनाई न हो। अगर वह सम्भव नहीं है तो इस समय जो प्लेटफार्म वाली ब्रिज है उसको इस पार से उस पार तक बढ़ा दिया जाना चाहिये, ताकि इस ओर से दूसरे ओर जाने वाले जो आदमी हैं उन्हें आने जाने में सहुलियत हो जाये। जो रेलवे कर्मचारी और दूसरे लोग रेलवे लाइन के आरपार रहते हैं उनको आने जाने में इस तरह की ब्रिज बनने से सहुलियत हो जायेगी। अगर इस तरह का ब्रिज बन गया तो विद्यार्थियों का भी प्लेटफार्म में आना रुक जायेगा। जैसा मैंने कहा कि हमने इस बात का प्रबन्ध कर दिया है कि वहां पर कोई लड़का न आने पाये मगर 24 घंटे तक इस तरह का प्रतिबंध किस तरह से लगाया जा सकता है? यह बात सब लोग अच्छी तरह से जानते ही हैं। अगर विदिशा के स्टेशन पर प्लेटफार्म टु प्लेटफार्म जो इस समय ब्रिज है उसको रेलवे लाइन के दोनों तरफ तक फैला दिया जाये तो इससे रेलवे कर्मचारियों तथा विद्यार्थियों को आने जाने में बहुत आसानी हो जायेगी।

शायद इस बारे में यह ख्याल किया जा सकता है कि रेलवे इस जिम्मेदार को इस समय नहीं ले सकती है। लेकिन मेरी अर्ज

[श्री राम सहाय]

यह है कि जिस समय यह प्लेटफार्म बना था उस समय विदिसा में मुश्किल से करीब 50 विद्यार्थी पढ़ते थे, लेकिन इस समय कम से कम सात या आठ हजार विद्यार्थी पढ़ते हैं। एक हजार विद्यार्थी तो इंजीनियरिंग कालेज पौलिटैकनिक में हैं। इतने ही ला कालेज और डिग्री कालेज में हैं। एक हजार के लगभग हायर सेकेंडरी स्कूल में हैं। इसी तरह से और भी कई विद्यार्थी दूसरे स्कूलों में पढ़ते हैं और इस तरह से करीब रोजाना दो हजार विद्यार्थी रेलवे लाइन को पार करते हैं। वहां पर इधर उधर जाने के लिए कोई दूसरा रास्ता नहीं है और जब गाड़ियां आती हैं तो यह क्रासिंग बंद हो जाता है जिससे जनता को बहुत तकलीफ होती है। इसलिए मेरी प्रार्थना है कि यहां पर एक नया ब्रिज बना दिया जाये, अगर यह किसी तरह सम्भव नहीं है तो इस समय जो प्लेटफार्म टु प्लैटफार्म ब्रिज है उसको इस पार से उस पार तक लम्बा कर दिया जाये ताकि लोगों को रेलवे लाइन को पार करने में आसानी हो सके।

रेलवे अधिकारियों को यह बात जरूर महसूस हुई होगी कि जितने विद्यार्थी वहां पर पढ़ते हैं उनके आने जाने से रेलवे की आमदनी अवश्य बढ़ी होगी। जब रेलवे की आमदनी बढ़ती है तो निश्चय ही उसके लिए जरूरी हो जाता है कि जनता को आराम देने के लिए वह हर तरह की कोशिश करे। अगर इस तरह का रोड ब्रिज नहीं बन सकता है तो कम से कम जिस तरह का भोपाल में ब्रिज बना हुआ है वैसा बना दिया जायेगा तो जनता को काफी सहूलियत हो जायेगी। अगर इस तरह का ब्रिज बना दिया जायेगा तो विद्यार्थी स्टेशन में नहीं आने पायेंगे। अभी हाल ही में मुझ मलूम हुआ कि श्री राजकपूर इस स्टेशन से गुरे थे तो कुछ लड़कों ने उनके साथ ज्यादती कजथी। इसलिए मैं इस ओर मिनिस्टर साहब का ध्यान दिलाना चाहता हूं और आशा करता

हूं कि वह इस बात की ओर विशेष ध्यान देंगे।

इसके साथ ही साथ मैं कुछ छोटी मोटी त्रुटियों की ओर भी सरकार का ध्यान दिलाना चाहता हूं जिनके बारे में सुधार करना बहुत ही आवश्यक है। मैंने देखा है, बहुत से स्टेशनों में जो वेटिंग रूम होते हैं उनकी लैट्रीन्स में रेलवे कर्मचारी और कुली चले जाते हैं जिसकी वजह से वहां पर बहुत गन्दगी फैल जाती है और बदबू आने लगती है। आप सागर के वेटिंग रूम में चले जाइये तो आपको हमेशा बदबू सी मालूम देगी। इसलिए मेरी प्रार्थना है कि इस बारे में भी विशेष ध्यान देने की आवश्यकता है।

मैंने अक्सर रेलवे स्टेशनों में देखा है कि जब कोई गाड़ी आती है तो उस समय कोई रेलवे कर्मचारी डिब्बे के अन्दर कुछ ठीक करने के लिये आता है, ठीक-ठाक करके चला जाता है और जिसका नतीजा यह होता है कि वह चीज बदशक्ल हो जाती है। इसलिए मेरा नम्र निवेदन है कि जब कोई चीज ठीक करनी हो तो उसको जहां से गाड़ी चलती है वहां से ही ठीक कर दिया जाना चाहिये या फिर उतना ही बीच में ऐसा ठीक करना चाहिये जिससे रास्ते में वह किसी तरह से खराब न हो बदशक्ल न हो। इसलिए मेरा निवेदन है कि इस बात की ओर भी ध्यान दिया जाना चाहिये। (Time bell rings) अब मेरे भाषण का समय समाप्त हो गया है। इसलिए मैं यही पर ही समाप्त करता हूं।

3 P.M.

SHRI D. L. SEN GUPTA (West Bengal): Mr. Vice-Chairman, Sir, our friend, Shri Bhupesh Gupta, was trying to elicit from the Ministry the cost of the new railway station at Durgapur to cater to the passengers in connection with the last Congress Session. I can help him as well as the Minister concerned by supplying the figures. I have got them with me. This information was supplied in answer to Question No. 40 answered on 12-2-1965. The cost of the new station was Rs. 4,60,000 and the number of

passengers who travelled from 1st of January to 14th of January, in the course of fourteen days, was 14,637. For the convenience of 14,637 passengers Rs. 4,60,000 were spent. I do not grudge it; I know the Congress organisation runs our Government and for the purpose of their conference it is not a very big amount. I only like to remind and warn this Government that the Congress can exist, the Congress can continue* in office provided the people are contented.

SHRI AKBAR ALI KHAN: No two opinions.

SHRI D. L. SEN GUPTA: I am glad to hear that there is no difference of opinion. So it will be my duty also to impress upon the Minister concerned to look to the convenience of the public. That is how they can best serve the interests of Congress. In this connection let me refer to this.

Last year the Government of West Bengal requested the Centre to undertake a survey for a circular railway in Calcutta by spending Rs. 3.5 lakhs only. They have spent Rs. 4,60,000 for their Congress Session, and they cannot spend Rs. 3,50,000 for the purpose of this investigation. This circular railway is not a cry of today. It was appreciated as an urgent necessity as early as in 1914. Then the Terminal Facility Committee, in the year 1947, recommended a circular railway for Calcutta. Then again the S. N. Roy Committee, in 1953, recommended a circular railway for Calcutta. Then again, Sir, the Sarangapani Committee, in 1956, recommended a circular railway for Calcutta. But what have you done? You have done nothing.

SHRI P. K. KUMARAN (Andhra Pradesh): They have forgotten all the committees.

SHRI D. L. SEN GUPTA: You have done nothing, I repeat. Calcutta's problems are the creations of the partition of India, the fruits of which you are enjoying today. The population of Calcutta has doubled. Calcutta has now an extra burden of 35 lakhs population, and more than ten lakhs of population come to the

city of Calcutta every day from suburbs. No arrangement; nothing of the sort. I cannot impress this point more than what my State Government has done. Shri P. C. Sen, Chief Minister, and the Finance and Transport Minister Shri Saila Kumar Mukherjee, of West Bengal, had a detailed talk with the Railway Minister, Mr. S. K. Patil, and a hope was raised in the mind of every citizen in Calcutta and its suburbs, be he a Bengali, be he a Marwari, Madrasi or Bihari or one from U.P. Calcutta is no more the city of Bengal. Calcutta has assumed unusual importance. It feeds the national economy. Without Calcutta port industry and the economy of India cannot survive.

But the position is this. You are neglecting Calcutta and by so neglecting you are causing dissatisfaction among the people and you are creating thereby pro-China communists and then you are chasing the pro-Chinese communists. Why? What for do they become pro-Chinese communists? It is all because of their dissatisfaction with the Government which is not satisfying the demands of the people. And by chasing them every day you are adding to the momentum. The question is that you will have to tackle the problem from a national point of view. Don't tackle it from your political point of view. You can only control the pro-Chinese communists if you look at the problem from a human point of view, if you take the wind out of their sail. Don't add wind to their sail, which you are doing every day. As a matter of fact I shall only expect from this Government today what is just and fair, not do anything for any particular region to the exclusion of other regional interests.

I now come to the question of a second bridge over the river Ganges, for the passengers to go to Howrah station. That is also a long felt need. But you have done nothing. It was my request so long; you can't do that. Now there are five important trains, the Toofan Express, the Vestibuled trains, the Delhi-Kalka Mail, the Delhi Express and the Janata Eypress, and these five important trains start from Howrah station. You

[Shri D. L. Sen Gupta.]

drag the fifty lakhs of residents of Calcutta and its suburbs to come to Howrah station. Why? What for? Is it an imperative necessity that they must go to Howrah station? Can't you start some trains from Sealdah proper? I can tell you, Sir; it will not affect the time; it will not affect the convenience of the people going to Calcutta from Delhi—you take it from me. Now for all the trains passing by the Chord line the route is the same up to Bally and the trains going to Sealdah have only to take a turn at Bally. For the trains proceeding to Howrah station, there are only two stations in between Bally and Howrah. After Bally one station is Belur, then comes Liluah and then comes the terminal Howrah, and the trains do not stop either at Belur or at Liluah. And for the trains taking a turn at Bally, there are only two stations after Bally before reaching Sealdah-Dakshineswar and then Dum Dum. As you do not stop the trains proceedings to Howrah either at Belur or at Liluah, you do not stop these trains also either at Dakshineswar or at Dum Dum. Go straight to Sealdah. By doing that you do yeoman service to the people. By that you do not have to compel the people, as is the case at present, to go to Howrah, get down at Howrah station, then wait for the taxis and then having got them get held up in the traffic jam on Howrah bridge and thus spend another two or three hours before reaching home. Just conceive the condition of a man who has travelled for thirty-six hours in the Janata Express or in any Delhi Express and then got stranded for two or three hours at Howrah station and then from Howrah station on his way back home. Now will he have any affectionate words so far as this Government is concerned. So I want a little imagination from this Government.

Then coming to the question of the amenities for the travelling public Mr. Murahari has certainly said what I had to say and I shall not repeat it. There is no sense in this III Class, then II Class, and then I Class and then Air-conditioned Class. What for? If you want to earn revenue, do it; have it from

the Air-conditioned Class. Why so many other classes? If you want the *higher* classes, you may increase their fares four times the existing fares and bring them to the level of the plane fares, for the rich men to travel by. But for the third class passengers, especially for the long-distance third class travellers, give them a little more comfort and let them also feel that they are citizens of one free country and they are all on an equal level. When we raise this point we are told that the Railways are run as a commercial proposition. So you do not look to the comfort of the people as the first condition. You do not look to the people's interests as the first condition but run the Railways from the commercial point of view. If that is the stand you take, then how do you justify spending Rs. 4,60,000 on a flag station for fourteen days? That cannot be justified. My whole argument before the House and before the Railway Minister will be that you should have an integrated policy. Do not consider the Railway Budget or the Railway income as an isolated income. The Railways may not earn, but your industries and commercial undertaking will earn for you. If you make the Railways more and more compact and integrated, then though you may not earn more from fares and freights, you advance the cause of the country's industrial economy. If you look at the matter from that integrated point of view, then on so many occasions you will find that what we ask for is just and proper.

Next, I come to the employees' difficulties. So far as the difficulties of the employees are concerned, you proceed on irrational premises. I know of a particular place in Bombay where for a lesser population the place has been declared a class I city and city allowance has been given. But so far as Kanchrapara is concerned, the people there do not get it. The other day for Nagpur we had a lot agitation here and we tabled a Calling Attention Motion, but that was rejected. But Ichapore where the population is even less, you have declared a class I city being contiguous to Calcutta and you have given it city allowance. But all the municipalities from Calcutta

to Kanchrapara are contiguous and interconnected and why is it that Kanchrapara you will not consider for the purpose of city allowance? I cannot understand this. This has been the practice elsewhere.

Coming to the question of the small and narrow gauge railways I can tell you here and now that when Shri Jagjivan Ram was Railway Minister he converted the Bihar-Bhaktiarpur narrow-gauge railway line into broad gauge. That was being run by the district board and it was at that time a losing concern, but now it is an earning concern. I do not grudge it. I also learn, and I am very glad about it, that Dr. Ram Subhag Singh, in his own constituency, is trying to convert the Arrah-Sasaram Light Railway into broad gauge. I am glad about it and I congratulate him on it. But all I want to say is that the Railway Minister or the State Ministers should not be looking only to the interests of their own constituencies. Let them stretch their imagination a little more to other light railways also. There is for instance the line from Howrah to Amta, the one from Howrah to Seakhala, and then from Shahadara to Saharanpur, and from Fatwa to Islampur. They are all light railways and they come under the same group of Martin Burns Limited. You may consider that these lines are rotten and Sir Biren Mukherjee should not be paid heavy compensation. If you think so, don't give it. Don't nationalise them, but you start your broad gauge lines so that the people may get comfort. I would invite the hon. Railway Minister and the Minister of State to see for themselves with their own eyes the pitiable condition of the passengers travelling in this light railways. For a stretch of some 30 miles they get into packed compartments and they move on like, what shall I say, like bullock-carts. And it takes for a distance of some 20 or 30 miles not less than 5 hours. We cannot call them railways and in the national interests they should be removed and they should be replaced by broad gauge lines. So far as the Purulia-Kotshila line is concerned I am glad investigation is completed. That has been a very old and long-standing demand. Although economically

the district of Purulia may be considered backward, the people there consider themselves as part of India and as such they have got the right to develop themselves and for this development, this Purulia-Kotshila line should be there. I am, therefore, glad that the investigations are completed. May be something has yet to be done, but I hope a favourable decision will be taken soon.

So far as railway catering is concerned, I find that the charges are very high on the Railways. I had to pay 75 paise for vegetable soup on the Kalka Mail whereas for 25 paise I get it here in Parliament House. I had to pay 75 paise in the dining car. Why is that? Can it be justified?

Now I come to another point. In between Shyamnagar and Kankinara there is an industrial area known as Jagatdal. The people call it by the name of Jagatdal. We have submitted a series of memoranda requesting a flag station there. I had occasion to meet important persons of the Railway in Calcutta also in order to have this flag station at Jagatdal. Mr. Vice-Chairman, if you have been to Calcutta, you would have known that Jagatdal is a compact and important jute industries belt. For the small distance of about one mile between Barrackpore and Palta there is one station, but between Shyamnagar and Kankinara which is more than 4 miles, there is no station and so I appeal that the demand for a station at Jagatdal should be favourably considered and the grievances of the people there should be removed.

You have increased the fares for passengers. What for has this been done? Have the Railways been running as a deficit concern? No, they have been making profits and huge profits also. Still you have increased the fares. Why is that? Do you consider that there is no limit to your fare increase? Will you stop it only when the passengers revolt and take a decision to travel without tickets? Do you invite the passengers to take to *Satyagraha* against fare increase? Why have you done it? This is not the way to deal with the people.

श्री सी० एल० वर्मा (हिमाचल प्रदेश):
 उपसभाध्यक्ष महोदय, रेलवे बजट और इन बिलों पर काफी चर्चा हो चुकी है। मैं तो रेलवे विभाग के माननीय मंत्री का ध्यान महज उन नई लाइनों की तरफ दिलाऊंगा जो कि बार्डर सूबे में बन रही हैं, मसलन एक लाइन है माधोपुर से कठुआ तक, जम्मू और काश्मीर की, जो कि कई सालों से बन रही हैं और इस साल भी उसके लिए कोई 26 या 27 करोड़ रुपए के करीब रखा है और यह भी बताया गया है कि अक्टूबर तक वह लाइन मुकम्मल हो जायगी, अक्टूबर को महज छः महीने बाकी रहते हैं, शायद यह कुछ पूरी हो सके, मैं तो वही प्रार्थना करूंगा कि यह जरूर पूरी हो जाय। आसाम बार्डर के लिए भी एक नई लाइन है। तो जो हमारे बार्डर के सूबे हैं—खासकर के जब कि दूसरी तरफ चीन की फौजे खड़ी हैं—उनका मुकम्मल इंतजाम होना चाहिए ताकि जो हमारे नौजवान बार्डर पर हैं उनके खाने पीने का सामान और दूसरा सामान वक्त पर पहुंच सके। बार्डर सूबे का जहां तक सवाल है वहां एक हिमाचल प्रदेश भी है और वह ऐसा प्रदेश है जहां कि कोई भी रेलवे नहीं है। पहले वहां रियासतें थीं और अंग्रेजों ने रेलवे महज ब्रिटिश इंडिया में बनाई इस वास्ते वहां कोई रेलवे आज तक नहीं बनी और आज तक इन 17 सालों तक वहां कोई ध्यान नहीं दिया गया। हिमाचल की हदूद तिब्बत के साथ लगती हैं और आजकल भी जब कि सप्लाई बजरिए सड़क जा रही है तीन तीन सौ मिलिट्री के ट्रक रोजमर्रा चलते हैं फिर भी बड़ी मुश्किल हो गई है कि वे अपनी पूरी सप्लाई पहुंचा सक। इस सदन में भी और दूसरे सदन में भी पहले भी यह अर्ज किया गया कि एक लाइन जो इस वक्त शिमला के अन्दर मौजूद है उसको कम से कम थोड़ा सा भी बढ़ा सके, ज्यादा नहीं थोड़ा भी बढ़ा दें तो आसानी हो जाय और जो शिमला के अन्दर खासकर के आलू के सीजन में खेब के सीजन में माल वहां इकट्ठा हो जाता है और खराब हो जाता है उसमें कुछ बचाव

हो जाए। शिमला के अन्दर यह हालत है कि जब आलू का सीजन आता है तो 12,000 बोरियां आलू की वहां रोजमर्रा आती हैं और जब वहां से निकलता है तो ज्यादा से ज्यादा 3,000 बोरियां रेलवे निकाल सकता है जिसका नतीजा यह है कि वहां बोरियां इस तरह से लगाई जाती हैं कि सौ सौ बोरियों की एक डांग होती है। तो आप अंदाजा लगा सकते हैं जो निचली बोरी है उसकी क्या कीमत रह जाती है। अभी हम कहते हैं हम को ज्यादा अनाज पैदा करना चाहिये। इस वक्त वहां आलू 60 लाख टन के करीब पैदा होता है और दूसरी तरफ उसको भेजने का कोई भी प्रबन्ध नहीं है। तो मेरा यह सुझाव है कि शिमले से अगर ज्यादा नहीं—क्योंकि एन० डब्लू० आर० ने पहले 1936 या 1939 में वहां का सरवे किया था—तो नारकंडा तक रेलवे लाइन हो जाय, अगर 18 मील और आगे ठियोग चली जाय तो कम से कम स्टोरेज और दूसरी चीजें यहां आसानी से आ जायेंगी क्योंकि पांच दस सालों के अन्दर हम उम्मीद करते हैं कि कम से कम दस लाख सेब भेजने की जरूरत पड़ेगी और अगर उनको वहां से भेजने का प्रबन्ध नहीं होगा तो यही हाल होगा जो इस वक्त है।

एक सुझाव मेरा यह है कि रेलवे न होने से हिमाचल प्रदेश में जहां तक इंडस्ट्री का सवाल है वह बिलकुल नहीं चल रही है। इस वक्त सिरमौर जिले में सीमेन्ट की इंडस्ट्री है लेकिन चूंकि रेलवे नहीं है इसलिये बड़ी दिक्कत हो रही है। रेलवे न होने की वजह से प्राइवेट पार्टी के लोग भी इंडस्ट्री चलाने में कतराते हैं। य० पी० गवर्नमेंट का जो कसुआ डैम बन रहा है टोंस नदी पर, उसके लिये कहा जाता है कि देहरादून से वहां तक के लिये रेलवे बनेगी। अगर वहां रेलवे बनती है तो वहां से यह डाकपत्थर होते हुए कटोरी माजरी से राजबन एक जगह है, जहां सीमेन्ट की फैक्टरी लगती है, वहां तक एक्सटेंड हो जाय तो उससे सीमेन्ट की फैक्टरी

का भी काम चलेगा और लोगों की सहूलियत भी बढ़ जायगी। इसी तरह से रेलवे मंडी जिले में जोगिन्द्रनगर तक है और वहां से पांच छः मील तक साल्ट माइन्स हैं अगर वहां तक लाइन एक्सटेन्ड कर दी जाय तो साल्ट माइन्स का भी मसला हल हो सकता है। तो मेरा यह सुझाव है कि जितने भी बार्डर के जिले हैं उन की ओर हमारे माननीय रेल मंत्री श्री पाटिल ज़रूर ध्यान देंगे क्योंकि जब आप पोस्ट आफिस के भी इन्चार्ज थे तो हिमाचल प्रदेश के लिये उन्होंने कई सेंटर दिये और उसके लिये वहां के लोग उनके मशकूल हैं। मैं समझता हूं, वहां के रेलवे के मसले की तरफ भी वे अपना ध्यान ज़रूर देंगे।

गाड़ियों के लेट चलने के बारे में भी यहां काफी चर्चा हुई। कालका मेल का मेरा भी अपना तजुर्बा है। मैं तीन तारीख को उस गाड़ी से गया था और वहां दो तीन घंटा लेट थी। छः बजे उसको कालका पहुंचना था लेकिन उस वक्त शाहाबाद पहुंची थी। मालूम यह हुआ कि इंजिन यहीं से डिफेक्टिव था, उसका एक पुर्जा टूट गया इसलिये वहां खड़ी हो गई और जब इंजन अम्बाला से आया तो आगे चली। तो यह जो लेट रनिंग का सिलसिला है इसकी तरफ भी हमारे कर्मचारियों को ज्यादा ध्यान देना चाहिये।

बाकी, कंटेरिंग के बारे में शिकायतें हैं और वह कुछ हद तक रहेंगी ही क्योंकि कंटेरिंग इतना आसान सब्जेक्ट नहीं है, क्योंकि फर्ज कीजिये कि नार्थ का कोई आदमी बम्बई की तरफ चला जाय तो वह कहेगा मुझे खाना पसन्द नहीं है। मेरा तो सुझाव यह है कि जहां जहां आपके कोआपरेटिव कन्ज्यूमर स्टोर्स हैं वहीं रेलवे उन स्टोर वालों को कुछ कैंटीन चलाने के लिये दे दे तो प्राइवेट काम करने वालों के मुकाबले में शायद कोआपरेटिव वाले काम अच्छा करके दिखा सकें।

क्लेम्स के बारे में काफी देरी होती है। यह जो क्लेम्स रेलवे को देने पड़ते हैं, इसकी जिम्मेदारी क्या किसी के ऊपर पड़ती है या नहीं? अगर नहीं पड़ती है तो इसकी जिम्मेदारी पड़नी चाहिये क्योंकि बहुत सी जगह ऐसा भी पाया जाता है कि माल दिया ही नहीं जाता मगर बिलटी बन जाती है। तो इस सिलसिले में अगर छानबीन हो तो शायद आपका रेलवे का बहुत सा रुपया बच सके।

कालका शिमला की जो ट्रेन है उसमें एक एक और डिफेक्ट यह है कि रॉलिंग स्टॉक वहां काफी नहीं है क्योंकि वह नौरो गेज लाइन है और इंजिन थोड़े होने की वजह से वहां पर माल शिमला से वक्त पर नहीं उठ सकता इसलिये वहां रॉलिंग स्टॉक का भी कुछ सिलसिला होना चाहिये।

एक छोटा सा स्टेशन बराड़ा है जो कि जगाधरी लाइन पर है, वहां जो मुसाफिरखाना है उसका इतना बुरा हाल है कि न वहां कोई बैठ सकता है, न खड़ा हो सकता है। उसकी तरफ कोई ध्यान देते ही नहीं। शायद वहां रेलवे के कर्मचारी जाते भी हों कि नहीं, या जाते हैं और लौट जाते हैं—यह मैं नहीं कह सकता।

एक कुल्लू मनाली या कुल्लू हिमाचल प्रदेश का कारपोरेशन बना है जिसमें गवर्नमेंट रेलवे का भी 20 फी सदी हिस्सा है। यह तो ठीक है कि रेलवे का उसमें पांचवां हिस्सा है, वह वन फिफ्थ पार्टनर है, मगर उसकी हालत यह है कि मंडी, कुल्लू, या मनाली के अन्दर उसका कोई बुकिंग आफिस नहीं है और मुसाफिरों के रहने का, ठहरने का कहीं कोई इंतजाम नहीं है। मैं कहना चाहता हूं वह एक गवर्नमेंट सेक्टर है, पब्लिक सेक्टर है और कम से कम पब्लिक सेक्टर में काम ऐसा होना चाहिये ताकि खास तौर पर प्राइवेट सेक्टर वाले उसकी हंसी न उड़ा सकें। यह जो इस तरह से पब्लिक सेक्टर का काम चल रहा है उसकी तरफ मैं माननीय मंत्री जी का ध्यान दिलाना चाहता हूं।

[श्री सी० एल० वर्मा]

हमारी रेलवे बहुत से लकड़ी के स्लीपर्स रेलवे लाइन के लिये खरीदा करती है। मुझे यह बतलाया गया है कि वे स्लीपर्स आम तौर पर बाहर से मंगाये जाते हैं। मैं नहीं समझता कि जब हमारे पास इतनी लकड़ी है हिमाचल प्रदेश में, जम्मू और काश्मीर में और यू० पी० की पहाड़ियों में है, तब वे स्लीपर्स बाहर से क्यों मंगाये जायें। जिस नाप के स्लीपर्स रेलवे को चाहिये उस नाप को हमारे जंगलात वालों को दे दिये जायें तो कम से कम हमारा बहुत सारा फारेन एक्सचेंज बच जायेगा। दूसरी सुविधा इसमें यह होगी कि गवर्नमेंट टु गवर्नमेंट लेबल में रेलवे का काम निकल आयेगा। मुझ बतलाया गया है कि हमारी लकड़ी किसी भी हालत में जो लकड़ी रंगून से आती है उससे घटिया नहीं है। तो यह स्लीपर्स गवर्नमेंट लेबल पर ही, हिमाचल प्रदेश से और जम्मू और काश्मीर से खरीदे जाय बजाय इसके कि हम उनको बाहर से मंगावें।

आप ने कोआपरेटिव सोसाइटियों को "सी" प्रायरिटी दे रखी है तो इस सिलसिले में मैं तो सिर्फ एक ही रिक्वेस्ट करूंगा कि अगर "सी" प्रायरिटी उनको दी जाती है तो यह सब कोआपरेटिव्स को होना चाहिये क्योंकि बहुत सी जगह ऐसा है कि बाजी सोसाइटियों को तो "सी" प्रायरिटी मिल जाती है, बाजों को नहीं मिलती। इसलिये मेरा सुझाव यह है कि सब कोआपरेटिव्स के लिये यह एकसां होना चाहिए ताकि सभी फायदा उठा सकें।

SHRI M. MISRA (Orissa): Mr. Vice-Chairman, in supporting the Railway Appropriation Bill, I would like to express at the outset my sense of appreciation of the Railway Minister's efforts to bring about a significant improvement in the Railway system. The Railways have played a great role, a significant role in the country's economic progress. The Railways, which constitute the greatest nationalised industry in this country are the keynote of the country's progress in view of the growth in population and the planned development of industrial progress. While appreciating

the progress the Railways have made during these years taking the country as a whole, I would be failing in my duty if I did not make some observations so far as Railway construction in Orissa is concerned.

The construction programme that is taking place in Orissa is very negligible. I am told that had Madras not been on the southern side of Orissa we would not have got this railway line which connects Howrah with Madras in the coastal district of Orissa. This line was constructed in the pre-independence days. After seventeen years of independence no progress has been made either on this line nor has any new line been constructed in Orissa except the Sambalpur-Titilagarh line which is mainly meant for the export of iron ore to the Vishakhapatnam port. Except this line, no new line has been constructed in Orissa all these years. After independence the princely States were merged with the regular Orissa State and more than 75 per cent of the people inhabiting those undeveloped areas are Adivasis. In those areas also no improvement has been made so far as the Railways are concerned. Those areas, mostly in the northern part of Orissa, have large mineral potentialities. There are iron and various other mineral ores which are to be exploited and it is only through the help of railways that they can be exploited to full advantage and construction of railway lines in those areas is very necessary. Now, we all know that the Paradip port is going to be completed soon. But from this Paradip port there is no link with the hinterland. There are the Daitary mines; then there is Nayagarh. All these have to be connected with the Paradip port so that these ores could be moved quickly to the Paradip port for export. So a project should be undertaken immediately to connect the entire area with railway lines.

Coming to the district of Mayurbhanj, I would like to say a few words about the Mayurbhanj Light Railway: This Light Railway was constructed some fifty years ago by the then Maharajah of Mayurbhanj. The Maharajah at that time constructed this railway line only to facilitate the exports of timbers and other things to outside areas. Since then no improvement has been made on this line which has been neglected all along. This line originates

at Rupsa station of the South Eastern Railway and runs up to Bongriposi. Since then no improvement has been in this line. Even at Rupsa which is a junction station there is no watering arrangement.

[THE DEPUTY CHAIRMAN in the Chair]

The train runs overcrowded and there is not even any checking of the ticketless travellers. The South Eastern Railway authorities have always been taking an indifferent attitude towards this line. Whenever any representation is made to them they simply say that this line is always unremunerative but it is due to their negligence that this line has become unremunerative. If anybody goes from Howrah to Baripada he has to detrain at Rupsa but at Rupsa except passenger trains no mail or express train stops but they stop at Balasore. So anybody coming from Howrah has to go up to Balasore and detrain there as there is no stoppage at Rupsa. Anybody wishing to go to Baripada via Rupsa cannot do so unless he goes to Balasore. So I suggest that there should be stoppages for all mail and express trains at Rupsa. I would also suggest that this Light Railway should be replaced by a broad gauge line. There at Baripada it is a long felt need and the people of that area have made repeated representations. When our present Prime Minister, Mr. Lal Bahadur Shastri, had been to Baripada some time back when he was the Railway Minister, the people represented about this to him and at that time he assured them that he will look into the matter but though so many years have passed nothing has been done. I would therefore request to the Railway Minister to see that the conversion of this line into broad gauge is immediately taken up. In this connection I would like to suggest one thing. Now the doubling of the main line is taking place and those rails that are being replaced, those rails of lesser weight can be used here on the Rupsa-Baripada section. Those abandoned rails can be used for this section.

I also want to say something about the train running between Bongriposi and Baripada. The timing of the train is so fixed that it is always to the disadvantage of the people. Baripada being the Dis-

trict Headquarters and when people from Bongriposi have to come to Baripada they prefer to travel by the bus instead of the train because when they want to come to Baripada there is no train, the train reaches at that time Bongriposi and when they want to come to Bongriposi the train at that time reaches Baripada. The timing is so inconvenient that the people prefer to travel by the bus. I would therefore request the Railway Minister to look into all these difficulties.

THE DEPUTY CHAIRMAN: Mr. Kapoor, you will have to be brief.

श्री गिरिराज किशोर कपूर (मध्य प्रदेश):

उपसभापति महोदया, रेलवे बजट के इस बिल के ऊपर बहुत कुछ कहा जा चुका है। श्रद्धेय डा० श्यामा प्रसाद मुखर्जी के वे शब्द मुझे याद है जब वे कहा करते थे कि विरोधी दल केवल विरोध करने के लिए नहीं हैं बल्कि शासन जो अच्छा काम करे तो उसकी तारीफ भी करनी चाहिये और उसकी खामियां भी बतलानी चाहिये। मैं तो श्री पाटिल और डा० राम सुभग सिंह का धन्यवाद करता हूं और उनका आभारी हूं कि उन्होंने रेलवे में बहुत कुछ तरक्की की है। मगर कुछ खामियां जरूर हैं जिनकी तरफ मैं उनका ध्यान आकर्षित करना चाहता हूं।

दुःख इस बात का होता है कि जब कांई सजेशन दिया जाता है तो उसके बारे में मेरा यह अनुभव है कि यह नहीं देखा जाता है कि सजेशन क्या है, गलत है या ठीक है बल्कि यह देखा जाता है कि कौन सी पार्टी का आदमी कह रहा है। यह ठीक नहीं है। इसलिए मेरी दरखास्त है कि जो भी सजेशन दिये जायें उसको देश के हित में ध्यान रख कर सोचा जाना चाहिये इस विषय में मैं कहना चाहता हूं कि स्वर्गीय रविशंकर शुक्ल के बाद हमारे मध्य प्रदेश का कुछ ऐसा दुर्भाग्य रहा कि मध्य प्रदेश में जिस पार्टी के पास शासन की बागडोर है, उसमें आपस में इतना झगड़ा है कि उनके

[श्री गिरिराज किशोर कपूर]

जनता के हित का कोई खयाल ही नहीं है या उनको समय ही नहीं मिलता है खयाल करने के लिये। अगर सेंटर भी मध्य प्रदेश का खयाल नहीं करेगा, तो कैसे काम चलेगा। आप मध्य प्रदेश का नक्शा उठा कर के देखिये कि मध्य प्रदेश कितना पिछड़ा हुआ प्रदेश है और मध्य प्रदेश में रेलों का जाल कितना कम है। मध्य प्रदेश के बड़े बड़े शहर, ऐसे ऐसे इम्पार्टेंट शहर जैसे रीवा, पन्ना, जहां कि जवाहररात की खानें हैं, और मध्य प्रदेश का जबलपुर शहर, जहां मार्बल राक्स हैं और जहां दुनियां भर के आदमी मार्बल राक्स देखने को आते हैं और जहां गन करेज फैक्टरी है उस जबलपुर से दिल्ली चलने वाला जो यात्री है वह साढ़े 7 बजे शाम को अगर जबलपुर से चले, तो वह साढ़े 8 बजे दिल्ली आ करके लगता है।

श्री देवकी नन्दन नारायण (महाराष्ट्र) : एक घंटे में ?

श्री गिरिराज किशोर कपूर : यह कालकुलेशन तो आप कर लेंगे कि एक घंटा होता है या 13 घंटे होते हैं या 21 घंटे होते हैं या 25 घंटे होते हैं।

श्री देवकी नन्दन नारायण : आपने कहा कि साढ़े 7 बजे चलते हैं और साढ़े 8 बजे पहुंचते हैं।

श्री गिरिराज किशोर कपूर : अगर यह भी स्पीड आ जाय तो आज के युग में कोई बड़ी बात नहीं है और आ सकती है। मगर दुःख तो इस बात का है कि बीना होकर जो गाड़ी आती है, जबलपुर से बीना 35.4 किलोमीटर है और उसके आने में 27 किलोमीटर प्रति घंटा की रफ्तार पड़ती है, यानी कुल 17 मील प्रति घंटा की रफ्तार है जब कि हम 80 मील प्रति घंटा तक की रफ्तार दूसरी जगह बढ़ाने की कोशिश कर रहे हैं लेकिन वहां की दशा की तरफ ध्यान नहीं

दिया जाता है। इसी तरह से अगर हम इलाहाबाद हो कर के जाय, तो कोई ऐसा मेल नहीं है जो सुविधाजनक हमको मिल जाय। यदि हम इटारसी हो कर जाय, और पैसा भी ज्यादा दें, तो भी ऐसी गाड़ी नहीं है जिससे कि हम 24 या 22 घंटे से पहले पहुंच सकें। इसलिये मैंने पहले यह निवेदन किया था कि जबलपुर से एक डाइरेक्ट गाड़ी, जनता ट्रेन या पैसेंजर ट्रेन, रोज दिल्ली के लिये चलाई जाय, लेकिन उसकी ओर कोई ध्यान नहीं दिया गया। मैंने यह भी निवेदन किया था कि उसी ट्रेन में फिलहाल एक स्लीपर का डिब्बा लगा दिया जाय क्योंकि उसमें एक डिब्बा रहता है जो 20 लोगों के लिये रिजर्व होता है, बैठने के लिये 20 लोगों के लिये रिजर्वेशन होता है और 20 बिना रिजर्वेशन के उसमें भरते हैं। 40 आदमियों के डिब्बे में, उपसभापति महोदय, आप अगर देखेंगे तो सौ सौ लोग भर कर वहां पर आते हैं और वह ट्रेन हर स्टेशन पर खड़ी होती है। इसके साथ साथ यहां तक होता है कि फर्स्ट क्लास के डिब्बे में कोई देखने वाला नहीं होता है, इसलिये जगह जगह सवारी रात भर फर्स्ट क्लास के डिब्बों में भरा करती है जिस का कोई इन्तजाम नहीं है।

मैं बड़े अदब के साथ मंत्री महोदय से यह अर्ज करूंगा कि इस पिछड़े हुए प्रदेश की तरफ भी आप अगर देखेंगे, तो जनता आपको उसी तरह से धन्यवाद देगी, जिस तरह से अभी पिछले दिनों में राजनन्दगांव में दिया था। वहां पोंहे का स्टाक का स्टाक भरा हुआ था और गाड़ियां नहीं मिल रही थीं फिर आपसे अनुरोध किया गया और आपने उस पर ध्यान दिया। फिर वहां के एसोसिएशन ने मेरे पास पत्र भेजा कि राजनन्दगांव का व्यापारी वर्ग आपके आभारी हैं। अगर आप इस पिछड़े हुए प्रदेश की तरफ ध्यान नहीं देंगे, तो आखिर कौन देगा और यह प्रदेश आगे फिर बढ़ेगा कैसे? इसलिये मैं यह आश्वासन चाहूंगा।

दूसरी चीज जो आप आसानी से कर सकते हैं, वह यह है कि हाकर जाते हैं डिब्बों में, माल का नीलाम करते हैं और गरीब जनता को लूटते हैं, यह तो आप फौरन बन्द कर सकते हैं। इसके लिये मैं एक यह सजेशन दूंगा कि आपके अधिकारी जो हैं, उनको आप सादी ड्रेस में भेजिये और मंत्री महोदय, आप खुद अपना वगैर प्रोग्राम बताये जा कर के देखें, तो आप को यह देख कर क दुःख होगा कि किस तरह से हमारे ग्रामीण लोगों को रेलों के अन्दर इन हाकर्स द्वारा माल नीलाम कर के लूटा जा रहा है।

अभी मेरे किसी भाई ने कहा कि यहां रेलवे का स्टाफ स्टेशनों पर लैट्रीन्स का इस्तेमाल करता है, मगर उनके दुःखदर्द को उन्होंने नहीं सोचा। मैं मंत्री महोदय से निवेदन करना चाहता हूं कि रेलवे के स्टाफ को क्वार्टर्स नहीं दिये गये हैं इसलिये कोई 6 मील से आता है और कोई 8 मील से आता है। अब वे बेचारे जायेंगे कहां? उनको काम भी तो करना पड़ता है। इसलिये पहले उनको क्वार्टर्स प्रोवाइड किये जायें और उनको पास रखा जाय, जिससे उनको सहूलियत हो और यह गन्दगी भी दूर हो।

इतना ही नहीं, उनके लिये कोई मेडिकल सुविधा नहीं है। उनके लिये जो अस्पताल हैं, वे दूर दूर पर हैं। उसके लिये उनको तीन तीन और चार चार मील से आना पड़ता है और उनको बड़ी तकलीफ होती है। मेरा निवेदन है कि अगर हो सके तो सी० एच० एस० स्कीम में जो सुविधा और कर्मचारियों को प्राप्त होती है, वही उनको भी प्राप्त हो, पास के अस्पताल में।

अन्त में, मैं मंत्री महोदय का ध्यान इस ओर आकर्षित करना चाहता हूं कि कल ही मैं फाइव डाउन में आ रहा था। फाइव डाउन पहले बिलकुल राइट टाइम आ रही थी। मगर यहां यह हुआ कि आउटर सिगनल रेड

और इनर सिगनल जो था वह ग्रेन था और 1 बंटा 10 मिनट वह गाड़ी वहां पर ख्वाह-म-ख्वाह खड़ी रही। वह जो बंगाली कालोनी है, उसके पास वह गाड़ी खड़ी हुई थी, और जिनको दूसरी किसी गाड़ी से जाना था उनके सम्बन्ध में सोचिये कि किस तरह से वे अपना सामान और बिस्तर उठा कर के आये और औरतें किस तरह से वहां से आईं क्योंकि उनको डर था कि हमारी गाड़ी छूट जायगी और हमको पड़े रहने में असुविधा होगी। ऐसी छोटी छोटी बातों में जब वह गाड़ी वहां खड़ी हुई थी, तो वहां एक यात्री जो मेरे साथ सफर कर रहे थे, उन्होंने एक बात कही, जो मुझे बहुत बुरी लगी। मगर जनता को कहने का मौका होता है और उसपर ध्यान दिया जाय। उन्होंने कहा:

“जिन्हें हम हार समझे थे गला अपना सजाने को।

वही अब नाग बन बैठे हमीं को काट खाने को।”

मैंने उन्हें बहुत समझाया, तो उन्होंने कहा “आप कौन हैं?” मैंने कहा “मैं एम० पी० हूं।” फिर वे बोले, “कांग्रेस के एम० पी० होंगे, इसीलिए आप उनकी इस तरह की तारीफ कर रहे हैं।” मैंने कहा कि रेलवे ने बहुत कुछ किया है और धीरे धीरे और हो जायगा। तो इन छोटी छोटी बातों की ओर अगर मंत्री महोदय ध्यान देंगे तो उनको यश मिलेगा और देश का भी बहुत हित होगा। धन्यवाद।

श्री देवकी नन्दन नारायण : आदरणीय सभानेत्री जी, मैं मंत्री जी को धन्यवाद दूंगा कि उन्होंने बावजूद गुड्स फ्रेट बढ़ाने के, अनाज के ऊपर कोई फ्रेट नहीं बढ़ाया। परन्तु मुझे एक शक है कि और भी कुछ ऐसी चीजें हैं जो अनाज में शामिल की जा सकती हैं और जो अनाज का काम देती हैं। गत युद्ध में हमारे यहां के केलों को अनाज मान कर के सहूलियतें दी गई थीं। मैं पूछना

[श्री दबको नन्दन नारायण]

चाहूंगा कि जो सहूलियतें आज आपने अनाज के आयात निर्यात को दी हैं, वे केलों को दी जायेंगी या नहीं और आलू को दी जायेंगी या नहीं ? आप देखिये कि जब 40 रु० मन गेहूँ बिक रहा था, तो केले 8, 9 या 10 रु० मन बिक रहे थे और हजारों गरीब बेचारे केले खाकर के अपनी गुज़र करते थे, अपना पेट भरते थे । तो मेरी यह प्रार्थना है कि आप इस ओर ज़रूर ध्यान दें कि जो गरीब का फल है केला, और जो अनाज का काम दे सकता है और सस्ता है और गेहूँ अगर 40 रु० मन बिकता है तो केला 8 या 9 रु० मन बिकता है और बिक रहा है, तो आप जो सहूलियतें अनाज को देते हैं, वही केलों को ज़रूर दें ।

दूसरी बात यह है कि मेरे ज़िले से करीब 10, 11 हजार वैगन हर माल केलों के उत्तर तथा पश्चिम को आते हैं और इन 10, 11 हजार वैगन्स से रेलवे को करीब एक करोड़ या सवा करोड़ रु० किराया मिलता है । दिल्ली के लिये एक वैगन पर 1300 रु० या 1268 रु० किराया लेते हैं । तीन वर्ष पहले एक वैगन का 700 या 750 रु० किराया था और अब वह इतना बढ़ गया है कि करीब 1,300 रु० है । तो मैं यह भी प्रार्थना करूंगा कि आप इस ओर भी ध्यान दें कि यह 1,300 रु० एक वैगन का किराया बहुत होता है और इसको आप कम करने की कोशिश करें ।

तीसरी बात यह है कि केलों के लिये जो आप वैगन्स देते हैं, वे एक तरह से लोहे के वैगन्स होते हैं । कई दफा यह कहा गया और इस सदन में मैंने बार बार कहा कि आपको लकड़ी के वैगन्स और खास कर के वेंटीलेटेड वैगन्स देने चाहिये ताकि केला खराब न हो दिल्ली तक आने में या लखनऊ तक पहुँचने में । परन्तु आप कहते हैं, वायदा भी किया है, कि हम वेंटीलेटेड वैगन्स देते

हैं किन्तु आज तक पर्याप्त वेंटीलेटेड वैगन्स की आप तजवीज़ नहीं कर सके । तो मेरी यह प्रार्थना है कि आप केलों के लिए खास कर जो 10 हजार से ज्यादा वैगन्स उत्तर में, तथा पश्चिम में जाते हैं उसके लिए वेंटीलेटेड वैगन्स की तजवीज़ करें । इन दो बातों के लिये मेरी आप से खास प्रार्थना है, एक तो केले को अनाज समझ कर जो कंसेशन अनाज को दिया जाता है वह केलों को मिले, दूसरे वैगन्स आप वेंटीलेटेड दें और केले का जो किराया है वह कुछ कम करें ।

दो बातें और हैं । अभी कुछ दिन हुए मैं अछनेरे से कासगंज की तरफ जा रहा था, फर्स्ट क्लास में सवार था, उसमें देखा कि इलेक्ट्रिक फैंस नहीं थे । मैंने स्टेशन मास्टर से पूछा कि क्यों साहब, इलेक्ट्रिक फैंस कहां गए, उन्होंने कहा कि फर्स्ट क्लास में इस लाइन पर बहुत कम लोग चलते हैं इसलिए यहां से फैंस गायब हो गए । मैंने कहा कि क्यों साहब, थर्ड क्लास में मौजूद हैं और फर्स्ट क्लास में नहीं तो उन्होंने कहा कि फर्स्ट क्लास खाली जाता है इसलिए इनको निकाल ले जाना बहुत सहज बात है । करीब सब ट्रेन्स में, पंजाब मेल में, एक्सप्रेस में, सब ट्रेनों में मैंने देखा है कि आपकी इलेक्ट्रिक फिटिंग बहुत चोरी जाती है । ये क्यों चोरी जाती है इसकी आपको इन्क्वायरी करनी चाहिए । आपका बहुत नुकसान होता है इलेक्ट्रिक फिटिंग्स के चोरी जाने में । तो टर्मिनल स्टेशन से गाड़ी निकलने से पहले यह देखना चाहिए कि उसमें इलेक्ट्रिक फिटिंग्स ठीक तरह से हैं या नहीं और जो यार्ड में गाड़ियों की देखभाल करने के लिए जिम्मेदार हैं उनको इन इलेक्ट्रिक फिटिंग्स वगैरह की जो चोरियां होती हैं उसके लिए जिम्मेदार ठहराना चाहिए ।

अब गर्मी के दिन आ रहे हैं । हिन्दुस्तान बहुत गर्म मुल्क है और खास कर के जिस प्रदेश से, जिस जिले से मैं आता हूं वहां तो

बहुत गर्मी पड़ती है, 117 और 118 डिग्री तक धूप पड़ती है। तो मैं आपसे प्रार्थना करूंगा कि हर एक स्टेशन पर ठंडे पानी की तजवीज हो। आपने कूलर्स प्रोवाइड किए हैं पर आप देखिए, कहां के कूलर्स काम दे रहे हैं, तमाम बिगड़े पड़े हैं, शायद ही कोई 5 या 10 कूलर्स चलते हों परन्तु वे शोभा के लिए हैं। तो आप देखिए कि गर्मी के दिनों में पहले वे कूलर्स दुरुस्त हो जायें और जहां कूलर्स नहीं हैं वहां मटके रखे जायें और ठंडे पानी की, शुद्ध पानी की जल्दी से जल्दी तजवीज की जाय ताकि गर्मियों में किसी को तकलीफ न हो क्योंकि आपकी गाड़ियों में इतनी भीड़ चलती है कि गर्मियों के दिनों में पानी की बहुत जरूरत पड़ती है। अगर ठंडा पानी भी आप थर्ड क्लास पैसेंजर्स को न दे सके तो फिर आप उनके लिए क्या कर सकते हैं यह शक पैदा होगा। आपको बेचारा प्यासा आदमी क्या दुआ देगा? दुआ देगा या और कुछ देगा, इसको भी आप सोचिए क्योंकि गर्मी के दिनों में जो तकलीफ प्यासे आदमी को होती है उसका अंदाजा हम यहां बैठे हुए नहीं कर सकते। इसके लिए धन्यवाद जो आपने मुझे टाइम दिया।

SHRI T. V. ANANDAN (Madras): Madam Deputy Chairman, with the following observations I do support the Appropriation Bill. I have high confidence in the Railway Minister because he hails from the western part of India which has given the Father of the Nation for the emancipation of this country. Not only that, even the Dwarkavasi was also there to give us the Bhagavad Gita for the universe. So, when Mr. Patil is coming from that part of the country, I do have high hopes on him that he would not refuse to constitute a Wage Board, although it is not in his power alone, and it is a Cabinet decision and the Finance Ministry and other Ministries have to agree to the constituting of a Wage Board for the railwaymen. I know that when he rejected it, it was not in his power, and, therefore,

he rejected it with the hope that other Ministries would come to his rescue for constituting a Wage Board.

I may also mention here at the same time about the hours of work laid down under the Rajadhyaksha Award. I request him that specially paragraphs 217 and 232 should be gone into in detail, because this award was an award during pre-independence India where the intensity of traffic was so low when compared to the present day. Therefore, I would like the hon. Minister to constitute a committee with a high ranking officer of the Railway Board and with one or two non-officials to go into those paragraphs 217 and 232 and see whether they are implemented in spirit by the Railways, to avoid accidents and other difficulties on the Railways.

The next question is about the casual labour regarding which the Railway Board towards the end of last year have passed their latest orders. But one thing is about the rate of pay fixed for them. There is no uniformity amongst the Railways in fixing the rate of pay because it varies from district to district and from zone to zone. Therefore, I suggest that the minimum pay of Rs. 98, that is Rs. 70 plus Rs. 28 dearness allowance, divided by 30 or 26 as the case may be, shall be the rate of pay of a casual labourer. That should be done in order to avoid frequent agitations on behalf of the casual labour by all recognised organisations.

There is one vital point I would like to point out, and that is about the rent-free quarters enjoyed by the station masters and assistant station masters and by the Class IV staff in the pre-independence period. The railway system is such that out of 6800 stations about 5000 stations are in remote villages and in forests. Therefore, the Britishers thought that no one would be coming forward to occupy the post of station master or assistant station master in a remote area unless he was permitted to enjoy the concession of a rent-free quarter. That had been withdrawn in 1952 and with retrospective effect too stating that such of those railwaymen who were enjoying the privilege on 15th December 1945 in a substantive post are

[Shri T. V. Anandan.]

alone allowed to continue to enjoy it. That order was issued in 1952. Therefore, so many Class IV staff do suffer today in this country, and there is a great discontent amongst the station masters and others. I request the hon. Minister to please go into this question. The word "confirmation" was erroneously omitted by the clerical staff. Is it the fault of the station masters, assistant station masters and Class IV staff who have been working in that post for years together from 1945 to 1952? If a man was still officiating, it is the fault of the clerical staff and not the fault of the station master. I, therefore, request the hon. Minister who hails from the western part of India to take note of this.

Next, I come to the Class IV Employees Committee recommendations. All recommendations were unanimous and have been accepted by the Railway Board, except one which is that those Class IV staff who have put in more than 12 years' service should be promoted to the next grade. That is the recommendation which has not been accepted by the Railway Ministry. I request that the Class IV staff who constitute 7½ lakhs of railwaymen in this country should be encouraged by the hon. Minister by accepting that recommendation.

The next point is about simplification. The elaborate working of the railway system is the cause of certain grievances amongst the railwaymen. There is a Committee appointed by the Railway Board to go into the question of simplification of rules, granting of passes, granting of leave, night duty allowances and so many other things. All these things should be simplified, and if simplification takes place, there may not be grievances for the railwaymen.

I come next to one more point. The Railway Minister praised very much the sportsmen of the Railways. I would request him to consider their case favourably. There are sportsmen with international fame and national fame who are but Class IV employees in the Railways. Why not they be given preferential treatment by way of an *ad hoc* promotion or some such thing? There may be complaint from the other staff, and therefore I suggest that

they may be given an award. For internationally famous sportsmen, why don't you give them Rs. 1000 or Rs. 2000 as an award every year? For national sportsmen, you can give them Rs. 1000 or Rs. 500. I know that a great international hockey player is seeking a job in the Services. I think I read it in the papers. Therefore, I would like the hon. Minister to go into these things.

THE DEPUTY CHAIRMAN: That will do.

SHRI T. V. ANANDAN: I think so many references were made by the hon. Members, like want of two-tier sleeping accommodation, overcrowding, etc., all these will be washed away and melted away if the railwaymen are kept contented, and that must be done during the period when Shri S. K. Patil is the Railway Minister.

4 P.M.

THE MINISTER OF RAILWAYS (SHRI S. K. PATIL): Madam, the House has taken advantage of the Appropriation Bills for a full-dress debate once again on the Railway Budget. I am glad that we had this opportunity. It has almost become customary because we do not discuss the grants in this House; this House devotes time to the Appropriation Bill and it gives the undoubted benefit to the Railway Minister and the Railway Administration of knowing as to what they feel about the various branches of the Administration and particularly as to what they want in the field of amenities, etc. There are certain things which many Members have referred to, like the speed of the railway trains. Then comes punctuality which, in many cases, is not up to the mark. And then comes the increase of the amenities towards clean and healthy travel. I am talking of all these problems in a general way; I have lumped them together because there are no two opinions on the subject; I am one with the Members. These are the problems that must occupy the mind of every Railway Minister. I could tell you why. I could put myself in their position because I have been Railway Minister only a few months back. Surely, I was in the opposite camp in the sense that I was a

user of the railways for a number of years of my lifetime and therefore I could quite understand as to how sometimes the people suffer because the speed is less or because the punctuality is not there or the amenities are not there. I shall refer as to what I am doing, and I can tell you that there is no magic by which these things could be achieved.

The Railways are a vast organisation. It is an elephant that takes a long time to start but once it has started, it moves on and it takes time to stop it. It is a good thing, although it may take some time; it will ultimately gain speed. Therefore, these are the matters on which the Railway Administration is today concentrating its attention, and I shall not be satisfied unless I show results in all these matters because the test of the pudding is more in its eating, not so much in the discussion.

Since I am replying to the debates in this House a second time, I shall avoid those questions to which I have replied in the first debate and concentrate my attention on those subjects that have been brought anew. While doing so I may refer to the points of certain Members but that does not mean that I have ignored the comments that have been made by the other Members. Very elaborate notes are being taken of everybody's comments, of whatever points that have been raised, and individually they would be written to, and we shall write to them as to what we propose to do about those particular points. Therefore any omission in this debate on my part to refer to those points does not mean any intentional disregard but it is because with the time at my disposal I must answer the questions that, according to me, seem more important.

So far as the amenities are concerned, concern was shown by some hon. Members that there is a shortfall in the expenditure on amenities to passengers in the three Five Year Plans. We had earmarked during all these years from the First Plan, Rs. 3 crores every year. Of course, the Railways are very huge, and Rs. 3 crores is not a big amount. But even then it is a substantial amount because before that only a few lakhs of rupees used to be spent. Sometimes a little less is spent, and

there might be perhaps the idea in the hon. Members' minds that these grants lapse. There is no lapse in them. The shortfall in expenditure in the Second Five Year Plan was somewhere about 2½ per cent. only. But we will spend more in the Third Five Year Plan; now there is one year more. My hon. colleague when he was replying to the debate in the other House has stated that instead of Rs. 3 crores, we shall be spending Rs. 4 crores from next year, and we shall see to it that this money is spent, and I will see to it that it is not spent uselessly, but it is spent profitably in increasing the amenities to the travellers because I can quite understand that we have no justification whatsoever in raising the freight or the charges of the passengers unless we give them amenities, unless the speed is increased, unless the punctuality is carried out and many of the things to which hon. Members have drawn my attention are done.

There is a small question which some hon. Member has referred to. He has suggested that the dining car bearers should be made regular Railway servants. Apparently, the reference is to such of the bearers as are employed on a commission basis for service to the passengers in their compartments. This scheme has been specially introduced so that the bearers will pay efficient and prompt attention to the requirements of the passengers. Emphasis has been placed on the payment of adequate rates of commission to these persons so that they get a fair amount of remuneration for the work done. In fact, the more energetic and efficient bearers have been found to earn as much as Rs. 150 per month on an average. In view of the representations received in this connection, it is proposed to revise the system so as to ensure a minimum commission of Rs. 70 to each bearer. This is the minimum, it does not mean that they cannot earn Rs. 150 or even more.

One hon. Member referred to . . . (Interruptions.) In the end, because my chain of thought gets a little broken, I want a whole chain.

Another Member referred to catering and vending contractors at certain stations and

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 stated that there are large holdings, which have resulted in sub-letting of contracts. I have been hearing quite a lot about these things. These are some of the things which I have noted; it is not that I have created them but these have already existed, I have got to go through them and find out what best methods could be introduced. I am told that with a view to enabling, holding of catering and vending contract with personal supervision of the contractors, the holdings of the larger contractors have so reduced on all the railways that no individual contractor has more than four units in all. Also to prevent holdings from enlarging themselves, instructions exist with the railways that the number of holdings of sub-contractors having two units or more should not be further enlarged. The tendency is to make them less and less so that a larger number of people could be benefited and not a few having five or six or seven or eight contracts, like that. Contracts for refreshment rooms, stalls, etc. are to be awarded to local persons so that they could exercise personal supervision instead of the outsiders coming in and doing that. Sub-letting of contracts is strictly prohibited. Specific complaints in this regard are investigated and in proved cases, contracts are terminated.

Sometimes it does happen that the contract is given but there are a hundred ways on subterfuges whereby these things can be defeated, because there is the law and we are not immune from it. But many people take advantage of certain things. It takes a long time because there are some *benamis* and others by whom the licences are held but this is a matter that is engaging my attention. I do not want corruption to come in the Railways in any form or things, because this type of thing becomes very difficult, because it is on such a large scale throughout the length and breadth of India. But surely, it has not escaped my attention. We are very carefully watching as to what system could be devised by which, if it is not eliminated, we can surely minimise corruption or the bad influences that it creates.

A Member referred to the provision of sleeper coaches on mail and express trains on the broad gauge. The policy is to pro-

vide one 3-tier sleeper coach and one 2-tier sleeper coach on all mail and express trains running for 800 kilometres and over. Mail and express trains running for distances of less than 800 kilometres are to be provided with one or two 2-tier and one partial 3-tier sleeper coaches. As more sleeper coaches become available, this will be extended. It is anticipated that all mail and express trains involving night journeys will be covered by 1966, because this has proved to be very useful, and therefore we are extending it and we are having more and more of it.

I made a statement—in which of the Houses I made it. I forget—that so far as the ladies are concerned, some separate bay by which they could also be protected could be arranged and they could have privacy. Where that could be done, that also has been done.

Shri Kumaran had referred to the need for a direct train between Hyderabad and Delhi and if this is not feasible, at least for a through air-conditioned coach with air-conditioned first class and third class accommodation to be provided. Not only has Shri Kumaran suggested it—he has repeated it once or twice—but many other Members also have done it, and I could quite see the genuine necessity for such a thing, and something has got to be done. Therefore, I am examining this question as to what could be done. Of course, there are people who have said “Why have air-conditioning at all?” But that is not the general opinion, I presume, and especially many Members of this House and the other House have been telling me that they should also get that air-condition facility, and I am thinking in my own way that it is the best thing; we want the people to travel in comfort so that they can have the best brains that they can bring to bear upon the problems that come up before the Legislatures, and I would be really a very bad Minister if I do not provide that because I also want to consider this question with a very fresh mind. I think air-conditioning does conduce to the best brain.

(Interruptions.)

SHRI BHUPESH GUPTA: There is first-class air-conditioning very much in our country.

SHRI S. K. PATIL: The suggestion will be considered and whenever we get more of these air-conditioned coaches, it will be done, because there is the foreign exchange element also in it. It has to be considered because we have taken air-conditioning to the third class and we are having more and more trains and surely, there is no reason whatsoever why this facility should not be extended to other lines and spheres.

Also an hon. Member, Mr. Kumaran, said that cases under rule 148 are still pending and that arrangements should be made to reinstate all those who were dismissed under this rule since 1950. Because we have not done anything so far, one hon. Member went to the extent of using the word "Besharm" and things of that type. I leave it to the hon. Member how much it fits in which his concept of the dignity of this House to use expressions of this type. But surely I am not taken by that. I can quite understand if there is a grievance, the hon'ble Member loses his temper as anybody has got the right to lose it except the hon. Minister. Everybody else can. But I could tell him if there was any law on their side—the people who went to a court of law and to the Supreme Court and got that rule 148 annulled surely I need not tell them that there was a legal remedy—they could have spared me from it. Surely they know that there is nothing because we have to consult the Law Ministry as to what has to be done. You cannot give a blank term without studying anything and everything. If you do it for 20, 30 or 40 years we shall have all this raked up and once again practically the whole of the Railways will have to be mortgaged if that kind of thing has got to be done.

Therefore, there has to be some kind of legal limitation; otherwise our internal Finance will not pass it because it must be done according to legal provision. Therefore, we consulted the Law Ministry. Under their advice it was kept as six years because that is the limit under the law. Therefore, it has been done. But if there were only a few cases and we were assured that these were the only cases, then our Railway Board will consider them. We do not want to be bad.

But the question is that this is a public charge and surely I cannot remit it in any manner I like. I am responsible to the the public, to the 470 million people of this country as to how the administration of the Railways is carried on. Therefore, if legally it is not possible for me to do so, nothing that is said in this House or in the other House, would induce me to do so because I simply cannot do so, and that is why the Law Ministry has advised us that we cannot go beyond six years. So that is the reason and not because we carry a very naughty mind but about it and therefore we have done this.

SHRI AKBAR ALI KHAN: What about shifting the Gandhi Hospital from that place because the shunting ground is very near? That was the suggestion of Mr. Kumaran.

SHRI S. K. PATIL: Many suggestions are there. I am not taking up everything. Yes, now I remember. If I mistake not he had suggested, "Why not make use of that hospital building for the Zonal office and take the hospital somewhere else?" Now a zonal office is not something that we can create in any place. It has its own responsibility. I can quite understand it. I have taken note of it. It is a place which is not a good place. But what use we can put it to is a different story. It is not that because the hospital is in a wrong place, therefore the Zonal office should be brought there. We have to see whether that place is good for us. I am not talking from the noise point of view but from the point of view of facilities which the zonal office does require. So that question would be very seriously considered by us. The question is so far as the location of the hospital is concerned, can anything be done? What an hon. Member or a Minister or anybody would like is that there should not be deliveries precipitated or deaths precipitated by noise that the railway makes. Madam, the railway is a very peaceful organisation. We want people to behave normally and not precipitate deliveries. All these things are outside the orbit of the Railways, and I am quite sure we shall do everything in our power to see that these things do not happen and we behave as normally as everybody else does or we expect everybody else to behave.

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Then, Madam, many other suggestions have been made about leave, etc. We shall consider them. I am not taking them up merely because it will take a long time. But one thing that the hon. Members have reiterated again and again is, "Why not have a wage board?" It has almost become a Mantra that the wage board is something which is heavenly and it has got to be given. I am not against it. This is not an important creation one way or the other. But there are difficulties.

What I am telling you is—the House will agree with me—the Wage Board is not an end in itself. It is a means to an end because by establishing a wage board we protect the rights of our labourers, of our workers, that their rights, not only their rights but their conveniences, their leave, everything that concerns them, will be protected. Where there is no provision whatsoever and the Government is not doing anything, then I can understand that a wage board is necessary. But on the Railways we are proud about one thing that we do the maximum things for our workers, and that should be our continued policy. We shall do more and more. Ultimately I want to show one day and create a pattern so that you can see what we have given and what was possible under a wage board. And this House will be convinced that we do much more than what the wage board would do. Therefore, we have done many things—these concessions, these schools and colleges, these hospitals and everything and we want to do more and more of that type, all these services—not merely the running of the trains but things which really come as a sort of social service to the people in the Railways because they form a very considerable part of our population. All that added up, you will find that under no wage board it has been made possible. Therefore, you cannot have the best of both the worlds that gives this, and gives on top of it a wage board also so that the wage board would sit upon whatever the conveniences that we have given and say that this also should be extended. So this is not the kind of thing that we should ask for. The Federations are coming to see me and I would point out to them that it is in their own interest not to demand a wage board because a wage board is not something which

automatically improves the conditions of labour. As I said, it is a means to an end and not an end in itself. Therefore, on the balance if they find that what we are doing is better, than surely the demand for a wage board will not come.

Shri Jagat Narain referred to the question of post-retirement passes for class IV staff and he suggested that they should be brought on par with other staff, class III, etc. instead of being restricted to one pass every five years. Now there is a difficulty here which I had explained before. I felt myself that it is a reasonable demand. What should these poor fellows do? But you must see the other side of it. The hon. Member knows that we have got lakhs and lakhs of retired members of staff. When we issue a pass, the problem will be of identification, who uses it and how often, and then the question of congestion because a pass when it is issued will be used necessarily because one has not to pay for it. If one has to pay for it, the travel is restricted. All these problems are great problems. We are considering it. So far as identification is concerned, something could be done by having a passport size photo. But all other problems will have to be considered. We have been considering them. Let me tell you the difficulty. We introduced it in some section and we found that it led to a kind of corrupt practice which was so enormous that we did not know whether this thing should continue for ever. This is the reason why it is not being done and not because the lowest type of workers should go without the relief to which they are entitled. We shall continuously examine this point again and again.

The hon. Members, Shrimati Nandini Satpathy and Shri Narayana Patra, wanted the Paradip port to be linked with the iron ore areas and Rourkela. I think the Fourth Plan is not yet finalised in the sense as to what is to be done. The highest priority, next to Defence we always give to it wherever it has to be done. Surely this is a request that will be borne in mind when these things are considered.

Now, there is another matter to which a reference was made by Mr. Pattabiraman. He referred to the copy of a Southern Railway Gazette of the 16th November 1964

which contains the orders issued by the Railway Board for the progressive use of Hindi on the Railways. Shri Pattabiraman himself stated that some of the circulars are as old as 1956. I do hope that hon. Members will appreciate the circumstances under which the various circulars had been issued. I am merely saying this because everybody knows—I do not want to repeat—so far as I am personally concerned, my views on language. But when somebody gets a little worked up, then everything appears in a different light. Then things which were meaningless until yesterday almost become absolutely meaningful, and everybody thinks that there was some purpose in doing that.

SHRI JOSEPH MATHEN: The deadline, according to that circular, is 1966, he is pointing out.

SHRI S. K. PATIL: This pointing out is good so that my attention is drawn to that. Honestly I can confess to the House that I knew nothing about it because it was done in an ordinary routine way and not that I had given any special instructions or any of my colleagues had given any instructions. This was a normal thing. The Ministry of Railways is in constant touch with the Home Ministry on the subject and had been repeating the instructions issued from that Ministry from time to time. So far as these matters are concerned, we do not take the initiative. The initiative is always left to the Home Ministry because it is in overall charge of these matters. But I can assure him of one thing, because I have issued orders that if any such instructions have to be issued, I must have the advantage of seeing them because knowing what it will lead to, I shall exercise my discretion as to what is to be done and what is not to be done.

In regard to directly recruited Class I officers being required to pass a Hindi test equivalent to the middle school standard during their probationary period, Members might be aware that a rule has been in existence for several decades, long before even the constitution came into existence and was in force even in pre-independence periods to the effect that all probationers of Class I service should pass a language examination. Prior to 1946, this used to be a

lower standard examination in Urdu. In 1946, it was decided that this examination could be taken in Urdu or Hindi in Devanagari script, and in 1951 only it was stipulated that this examination should be in Hindi. Therefore, all these 40 or 50 years, the rule was there but there was no agitation. Therefore nobody thought anything about it and everybody really was implementing it. All of a sudden it has assumed this proportion and I am quite sure that when the general question will be decided for everybody, the Railways will not be lagging behind. Whatever will be the ultimate decision on this of both the Houses of Parliament and our leaders, that will apply to the Railways and there should not be any misunderstanding on this point that we have done anything special. Therefore this problem need not be taken really very seriously.

My friend, Mr. Dahyabhai Patel, referred to step-motherly treatment of Western Railway trains by the Northern Railway authorities. There used to be in the good old days a belief, when the Railways were separate, that they might have been doing it and I have myself seen this because the aeroplanes have come just now but I have been travelling all my lifetime. Therefore twenty or thirty years before aeroplanes came, most of the people's coming to Delhi was by Railways and what he really explained was true and to a large extent it might be true to-day also, I do not deny but it is not because of step-motherly treatment. I enquired into it in order to say something to the hon. Member. The Northern and Central Railways are as much interested in running the Western Railway trains to time on their sections as the Western Railway itself, since a Western Railway train losing time on the Central or Northern Railway reflects on their own punctuality performance. If a mail train comes to a particular place in time—say Mathura—thus the Western Railway has done their job. If it is delayed on the other route, it is not the Western Railway that will get the bad mark but it is the Central and the Northern Railways on which it is running. If therefore, the train was running right time up to Mathura, the Central and Northern Railways would

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normally be interested in running the train on their sections also right time. Operational difficulties however, occur occasionally to make this difficult or impossible. An analysis of the running of the trains during the months of December, 1964, January and February, 1965 has shown that the trains had lost time on Mathura—Tughlakabad section, which is under the Central Railway, for various operational factors including the time taken for engineering works that are going on there. The occasions on which the train lost time on the Northern Railway portion between Tughlakabad and New Delhi were few. I am merely saying this because there are some operational difficulties and, therefore, this happens and not because there is a step-motherly treatment either by one Railway or the other. I would like to assure the House that there is no question of any step-motherly treatment by the Northern Railway to Western Railway trains. Detentions which occur are immediately taken up and the staff responsible dealt with if it is found that detentions were avoidable. I can add one thing on my own.

SHRI AKBAR ALI KHAN: That has to be improved.

SHRI S. K. PATIL: Yes, that has to be improved because I was wondering and I studied it also while I was in Japan as to why Japanese Railways are really known for their punctuality, known for their punctuality to such an extent that even in one case out of ten you will not find delay. If they come early also, they stop for a couple of minutes in order that they come in time. You can set your watch by the Japanese Railways. One reason for it is because there is no work now going on on their Railways because whatever was to be done, doubling and other things, they have done them and because they are more mature in this business than we are, they have finished it. That is number one. Secondly, all that is required in order to make the train faster they have done already in the sense, the heavier ballast, closer sleepers, etc. they have done. It is not merely the traction that has to be improved in order to speed up the Railways. That has been done there.

Therefore, now the human element is the only element that can really make the delay and not the other elements that exist here. Then they have devised a method by which they give incentives to the driver who has done the punctuality performance and disincentive to those who are guilty of unpunctuality. Therefore I am also thinking of a time in the Indian Railways, because you cannot daily go on hearing a complaint of unpunctuality, a time must come when some kind of norms have got to be employed so that the drivers who do work very carefully and are most diligent are rewarded for that and on the contrary are punished for not doing that, but these difficulties must not be there on the track, except where we are repairing or doubling or converting from M.G. to B.G. Now we have hundreds of such things going on all over India. It will continue for some time because we are anxious that this also should happen and ultimately we should have a standard gauge which is B. G. so far as India is concerned and to which reference had been made by many hon. Members.

SHRI AKBAR ALI KHAN: Before independence this incentive was there.

SHRI S. K. PATIL: Now we shall have it but after independence how many miles, how many hundreds of miles the Railways have increased and how much of this from M. G. to B. G. and from N.G. to B.G.? These things were not there on such a vast scale as they are after we took to planning during the last three Plan periods.

Hon. Mr. Chordia said that the Railways had not run special trains on the occasion of the All-India Jana Sangh Conference at Vijayawada although such arrangements were made for the Congress Session at Durgapur in January 1965. Many hon. Members have referred to this question. I could tell them one thing. Of course, politics does come in because the Indian National Congress is a political institution. The Communist Party, I hope, is a political institution and so also the Jana Sangh is a political institution but this has nothing to do so much with the political institution because they can

test it in the future and they will find that wherever the Railways find that there is a possibility of very large crowds, there the Railways have got to make these arrangements. What about Kumbh Mela? What about many other pilgrimages which are not political, which have nothing to do with it? I think I am as much attached to them as perhaps—I cannot say that my hon. friend, Shri Bhupesh Gupta, would be attached—my hon. friend, Shri Chordia, and other people would be attached because we believe in religion and therefore we do it not because it is for religion or want of it but because the people have to be taken note of, may be not only the Hindus, there might be something for the Muslims, something for other communities. We make arrangements on such a big scale—the police arrangements and other arrangements.

The Congress attracts, luckily, and I am quite sure in the days to come even the Communist Conferences, the Jana Sangh Conferences will attract millions of people. When they do that, you need not say because the Minister happens to be belonging not to their party and therefore he would ignore these because he has got to take note, because it is for the comfort of the people, it is for the convenience of the people. It is for the proper traffic that it is done and not because it is Congress. This is not the first time that a special station has been made. This has been made even before. I remember at least on dozen occasions before when special flag stations had been created in order to have the conveniences for the people who come there. Sometimes less people come, sometimes more people come. I can assure my friend, Mr. Gupta, that he should be charitable in these matters because when he wants to compete with the Congress and one day make a Government, surely he must also expect a large crowd for their Congress and if they come, all these facilities will have to be left open . . .

SHRI BHUPESH GUPTA: Durgapur station was there.

SHRI S. K. PATIL: What is happening to the Congress will be happening to the Communist . . .

SHRI ARJUN ARORA (Uttar Pradesh): He has to wait for a very long time.

SHRI S. K. PATIL: That I will leave to you to decide between you two—not you, Madam, but these hon. Members—as to how long it will be. There is one thing that my friend, Shri Gupta, asked to which I would reply also because I am on that subject, because Dr. B. C. Roy's name was associated with that flag station that was created there. Now, it has been the custom, in perhaps other bodies also but it is with the Congress, as I know for the last 40 or 50 years that I have been associated with that organisation, that when we have our camp, the Congress, we name it after some big people—so and so camp—they also name it and sometimes we name the station also, knowing fully well that that station is not going to be a permanent station. Just as we named the camp, Bidan Chandra Roy's name could have been given to the camp also but this time they gave to the Railway. They gave, the responsibility was not mine but that of the Committee that looked after. The Reception Committee, that is the West Bengal Pradesh Congress Committee, gave that . . .

SHRI BHUPESH GUPTA: They just gave the name to the station without reference to you?

SHRI S. K. PATIL: Well, they suggested to us and we gave it. There is nothing wrong. I would have given Bhupesh Gupta's name for any station that he wants, provided it is a temporary station and it is a flag station because whatever be the good or bad of it would not remain for a long time.

SHRI BHUPESH GUPTA: Like Doctor Roy's. It did not remain for the same reason . . .

SHRI S. K. PATIL: But I am telling something different. We had that station and named it after Dr. Roy and then the question arose, as my friend has said, whether as a flag station it could be kept for a long time or permanently because it was named after Dr. Roy. Now, whether the station should be left there or not. I am prepared to consider with my

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hon. friend. It is within less than two kilometres of the Durgapur railway station. But Durgapur is now assuming proportions of a gigantic industrial complex and therefore, if that develops, if there is any station, there is nothing wrong. But surely I would be the last man to associate the name of Dr. Bidhan Chandra Roy with a permanent flag station. I would rather name the Bombay station or the Calcutta station after him—he was so big. Therefore it is not really befitting to his memory.

SHRI BHUPESH GUPTA: But may I ask then why, suddenly, you gave this name to the flag station even for a change?

SHRI S. K. PATIL: I explained it, that during the Session we give these names knowing fully well that they are for a short-lived affair. Even we name the camp, and the camp is dismantled after eight days, after four days; nothing remains there. But if the station is going to be there and it is necessary, and if hon. friends from Bengal really feel that, a flag station, in order to serve the needs of this new industrial complex that has been created there that within two kilometres of the other station, another station is necessary, I think . . .

SHRI BHUPESH GUPTA: I do not suggest that flag station.

SHRI S. K. PATIL: I am very glad that he does not suggest it.

SHRI BHUPESH GUPTA: I only wanted to know the position.

SHRI S. K. PATIL: Now, many Members, Madam, have suggested many lines and additional trains. Now, I am not replying to all that here, just now to all of them for the simple reason that all this is under constant examination. If we had more resources, if we could have a couple of a thousand crores of rupees all at once during the five years, I think I shall have all those lines that were asked for, because we are ultimately going to have them; there is no doubt about it, but which first, which second is the problem. As it is,

according to the priorities that are laid down, whatever the emergency calls, for defence purposes, they will have the highest priority, whether it is remunerative or not; these lines are never remunerative or economic, but yet they must have and they should continue to have the priority. Secondly, where there are, or wherefrom we carry things for export, like iron ore, coal, etc. and we immediately translate it into some kind of a money that we get and it becomes very profitable in no time, there they enjoy the second basic priority, and so on and so forth. It is not merely the backward areas, etc.—that also has got to be done, but unfortunately it gets a lower priority, because they are not as important as this thing. Therefore, in the scheme of things, whatever is to be done, has got to be done, and many of these things would be considered by us in that light.

Now my friend, Mr. Bhupesh Gupta, talked about the pick-pockets. I hope they are all from Bengal, or, I do not know where all these pickpockets . . .

SHRI BHUPESH GUPTA: I do not know whether they followed you from Maharashtra also.

SHRI S. K. PATIL: But surely, if the pickpockets have taken such a fancy for an organisation, for those who complete with the Congress, I think it is high time the pickpockets diverted their attention to the other organisation, so that they also should get the benefit . . .

SHRI BHUPESH GUPTA: But nothing in their pockets.

SHRI S. K. PATIL: . . . of the nefarious activities of these pickpockets.

Then again Chittaranjan was mentioned, and also it was said that the locomotive workers union there was not recognised. I was there and I could assure my friend, Bhupesh Gupta, that I did not find anything done on a lavish scale because of my visit, because I have issued instructions, right from the day in any Ministry I am, not only in this Ministry, that—not to speak of lavish—things must be absolutely ordinary, as if some ordinary

man has come. I do not like these things myself personally, and there was nothing lavish at Chittaranjan, and I did not go by the railway to Chittaranjan—I went by car. Therefore, if they had done something, I think it is lost on me because, you know, I never saw it, what was done, what was not done. But so far as the labour union is concerned, this matter is being taken into consideration because, unfortunately, so much politics has entered into this Railway and I am a little allergic to it, because I am afraid of what it would lead to, whether instead of leading to the welfare of the people, it might lead to something which is political. I am not talking merely of Bhupesh Gupta's party. I would not like even the Congress to go and politically do a thing, because it affects our work, because, whatever our political orientation, it must not be brought to the things where, we know, there are dangers, evident dangers, where the efficiency and the economic possibilities of a particular thing would suffer. But I am prepared to consider; if they are so numerous and if they show in a systematic manner . . .

SHRI BHUPESH GUPTA: That is all I want.

SHRI S. K. PATIL: . . . that there is no likelihood of anything coming, I would examine it. I was very patient with them; I heard them. They came and saw me and surely I did not leave an impression in their mind that here was a Minister who had a closed mind, one who was not prepared to consider questions even on their merits, and I am prepared to consider it on its own merits.

SHRI BHUPESH GUPTA: What about the other union, the Dakshina Railway Union?

SHRI S. K. PATIL: Yes, yes, the same thing for all.

Now the hon. Member, Shrimati Maniben Patel made some very, useful suggestions, and I am grateful to her for that. She talked of the overcrowding in trains, of the hawkers' nuisance, the dirty and insanitary habits, sanitation standards, and she said that they have got to be

improved. I whole-heartedly support the suggestions. I know that because, whenever I have gone to any station, not only one station, I have seen it, and I think that there is a permanent stink by which you can know that it is a railway station you are at. Now I do not like it myself. Even here is a Minister talking in those terms, because I do not want to protect anybody where I find that such is the remissness on their part, because there are some things which can be done by the station master and other staff—the supervisory staff is there, and in my way—you know—I have been, during the nine or ten months I have been the Minister, at it and these things have got to improve. But the House will bear with me, Madam, that these things, sanitary and hygienic habits, are not merely to be dictated. You can create a heaven, but there are people who will reduce it to hell when they are asked to go there. So it is not the conditions. We ourselves, in our personal habits, sanitation, hygiene, if we do not observe those, then how is it possible to achieve better standards in these matters? Now she pointed to the bearers, who appeared dirty, and it is true, and all that dirt is everywhere; even when the food is brought, it is covered by some kind of a cloth which you would not take for anything, and when you see it—if it is not seen, it is a different matter, so many things might be happening in the kitchen, but thank God it is not before our eyes, and therefore we do not know how many dirty things happen there, but when you see it with your own eyes, you do not feel any inclination to have that kind of a food. But surely in other countries there are higher standards of sanitation. Why? Not because there are regulations of the Government or any institutions that that happens, but because the bearers themselves are so clean that they can't do it. You cannot expect of a very dirty man that he will, at your bidding or by yours telling him to do so, put up a higher standard of sanitation and hygiene. These are the things. I am not merely taking shelter behind these things. I know that something could be done. There are some covers; netted covers, etc. could be provided; this thing has got to be taken in hand, and even if you make a difference between one contractor and another con-

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tractor, I would insist that a contractor who is cleaner is any day better than the other contractor, no matter even if he charges a little more. All these things are in the licence rules; whenever contracts are given, all these things are there, but simply they are usually obeyed only in the breach and not really in implementing these rules.

Miss MARY NAIDU (Andhra Pradesh): Why not you employ a supervisor to supervise the work of the contractors?

SHRI S. K. PATIL: I would and I am quite sure the hon. Member and the colleagues here will also help me in that thing. There should be voluntary supervision. Even when we have paid supervisors they must be clean themselves; otherwise, if they are not clean, what kind of supervision can be expected of them? There is a biblical expression: If the salt loses its flavour, where can it be salted again for flavour? Therefore, if the supervisor does not know how to do the supervision because he is not clean himself, then surely by my paying a supervisor and paying him a higher salary, the supervision is not complete, and therefore I want that people should take this work, because it is not only helping the railways, it is also helping the Indian community in order to come to better standards of sanitation and hygiene which is highly necessary in our country, and surely I shall expect co-operation from the hon. Members. But some scheme, I am thinking of, should be done, by which sanitation at the station, sanitation about the food that is served sanitation in the rains themselves could be had. I have seen people—and now this is not a new experience—not only in the III Class but even in the I Class and II Class—I have seen that they use the lavatories knowingly in a manner that nobody, after then, can use it afterwards. Well, that is so. If the man is really good and has got sanitary habits, he will not leave it in that way. He will do everything in his power to see that anybody who follows him gets sanitary conditions even better than what he got when he entered. Therefore, all these have got to be taken into account and I

am glad some things have been done. And we shall make some other beginning somewhere and we shall have some kind of incentives to the stations and the station masters. Wherever the stations have ideal conditions, wherever hygienic conditions are there, where the lavatories and other things are not stinking and where the food is good, they would be rewarded, no matter what it costs the Railway Administration, because if we improve the standard of sanitation and hygiene, it will go to improve the entire machinery of the Railways and I welcome it. I can assure the House that my attention will be given always to this problem of raising the sanitary standards and the hygienic standards on our Railways.

So far as overcrowding is concerned, either outside on the platform, in the trains etc., this is a thing which we are trying to deal with and I say we shall have to go slowly because of the traction limitation. That limitation is there, because when the micro-wave and other systems come, on the same route you can have more trains. When the diesel locomotives and the electric locomotives come, they have 50 per cent more hauling power. Therefore, I say we can improve the thing by about 50 per cent without very much changes. For that the traction must be ready and these diesel engines must be available. We have not yet put them for all passenger services. But we have decided on a pilot scheme to be taken up so that in about 3 or 4 years time all that will become an accomplished fact. Traction has got to be improved and as I said it has got to be very heavy traction and at faster speed. That has got to be done and that will be done. Indian Railways have got only to the scratch and lots of things have got to be done yet so that they can get the praise that they deserve. Today I can say that all these things are better, but they are not ideal in any sense. Even if we do not make them ideal, surely we should make them practical and that will always be the concern of the Railway Administration.

And then Maniben Patel mentioned the point about Khadi and its use on the Railways. All I can say is that I am a

lover of khadi all my life and I would use it till I die. But merely for the sake of khadi we cannot have it here. You must be prepared to give the people more uniforms and see that they are kept more clean and so on. And apart from personal uniforms there are other things, passenger sheets and other things. They throw them away not because it is khadi but because it is not kept in a good condition. All those questions are under constant examination and we shall see whatever is best. The first test is the cleanliness of it, not the question whether we are solving an economic problem or not. That is a different matter altogether. If everything is equal, then khadi must be given preference and that is a different matter, and so far as we are concerned, that could be done. Apart from that, about these uniforms and so on, many people have mentioned that they are so dirty that you don't want to call the man nearer. I do not know what to do. If you give them money and enjoin them to use it properly for this purpose, they may not do it. They are your permanent servants and you do not want to be dismissing people because their turnout is not very good or that it is not very attractive. But this is a thing which has got to be encouraged and bad conditions should be discouraged in a positive manner.

Then Shrimati Shakuntala Paranjpye said something about Bassein station and some other stations where the trains should stop for the transport of bananas and betel leaves, etc. Many organisations have seen, me, Madam, in this connection and this is a genuine case because lakhs and lakhs we lose since bananas and betel leaves are not permanent things and they are perishable. So something has to be done so that an immediate market is found. Therefore, we are thinking about it and I think it should be done. The hon. Member is not present here now, but I can assure her that this is engaging our attention, for we do not want this waste of money of the poor people who produce things and they should get an immediate market, and something should be done about it.

Shri C. D. Pande wanted a line from Rampur to Haldwani, a line which he said was there before. He said it was costing only Rs. 3 crores while we are now spend-

ing Rs. 16 crores on the roads we have built in that inaccessible hilly area, and so on. I agree with that and I think a very very strong case he has made out. It was done at one time and it shall be under our constant examination and we shall do it.

SHRI C. D. PANDE: Thank you.

SHRI S. K. PATIL: But how early it can be done has to be seen. It is not as if I can have it done just now. But surely it is something which has at least made an impression on me. We spend so much money from the end of that route, for what happens after reaching there. But if we do not reach there, then surely it is a problem which has got to be considered. Whether it costs Rs. 3 crores or a little more—because this estimate was made some time ago and possibly it may cost more now—it has got to be done.

Regarding sleeping coaches, Mrs. Guha spoke about long-distance travels and I have already answered that in the main speech. We are thinking and we are increasing more and more all these arrangements and we shall continue to do, because it has got to be done.

Some hon. Members particularly from Bengal referred to the circular railway in Calcutta. In the other House also reference was made to it and I have said and I would repeat it again, and also say something more in addition here. The problem of traffic in Calcutta is the worst in India and Calcutta is our largest city. If it had all been under one corporation, then its population would have been the largest and it would perhaps have been the world's third or fourth city. That population is not counted because it has 32 other municipalities. Therefore, that rank goes. Yet according to the world's demographic survey of the United Nations of last year, Calcutta ranks the 10th city. India is very lucky in that she has two such large cities, Bombay being another, ranking the 5th city in population. And Calcutta because of this business of having 32 municipalities was not taken. Even then with such a population of 6 millions moving to and fro, without sufficient or adequate means of transport, is bound to create trouble. I do not find any city that can be compared

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to Calcutta in that kind of transport, the worst transport that one can come across. It is not the fault of the people for the transport has not been made. So therefore, some permanent answer to this transport problem has got to be found.

Now what I am thinking is whether a circular railway is the answer or a tube railway or underground railway, would be the answer to this problem. Anything done on the surface may not solve the problem. Before coming to Railways this transport problem has been with me all my lifetime, because I was the President of motor organisations and other organisations all my life time and therefore, I know this. I study this matter everywhere I go in the world and I find that anything that is put above the surface in order to remove congestion adds to the congestion, because lines have to be put and other things have got to be put on the surface. And with millions of people moving up, up and up, all that creates difficulties.

Therefore, in the world today, even in cities where underground lines were not made before, in most of the European cities where underground lines did not exist, they are now trying to have them, because the answer is not having surface transport but to have underground transport. I have the famous example of the city of Milan. Milan had no such transport and now the population has come to two millions. It has not gone up to 6 millions like Calcutta or to 5 millions like Bombay. Even that city four years ago—and it is a built-up city—found it necessary to have underground lines. In a built-up city you can understand how difficult it is to have underground transport. There are structures underground and they must not fall. But that has been done and Milan has done something of a miraculous feat of having underground transport while the built-up structure is there. Therefore, I say something has got to be done here also. I have had a talk with the Chief Minister and time and again I said if they have the circular railway, apart from the fact that it would not be economical because the recurring loss of Rs. 5 crores will be there every year and the Railways will not pay because it is a city, that will not be enough.

Is that the final answer? The city ultimately may have a population of 10 millions and the circular railway will be limited to only to a particular population. Can it take the burden of this increasing traffic which is daily, almost hourly increasing in Calcutta?

Therefore, I said I would get this problem examined by some competent authority that deals with such problems and I said I shall approach the Ford Foundation or some other organisation and get somebody, some people who know the technical know-how, to see how this should be done. It is a multi-pronged thing. It cannot be attacked in a single manner. So many things have got to be done so that the ultimate final answer to this traffic problem is found. He has accepted it and we shall move in that direction when we get the report. It is not as if we have given up the circular railway. I am not suggesting that. While we do that, we should not in a blind way jump into a particular thing. We may have the railways, and possibly part of it may be the railways, but the final answer would be having underground traffic, not only for Calcutta, but for even Bombay.

SHRI BHUPESH GUPTA: As far as underground traffic is concerned, that matter may be considered also. But the circular railway has a different function. It will have a different type of lay-out and certain other requirements to meet. It is quite possible for you to develop these things also at the same time, not only in the city, but around the city also.

SHRI S. K. PATIL: I think the hon. Member is corroborating me, because he has pointed out how difficult it is. There is no difference between him and me. I want a practical man, a technical man to come and tell me, "This is the answer and this must be done". That is exactly what we are doing. It will take a little time, but it has got to be done because you cannot take the risk of throwing away Rs. 50 crores and then find that it can take only 10 per cent. of the traffic and the rest 90 per cent. of the problem still is there. We want to do it and it is not as if in any

sense, we are ignoring that problem. One or two more points, and I have done. One case was referred to by the hon. Shri Dahyabhai, the case of one Shri Parikh, who sought permission to stand for election to the Bhavnagar Municipality. In this connection, many deputations also came to me and so I would like to tell you what the case is. Shri Parikh applied on the 9th July 1957 for General Manager's permission to contest the municipal election at Bhavnagar to be held in September 1957 as an independent candidate. Normally, railway employees are not given permission to contest or hold seats in local bodies. The decision not to permit Shri Parikh to contest the election was taken on the 31st August, 1957 by the then Deputy General Manager on behalf of the General Manager and the Chief Accounts Officer informed the Assistant Accounts Officer, Bhavnagar, on the phone after the decision was taken by the Deputy General Manager. Accordingly, Shri Parikh was advised by the Assistant Accounts Officer in his letter which was delivered on the same date at his residence that he was not granted permission to contest the election. Shri Parikh stated before the Enquiry Committee:

"The Assistant Accounts Officer's letter was actually not delivered to me as I was out. Still, I admit its receipt."

Although he did not get, he admits having received the communication. He did not withdraw his candidature. On the date of the election, that is the 2nd September, he was on sick leave. After that, Shri Parikh was called upon to resign from the membership. Since repeated attempts to make him resign failed, the Railway Administration had to take appropriate disciplinary action for breach of the service conduct rules because no railway employee could be allowed to be a member of any local body. Ours is a Government organisation and it is bound by the rules that we have made. If anybody wants to go to the local body, why not come to the legislature, why not come to this honourable House, why not come to Parliament, and I will be helped and assisted by fifty Members belonging to the Railways as Members of this hon. House or that hon. House? Now, is it contended that we should have these people

taking part in politics? I personally feel that it is right that we have not allowed them to take part. We cannot allow these people to take part in politics. It was open to Shri Parikh to resign after being elected. He cannot have the pleasure of being a member of a local body and at the same time continue in service. That unfortunately is my trouble. He said that he had some case by which he could go to a court of law. I said if he could go to a court of law, if it could be done, surely I would be happy. I said this to those people who came to see me. They said, he is a poor man, how could he go to a court of law? It would be expensive. I said I would personally pay him the cost not because of any challenge or anything. Very often I do mad things. Here was a man who thought . . .

SHRI BHUPESH GUPTA: That is your Service Conduct Rules.

SHRI S. K. PATIL: The Members of the Railway Board were with me when I said this. I did not say this privately. My whole idea was that if a man was really labouring under a grievance, that there is something which in justice belongs to him, while the Railways have got plenty of money and can go to a court of law, this poor man has no money. I said, if that is the only trouble, I would pay. I did not want him to be under a grievance. Personally I felt he had no case. He could have resigned. Therefore, there is nothing out of the way that we did in this case. I can assure my friend, Mr. Dahyabhai, that if we introduce this thing, if we permit these people to go into the various local bodies, it would be very difficult for us. That is the reason why it was not done.

One thing more and I have done. A news item appeared in this morning's paper, a news item that really gladdened me and I just patted myself because there was none else to pat me at that time. There was a news item in this morning's paper saying that the Taj Express will be run at Seventy-five miles per hour and will be hauled by diesel engines from the 1st of April, 1965. The news item also stated that the halt at Mathura will be eliminated and the fare will be raised by five paise per mile. Somebody has decided these things outside the

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Railway Board and the Railway Ministry and is giving publicity in the papers also. There is no such proposal as has appeared in the news item. The Board, however, as a policy has decided that the time has now come when as a long-term measure the running of trains at speeds up to 160 km per hour, that is, 100 miles per hour, on some of the main sections of the Broad Gauge should be thought of. The interim stage in this planning was, however to be speeds of 120 km, that is, 75 miles per hour. The Delhi-Mathura section has been chosen as a pilot section for investigation in this direction. The final introduction of trains on this section at 120 km. per hour however will not be earlier than January, 1968. There is yet time for that as action has to be taken, the traction has got to be improved for such speed. The other points mentioned in the news item like the utilisation of diesel engines, the abolition of the halt at Mathura and raising the fare have not yet been considered at all. Briefly therefore the news item is without any foundation.

I would just tell one thing. Many people have said that in the new Tokaido line between Tokyo and Osaka—it has been mentioned not in this House but it has been mentioned openly—they have a speed of 250 kms. which comes almost to the speed of a Dakota, 160 miles or so. But hon. Members must remember that this is not something which is very normal that they are doing because all that line is 14 feet high and right from Tokyo to Osaka—whatever the distance is—the entire line has cost probably Rs. 500 crores or more. And nothing else moves on that; there is no obstruction whatsoever. Therefore you can understand how many things are necessary in order to speed up the trains. In the first place the traction must be built; the ballast must be very heavy and our Railways are not built for that. Here the ballast is not so heavy. The sleepers must be very close and the rails also must be heavier. All these things have got to be done. I am just saying all these things to show how difficult it is to speed up the trains. Let it be realised that any speed of more than 60 miles would mean that the traction has got to be done; various other things have got to

be done. I am not saying that these things will not be done. It has got to be done but the difficulties have got to be realised.

Madam, I have done. I can assure the House—not that the Railways can't be an ideal institution and I do not claim that it is an ideal institution now—that after some time it is going to be an ideal institution and so far as the efforts of the Railway Administration, of myself and my colleagues are concerned, they will always be directed to that end and as every year passes we will have better and faster trains.

SHRI B. K. P. SINHA (Bihar): May I seek one clarification from the hon. Minister? The hon. Minister has said that it shall be his endeavour to see that more and more third class sleeper berths are provided but the sleeper berths are provided from the destination stations. There are very important intermediate stations; say, Gaya is one of them. It is a national and international pilgrim centre. Would he see that a few third class sleeper berths are reserved for the intermediate stations also?

SHRI S. K. PATIL: That, Madam, will be taken into consideration. I am such a religious-minded man that anything for Gaya will never escape my attention.

SHRI D. L. SEN GUPTA: May I know from the hon. Minister what he is going to do about the circular railway for Calcutta?

(Interruptions)

श्री गिरिराज किशोर कपूर: क्या माननीय मंत्री जो मध्य प्रदेश के बारे में केवल नोट लिखते हैं और जवाब देना उचित नहीं समझते हैं? मैं समझता हूँ कि मध्य प्रदेश को जिस तरह से इंगोर किया जा रहा है क्या वैसा ही होना रहेगा?

SHRI S. K. PATIL: I told, Madam, that when the suggestions are made here, every-

thing is not in my mind so that I can immediately reply. We have taken elaborate notes and every hon. Member would get a reply. I did not do it because the suggestion is made here and I am standing here. I have no brief and I do not know. Therefore I began by saying that a reply would be sent to all the hon. Members after due consideration of their suggestions.

SHRI P. N. SAPRU (Uttar Pradesh): I have one question. I had said in the course of my first speech that there should be reservation of berths for the second class passengers also. What is the Minister's reaction to that?

SHRI S. K. PATIL: Very favourable reaction. In reply I had said—the hon. Member unfortunately was not present when I was replying for the first time—that it will be introduced.

SHRI P. K. KUMARAN: Suppose in a town in a municipal ward all the households are of railway employees. There are several cases like that where the whole ward is occupied by railway employees.

SHRI AKBAR ALI KHAN: There is no such ward.

SHRI P. K. KUMARAN: There are.

SHRI G. MURAHARI: The whole town of Kharagpur is like that.

SHRI P. K. KUMARAN: In such cases whom are they to send as their representative to the local municipality?

SHRI S. K. PATIL: Their wives.

SHRI BHUPESH GUPTA: May I, Madam, ask one thing? I would not ask about the circular railway. But since the area around Calcutta is developing because of the industrial development is it not necessary for the Government to come to an early decision with regard to this matter because on that will also depend the development of townships and various other things.

The other question is, what about the contract labour system? For the Asansol electrification you are still using contract

labour? Why can't you have permanent labour for your works?

SHRI S. K. PATIL: Contract labour, even after hundred years, will be necessary because we have always works which are of a short duration for which they will have to be employed. The system can be examined but it would not be stopped.

THE DEPUTY CHAIRMAN: There are two motions. I shall put the first one to vote.

The question is:

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

The motion was adopted.

THE DEPUTY CHAIRMAN: We shall now take up clause by clause consideration.

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

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

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

"That the Bill be returned."

The question was put and the motion was adopted.

THE DEPUTY CHAIRMAN: The Bill is returned. Now, I put the second motion

The question is:

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

The motion was adopted.

THE DEPUTY CHAIRMAN: We shall now take up clause by clause consideration.

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

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

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

"That the Bill be returned."

The question was proposed.

श्री विमलकुमार मन्नालालजी चौरङ्गिया:
(मध्य प्रदेश) : मंत्री जी ने अप? वक्तव्य में आखिरी बार भी यही कहा था कि हम गाड़ियों की गति बढ़ाना चाहते हैं, मगर मथुरा और बड़ौदा गाड़ी के सम्बन्ध में यह हुआ कि उस रूट पर जितनी और गाड़ियां चलती हैं, उनका गति तो बढ़ गई और मथुरा और बड़ौदा के बीच 5 P.M. में चलने वाली गाड़ी का टाइम 28 मिनट और बढ़ा दिया गया। इस तरह जबलपुर और बीना के बीच में जो गाड़ी चलती है उसका टाइम बढ़ा दिया गया और उस लाइन पर चलने वाली और गाड़ियों का टाइम कम कर दिया गया। इस गाड़ों को सन 1961 में 12 घंटे लगते थे, सन 64 अक्टूबर में 12 घंटे 55 मिनट हो गये और अप्रैल सन 1965 में 13 घंटे 15 मिनट लगेंगे। तो यह गति उलटी कैसे बढ़ रहा है ?

SHRI S. K. PATIL: I owe an apology to the hon. Member. I forgot to mention this while replying. It was in my brief. It is no doubt true that there has been this increase of fifteen, twenty minutes. I made enquiries about it. It has become inevitable because of the speeding up that we have done elsewhere. All these things have got to be telescoped; if one gets out of focus the whole thing is affected. What the hon. Member has said is correct but if there is any remedy by which that can be set right, we shall do that. It was done because others had to be speeded up and they came in between.

THE DEPUTY CHAIRMAN: The question is:

"That the Bill be returned."

The motion was adopted.

THE DEPUTY CHAIRMAN: The Bill is returned.

Now I have to inform the House that the House will sit for some time more because the Home Minister is making a statement about Kerala round about 5.30 P.M. Therefore we now go to the Kerala Budget.

THE BUDGET (KERALA), 1965-66 —GENERAL DISCUSSION

SHRI M. N. GOVINDAN NAIR (Kerala): Madam Deputy Chairman, I am really surprised and shocked that when there is an elected Assembly in Kerala we are asked to discuss the Kerala Budget. As everyone knows, the election was over on the 4th March and the results were announced on the 5th and . . .

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

. . . instead of trying to summon the Assembly and help the elected members to form a Government, why is the President's Rule being continued? It is true that in the elected Assembly no party has an absolute majority. But this is not the first time that such a thing has happened in elections. Even in 1952 in Kerala immediately after the election we found that there was no party with an absolute majority to form the Government but the Congress had the largest number. Even though it was not an absolute majority there was no trouble. Immediately the Assembly was called and they were asked to form the Ministry and for a few months even though they were in a minority they continued to be in the Administration and finally it was only after a few months that they managed to woo the Tamil Nad Congress which was a part of Kerala at that time and managed to get their support and thus secure a majority for themselves. Again in 1954 immediately after the elections a position came about where one alliance had 59 members and the Congress and the Tamil Nad Congress, even though there was no alliance between them, were also 59. At that time a new method was found. The P.S.P. at that time was in alliance with the communists in fighting the