

[Shrimati Tarkeshwari Sinha.]
personal policy of the Finance Minister.

SHRI BHUPESH GUPTA: All the more tragic.

SHRIMATI TARKESHWARI SINHA: Once again I would like to say with all the strength of my conviction that it is very uncharitable on the part of Members opposite to say that it has been the personal policy of the Finance Minister. Everything has been done with the approval of the Cabinet, with the approval of the Prime Minister and it has not violated the industrial Policy Resolution.

SHRI BHUPESH GUPTA: So far I never said 'personally'. I said he has initiated it.

SHRIMATI TARKESHWARI SINHA: Bear with me please. I have borne with his speech when I had enough provocation to comment and make remarks. I have shown him that much indulgence and why should he not do the same? (*Interruption*).

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): Let her continue please.

SHRIMATI TARKESHWARI SINHA: It is in no way the Minister's policy. In regard to foreign participation it does not violate the Industrial Policy Resolution. We are aware of it more than the hon. Member.

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

"That the Bill be returned."

The motion was adopted.

THE APPROPRIATION (RAILWAYS) No. 2 BILL, 1964

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI S.
V. RAMASWAMY): Sir, I beg to move:

"That the Bill to authorise payment and appropriation of certain

further sums from and out of the Consolidated Fund of India for the service of the financial year 1963-64 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

In moving that the Appropriation (Railways) No. 2 Bill, 1964, as passed by the Lok Sabha be taken into consideration, I may briefly refer to what is more fully explained on the first three pages of the book of supplementary Demands for Grants for Railways, 1963-64.

At the very outset it should be remembered that the Supplementary Demands aggregate Rs. 55 crores nearly in relation to a total original Budget grant of Rs. 1180 crores. A sum of Rs. 6.75 crores out of the Supplementary Demands covers increased net surplus over the budgeted surplus, which is really not additional expenditure as such but for which a vote is necessary as it is an amount being appropriated to the Development Fund. Even the balance of the Supplementary Demands, aggregating Rs. 48.25 crores, represents a gross amount which is what is taken for the purpose of securing the vote of Parliament, even though the net expenditure after allowing for credits is only Rs. 38.68 crores. The gross budget for instance, covers freight on railway coal and other materials, which is balanced by credits under different Demands.

An analysis of the Supplementary Demands for Grants is as under:—

- (i) Aggregate of Revenue Working Expenses (Supplementary Demands Nos. 4 to 10)—Net additional provision asked for is Rs. 11.97 crores, against the gross amount of Supplementary Demand of Rs. 15.92 crores.
- (ii) Aggregate of the capital Budget covering works (Supplementary Demands Nos. 15 and 16)—Net additional pro-

vision of Rs 24 79 crores against the gross Budget of Rs 30 36 crores

- (iii) Increased dividend payment to General Revenues (Supplementary Demand No 12) Rs 1 92 crores (This is consequential also to the revised anticipation of "works outlay" exceeding the original grant)

It may be explained that Rs 5 76 crores, out of the additional provision asked for under Revenue Working Expenses, pertain to various items of staff expenditure including Rs 3 50 crores which covers the increased dearness allowance payable from 1st July 1963 to lower grade staff and the increase in city compensatory and house rent allowances payable from 1st January, 1964 as a result of the revised classification of certain cities and towns, these being post-Budget developments. A substantial portion of the remaining additional provision asked for under Revenue Working Expenses is to cover the post-Budget developments by way of general taxation changes, including increase in the rate of Central Sales tax which were introduced after the Railway Budget for 1963-64 had been presented. These changes include increase in the prices of controlled materials like coal and steel beyond what had been envisaged in the Budget. These and other materials are utilised in the course of the Railways' operation and maintenance.

Likewise, the cost of the development programme of the Railways covering works outlay is affected by increase in customs duty on a variety of imported Railway equipments, increase in the Central Sales Tax and increase in the price of steel and steel equipments, etc. In the statement on the economic situation made by the Finance Minister in Parliament on 16th December 1963 the effect on the Railways' expenditure on account of taxation changes was specifically alluded to

I may also add that against the net additional expenditure of Rs 38 68 crores, for which Supplementary Demands have been presented it is estimated that Rs 22 53 crores will accrue as additional receipts over the Budget Estimates. Practically the entire balance of about Rs 16 crores represents the effect of additional taxation which while figuring as additional expenditure in the Railways' accounts will be additional earnings in the general revenues. In the result, therefore from the point of view of the overall resources of the Government, the Railways' supplementary demands will mean no additional drain.

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

The question was proposed

THE VICE-CHAIRMAN (SHRI M P BHARGAVA) I have a list of seven speakers before me. We have had a full debate on the Railway Budget. I hope the Members will be brief in their remarks. Mr Kumaran

SHRI P K KUMARAN (Andhra Pradesh) Mr Vice-Chairman, I will be brief in my remarks. As a matter of fact I have got only one or two points to remind the hon. Minister about

In his opening speech he mentioned about the increase in expenditure on coal. It is now well known that on the Railways we are not supplying the first grade coal, for working on the Railways. Only the lower varieties of coal are allowed for the railway engines. Nearly a million tons of coal are being moved from the coalfields of Bihar and Bengal and sent by sea for the use of the Southern Railway. The sea freight is higher than the railway freight. When supe--

[Shri P K Kamaran]

rior coal is not supplied, I do not understand why the coal from Singareni and Chanda coalfields is not used for that region

Another thing is that the coal which goes by sea is all mixed up. It is not sorted, so much so that it is utilised for goods engines as well as passenger engines and sometimes it results in engine failures. This aspect of supplying coal from the nearest coalfields on a region-wise basis should be taken into account, and in this way the expense can be reduced. I do not think there is any necessity for taking coal by sea for the Southern Railway if it is available in those coalfields for supplying to the Southern Railway.

Another expenditure which the hon. Minister mentioned was regarding the new upgrading of cities. When the question of upgrading of cities was discussed, I remember a press statement was issued by Mr. T. T. Krishnamachari saying that he would take not only the population but also the cost of living index or some such method into consideration while fixing the new grade. But nothing has been done. Now we have got Madras with 18 lakhs of population and Calcutta with 52 lakhs, and both are "A" class. The cost of living index in a particular town is not taken into consideration at all. He has promised the upgrading of Cochin also. In Cochin in the memorandum which the railway employees and other Central Government employees have submitted to the Government they say that it is higher than Madras because of other local factors. I know that the cost of living in Vijaywada and Visakhapatnam is definitely higher than Madras. So the actual cost of living has got to be taken into consideration while deciding upon the cities and towns for fixing the city compensatory allowance. Nagpur is also a case for which considerable agitation is going on.

I do not want to go into any other factor but I would like to remind the hon. Minister this. Only yesterday I received information that in the Kharagpur workshop two workers have

been removed from service under article 311(2)(c) of the Constitution. Now rule 149 has been struck down from the Railway Establishment Code. Hence the President of the Republic of India had to use his discretion and discover that the continuing in railway service of two employees of the Kharagpur Workshop—one is the Secretary of the branch union, and another is the ex-Secretary, a turner—was against the interests of security of the nation. He is after all a turner in a big workshop where nearly 14,000 people are working. I think people will laugh at it. If there is any definite charge you frame it and conduct a proper enquiry. In the case of these two employees I remember that they have already done it before. They went to the court. The court had ruled that they should be taken back in duty. The President had to use his discretion under this clause and decide that they would not be taken. I think this is defeating the purpose for which the Supreme Court judgment was given.

Another thing I would like to mention is this. In 1960 during the general strike a number of employees had been removed from service. I do not know the exact figure. Still a large number of them were in the Railways, and I think the others were in the Audit Department. They are still to be taken back. Their children are not getting education. They are roaming in the streets. In Secunderabad alone there are still 21 employees from chargemen down to khalasis. Several times the previous hon. Minister of Railways had promised that he would review the cases. So far during the two years no review has been done and nobody has been taken back to duty. There is a case of a fireman at Bangalore. The Railway charged him for beating up a driver. It went to the court. The court decided that he was not guilty. Then what happened? The railway officers are not satisfied. They say that he is guilty and he is removed. So the judgment of the court is out of order. It is not respected. So I would suggest to the hon. Minister to appoint an indepen-

dent committee to review the cases of all these employees on their merits. Let the cases be reviewed. Since 1949 there has been a number of employees who have been removed from service. All their cases should be reviewed at least this time.

Another thing is, I would also suggest to him not to be always guided by the advice of his officers. Their outlook by virtue of the position they hold is necessarily narrow. They come in a car, sit in the office and move in a narrow field. So, please do not be guided by them but take a broader view.

I will give you one example. I think in Bangalore on January 9th or so there was a small strike in the loco shed. The reason was that a charge-man was giving casual leave liberally to his subordinates. The officers did not like it. He said: "I am managing the work here all right. So I am giving the casual leave. What is wrong with it?" He was given a charge-sheet. The workers struck work. The administration came down and withdrew the charge-sheet. Then they went to work. What sort of an attitude is this? I would request the hon. Minister to consider this aspect. I would ask him not to be always guided by the officers but to take a generous view of these things and have an independent judgment also in such matters.

I remember on 27th February 1963 due to some similar circumstances there was a strike in the Mysore workshop and some 80 workers or so got their service broken. They applied to the General Manager. They applied elsewhere also for condonation of the break in service. Still that half-an-hour period is not condoned. So I hope the hon. Minister will consider these questions and see that immediate action is taken. I hope that an independent committee including some Members of this House and the other House will be appointed to review all cases of victimisation since 1949.

With these words I conclude my speech.

SHRI R. S. KHANDEKAR (Madhya Pradesh): Mr. Vice-Chairman, I have no intention to dilate upon the larger questions concerning the Railways and, therefore, I will deal with minor points especially. But at the same time they are most important.

I would like to refer to the incidence of accidents on the Railways. You must have read in the newspapers that during the last week or so, there have been many major accidents on the Indian Railways and I am sure that as usual enquiries have been set up, and ultimately the Ministry would apportion the blame on the failure of the human element. So, this explanation would not be sufficient and I would request the hon. Minister to go deeper into the causes of these accidents. Although we have had an Accidents Enquiry Committee and the recommendations have also been made, nothing has been done so far, and it seems that instead of improving, we are getting worse day by day.

Next, I would like to refer to the question of labour welfare on the Indian Railways. I want especially to refer to casual labour that is working in certain parts of the Indian Railways. On the Central Railway there is going to be a double line, and a lot of work is going on and thousands of workers are working on this line. Now, when they are working on the different sections, they are paid wages according to the rates of wages declared by the Collectors of the respective places. But it is found that even those rates are not paid fully to that labour. I had referred this matter to the Railway Ministry but have not got any satisfactory reply so far from them. Secondly, there is a distinction made between the rates of wages for male workers and for female workers. I do not understand why there should be this difference about these workers. After all, both of them have got the same appetite, eat the same food, have

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the same standard of living and why should there be any difference between the rates of male and female workers? I wish this difference to be done away with. It is reported—I have not got correct information about it—that these casual labourers who are working on the lines mostly in jungles are not provided with any facilities, either with medical help or with any other building material or even with lighting facilities. They have to spend their night in rain and in cold, under such conditions. And one of the funniest things is this—and if it is correct, I wish the railway authorities would look into this—that these labourers are generally recruited from all parts of India. And when their work is over and they are asked to go home they are not given any return passes. While they are being recruited they are given passes, when their services are terminated, why should not they be given passes for their return journey? I wish the Railway Minister would look into this matter.

[THE DEPUTY CHAIRMAN in the Chair]

Now, as regards the general conditions of railway travel, I would like to say that that there are a lot of thefts that occur in railway carriages. I have got much experience of travelling. We find that even in the first class coaches, there are no electric fans, no bulbs; there are a lot of thefts going on on the Indian Railways. I do not know what the Ministry is doing about these thefts. They only report that a certain percentage of pilferage is reported, that it is cut down and that certain action is taken. But no effective result is seen.

There is a complaint which I would like to refer to, now that the summer is coming. There is a lot of mismanagement in providing cool drinking water. I have seen many boards at many important stations, even at such stations as Jhansi, Gwalior, Bhopal and even Agra, where it is written 'Refrigerated cool drinking water', and we do not get cold water. In those places where it is written 'cool

water is free', we do not get water. I have always said to my friends that it is neither drinking water nor is it cool water, it is only a middle water. Therefore, something should be done about the provision of drinking water.

About the enquiry offices also, I have referred the matter to the Railways that very often these enquiry offices give wrong information about train arrival or any other thing. They do not even co-operate with the passengers nor is their attitude proper

Then there is one thing which was brought to my notice that in certain sections, the labourers are asked to work for more than 12 hours. As a sort of punishment also, they are asked to work for more than 12 hours. If it is so, the Railway Ministry should look into the matter. I think there is a rule that nobody should be asked to work for more than eight hours in any capacity, but these small men are asked to work for 12 hours or more. In fact, if I may say so, the practice of giving overtime to the workers should be discontinued because in many cases it is reported that the workers do not work actually, that they do not take so much interest during the usual hours but they are always expecting to do the work afterwards because by working overtime they get extra money and therefore the work suffers during the actual duty hours. So, something has to be done about giving overtime or this work on overtime should be done away with, and the regular recruitment for all the shifts should be done in the factories.

About cleanliness, I would say that there is want of cleanliness in all the carriages; even the first class coaches are dirty. In the third class compartments you cannot enter on account of overcrowding and all the arrangements made at the railway stations about cleaning are of no use. Therefore, something should be done for providing clean carriages.

About the train examiners, I would like to submit that in many cases usually it happens that either the fan is not working or the tap is leaking or there is something wrong with lighting even at the starting station. I had referred in my speech on the Railway Budget that there are no arrangements either for good lights or fans or for good water. So, I wish that the Railway Ministry should look into these things. These are very minor matters but they should go into these deficiencies and try to set right.

With these words, I support the Bill.

SHRI DAHYABHAI V. PATEL (Gujarat): Madam, I had begun my speech on the Railway Budget pointing out how inaccurately we were informed about many things in the Railways. I am afraid the Minister who replied did not carry conviction or did not try to correct the impression. I will come to the point one by one.

First of all, I would refer to the policy of the Railways which is very contrary to the avowed policy of the Government. The Government of India is supposed to be against monopolies. Madam, the Railways support one of the biggest monopolies in the country, the five hundred book-stalls of Messrs. A. H. Wheeler and Company. Is it because the proprietor of the firm hails from Allahabad? This has been criticised more than once.

SHRI SHEEL BHADRA YAJEE (Bihar): He is a small man.

SHRI DAHYABHAI V. PATEL: Whether he is a small man or a big man, it makes no difference. I do not know why you are holding a brief for him, my dear friend. You are supposed to talk about socialist pattern. (*Interruptions*). Is it the socialist pattern that the Congress wants? Is it the Bhubaneswar Resolution of the Congress? After a great deal of trouble and agitation, somebody was able to move the Railways

and get permission for book-stalls. The other person has been given permission for 150 book-stalls. Of what type of book-stalls? Books that are published and sold on a 'no profit, no loss' basis, with no royalties. All the other stuff, the profitmaking stuffs, goes to Messrs. Wheeler & Co. Books published by the Navjivan Trust and books published by the Government of India, have been given to this small man of 150 stalls, exclusive of newspapers and the earning items. This is the Bhubaneswar pattern of a socialist democracy as interpreted by the Railway, which they have been interpreting all these years and misleading the country.

Madam, in my speech, I had also referred to what happened to the railway staff at Amroha at the last election when a Cabinet Minister, who is now being elevated to the glorious province of Punjab as Governor, was defeated. How the Deputy Minister, who is not there, went and scolded the staff, and how everybody was transferred, was not revealed to us. When I asked the question, I was told that there was no transfer. I would like some more light to be thrown on this, and we should be given correct answers in this House, not misled in this manner.

Madam, the other point on which we were misled was when I referred to the case of a railway employee in Bhavnagar, who stood for and succeeded in the municipal election. I thought the hon. Minister would reply, but he said no word, because his case was so weak. Madam, I had an argument ready to interrupt him if he tried to. How could he reply? He said only one thing while I was speaking that he could not stand without permission of the Railways. He asked for permission and waited for two months but no permission came. He asked for permission from his local boss for two days' leave to stand for the election and for the polling day, which permission was given. Does it not imply the permission to stand for the election? After he was successful in the

[Shri Dahyabhai V. Patel.]

said election a letter was written from the office in Bombay that the permission was not received. And this correspondence went on. After two years of his serving the Railways functioning at the same time as a member of the municipality—as a member of the Bharat Sevak Samaj, if you please, and so many social bodies—the railway staff co-operative society, the railway union—not one complaint was ever made against him; Madam, he always worked overtime, and the earnings that he drew by overtime work, he contributed to the Prime Minister's Relief Fund—for this he was subjected to the vendetta of the Railway Administration, who cruelly ordered him to withdraw, to resign his seat. This is an atrocity; this is a negation of the Constitution of India. The man who is elected has got the right to function as such and serve the people. The Railway Administration cannot ask him to resign, but the Railways have done it. Madam, this is a very wrong thing, and I would appeal to the new Railway Minister—unfortunately he has just left the House—to examine this carefully and not to stand on prestige or party considerations. What is wrong intrinsically is wrong and should be corrected. If you correct a wrong decision you set yourself right. If you go on protecting something that is wrong by one lie after another, it just multiplies indefinitely. I would like the Railway Minister to apply his mind seriously to this.

Madam, I am very glad the previous speaker referred to the question of thefts and accidents. I am glad he also appreciates that this expression 'human failure' is a new word brought out by the Railway Ministry to confuse people. Why don't you say 'negligence of somebody'? Then find the cause of the negligence and punish him. Lakhs of rupees are lost to the Railways, so many precious lives are lost, and the only answer we get is 'human failure'. Surely, after so many years, the Railway Administration should be able to evolve a method to prevent this human failure.

Otherwise their human failure should be dealt with severely by Parliament. We have the Railway Board full of the top people, most experienced people on the Railways. What are they doing? They must be able to do this.

SHRI A. B. VAJPAYEE (Uttar Pradesh): They are also failing.

SHRI DAHYABHAI V. PATEL: One of them is standing for election. He wants to come to Parliament.

SHRI A. B. VAJPAYEE: After retirement.

SHRI DAHYABHAI V. PATEL: Yes, yes, one of the retired officers wants to come to Parliament, and we will have human failures in Parliament also when he comes. Madam, when he appeared before the Public Accounts Committee—I am not disclosing any serious secret—for everything he used to say: 'My humble submission'. So we will have his humble submissions in this House also if he succeeds to come with the blessings of the great Chief Minister of Punjab.

SHRI A. B. VAJPAYEE: He is not going to win.

SHRI DAHYABHAI V. PATEL: The next thing I would like to refer to and which the Railway Minister had not clarified is the question of the Kandla port. Are you serious about defence or not? I want to ask this Government. The Kandla port was meant as a port for strategic reasons, as a port—which is not on the open sea—for reasons of defence, and the Kandla rail link (broad-gauge) to Delhi and broad-gauge to Gujarat was planned. But, under the cloud of the former Defence Minister, whose shadow does not seem to escape us yet, the broad-gauge to Delhi was converted into metregauge. If you read the reports of the Public Accounts Committee, you will see how much harm he has done to the defence of the country and the production of factories all over. But that is not the subject now; I am talking of the Railways today, the

great harm that we have suffered because of not building this broadgauge link. Then I understand the Deputy Minister told the Railway Administration to put the figures in such a way that the correct fact that that line capacity is overcrowded is never brought out. Make an admission clearly that the Kandla-Delhi line, that goes through Ahmedabad, that that line is already overcrowded, that that metregauge is not enough. We want broadgauge line, because there is so much traffic. Don't be influenced by other considerations. Come out with the fact; look at facts as they are before you, what is happening on the border, on the North-Eastern border, if you don't have yet proper communications—you don't have a road even yet—see what will happen to us. Also, same is the case with the Viramgam link. I am sorry I got no satisfactory answer to my question. When I asked the question that I would like to go into the Bhavnagar-Baroda Link figures and got the answer I had a doubt if they had been manipulated. Were they on the same basis as the instructions given by the other Deputy Minister about the Kandla-Delhi Link? I would like to go into; I am not satisfied, Madam. As was rightly pointed out by an hon. Member, if you are serious of linking Viramgam one way or the other on the broadgauge, at least begin work on the common link up to Malia-Kandla to Malia. Don't mislead us as you have always done unfortunately.

It has been the habit, for so many years, of the people of Gujarat to send representatives who don't speak. I am glad that that habit is changing, and I am glad more than one, everybody has now started speaking, has started saying what damage they have suffered. Unfortunately, the Government policy in the Railways has been like that of a clever rider on a donkey who dangles a carrot in front of him. Likewise the Railways dangle the carrot of the Kandla Link before us and still they go on deciding whe-

ther they should go from this way or the other way. In the meantime, the donkey goes on carrying the burden. They go on raising the fares, they go on raising the fares. They go on raising the fares. I would like the people of Gujarat to realise this, and not go on filling the coffers of the rider, of the ruling party, like the donkey that goes on carrying the burden tempted by the carrot that is held out in front by its rider. It seems this Government is never going to give you the carrot. Make up your mind. They are not honest in their pretensions. If they are, let them come out with the facts. The Railway Administration is completely misleading in all these facts particularly the people of Gujarat. You have taken away the money of the people of Gujarat and spent it elsewhere; you have credited the sums given by the Gaikwad of Baroda to General Revenues. This is the state of affairs of Bhavnagar, and now we are told it does not pay. I challenge the figures.

Similar is the case with the Kandla Link. The importance of the Kandla Link has become much greater to the defence situation as it has arisen today. There were people in the Government fortunately who had a little more foresight; they planned it, but then the cloud of Mr. Krishna Menon came over the Government and all that planning was upset. Will the Railway Administration wake up and correct their mistake even now?

THE DEPUTY CHAIRMAN: There are four more Members to speak. Each may take five minutes. Mr. Chordia.

श्री विमलकुमार मन्नालालजी चौरडिया :
(मध्य प्रदेश) : उपसभापति महोदया, समय कम है इसलिये उसी मान में बोलना पड़ेगा। सबसे पहले तो यह निवेदन कर दूँ कि ये जो भिन्न भिन्न रेलवेज हैं इनमें आपस में कोई कोऑर्डिनेशन नहीं है और अगर नार्दन रेलवे के यहां पर वेस्टर्न रेलवे की कोई गाड़ी जाती है तो उसकी टाइमिंग

[श्री विमलकुमार मन्नालालजी चौरडिया] की उन्हें चिन्ता नहीं और उनके साथ सौत का सा व्यवहार किया जाता है ऐसे इंस्टामेज केवल दिल्ली में ही नहीं कई और स्थानों पर भी हैं। दूसरे, टाइम टेबल बनाते वक्त इस बात का ध्यान नहीं रखते कि किस किस रेलवे का कनेक्शन है। पहले रतलाम से भोपाल चलने वाली गाड़ी का कनेक्शन पठानकोट से होता था लेकिन नए टाइम टेबल के हिसाब से वह बदल दिया गया और इससे यात्रियों का असुविधा हो गई। ऐसे कई उदाहरण हैं।

रेलवे क्रॉसिंग में पसेन्जर्स को इतना कष्ट होता है कि पुछिए नहीं क्योंकि दोनों तरफ प्लेटफार्म न होने की वजह से यात्रियों को उतरने में बहुत कष्ट होता है। इसलिए जहाँ-जहाँ रेलवे क्रॉसिंग होती है, वहाँ यात्रियों के उतरने के लिये हमें अच्छी व्यवस्था करनी चाहिये।

एक पुरानी शिकायत है कि सीकर से चुरू तक जो गाड़ी चलती है उसका माइलेज ६१ किलोमीटर है लेकिन चार्ज किया जाता है १३४ किलोमीटर का। ऐसे कई एक उदाहरण हैं कि जितना मील-मीटर है उससे कम का चार्ज किया जाता है। उदाहरण के लिये हावड़ा से मुगलसराय तक ७५७ किलोमीटर है लेकिन किराया लिया जाता है ६६१ का। इसी तरह से सियाल्दा से नवादीप तक दूरी है १२१ किलोमीटर लेकिन चार्ज कम करते हैं, यानी ११२ किलोमीटर का करते हैं। और हावड़ा से राजमहल तक दूरी है ३२६ किलोमीटर और चार्ज करते हैं ३१३ का। तो ऐसे कई उदाहरण मिल सकते हैं कि कहीं कम लिया जाता है वही ज्यादा लिया जाता है। यह चुरू से सीकर तक ऐसा कोई पहाड़ी क्षेत्र नहीं है कि उसके लिये स्पेशल व्यवस्था करनी पड़ेगी लेकिन अगर नुकसान को वजह से ऐसा किया जाता है तो मैं रेल मंत्री से फिर दोहराता हूँ कि मदन रेलवे वर्षों में

कराओं के घाट में चल रही है। मदन इंडिया के दो मिनिस्टर्स यहाँ पर हैं, वे अगर और कुछ नहीं कर सकते हैं तो उस को प्राफिट में चला के बताएं और हमको प्राफिट में चला के ने दे तो कम से कम बराबरी में चला के बता दें। दुर्भाग्य यह है कि वहाँ पर विशेष कान्सेन्ट्रेशन होने के बावजूद भी घाटा ही होता जा रहा है—घाटा भी बढ़ोतरी पर है, दो मंत्री होने से उस क्षेत्र में पैसे का खर्च भी बढ़ातरी पर है। तो ऐसी स्थिति को किसी भी हालत में ठीक नहीं कहा जा सकता।

अक्सर यह भी देखा जाता है कि कई ट्रेनों में कोआर्डिनेशन नहीं होता। अगर किसी रूट से ट्रेन आती है उनके आने में पांच मिनट का या दस मिनट का भी अन्तर नहीं होता है फिर भी दूसरी ट्रेन को रवाना कर देते हैं जिससे यात्रियों को पड़े रहना पड़ता है। कल ही मुझे ऐसा उदाहरण देखने को मिला कि बीना से कोटा की गाड़ी आ रही थी और उधर से फ्रान्टियर मेल जा रही थी। अगर पांच मिनट की भी देरी कर दी जाती और वह गाड़ी थोड़ी देर ठहर जाती तो कई आर्दमियों को जानेकी सुविधा मिल जाती और उसका लाभ मिलता। तो यह मैंने सिर्फ एक उदाहरण के तौर पर बताया।

यह जो टाइम टेबल बना है पहले मैंने सोचा था कि अक्टूबर के टाइम टेबल में किसी कारण से गलती हो गई होगी। मगर चम्बल डैम से झालावाड़ रोड एंव झालावाड़ रोड से चम्बल बाध चलने वाली बसेज का जो टाइम टेबल दिया है वह पूर्णतः गलत है, कुछ भी सही नहीं है और कई एक गाड़ियों का चलना बन्द हो गया है। २८ जुलाई, १९६४ से ही उक्त मार्ग की मोटरें कई बंद हो गई हैं। आपका अक्टूबर वाला टाइम टेबल निकला है उसमें भी गलती

है किंतु समय कम था इसलिए गलती ध्यान में नहीं आई हो। मगर जॉन ग्रैंट, १९६४ में निकालने वाला टाइम टेबल अभी से संकलित किया गया है उनमें तो कम से कम दृग्दर्शना दिखाने चाहिये थे। तो कुछ ऐसा लगता है कि हमारा यह रेलवे विभाग इन बातों की ओर ध्यान देना नहीं और जैसे पुगने रूट से गाड़ियां चलती थी उसी हिसाब से टाइम टेबल में दिखाया जाता है।

समय बहुत कम था इसलिए आपने तीन, चार मिनट का जो समय दिया उसके लिये धन्यवाद। आशा है मंत्री जो मेरी बातों पर ध्यान रखेंगे। गाड़ियों के आने जाने के वकन में कोअर्डिनेशन होना चाहिये, दो चार मिनट आगे पीछे गाड़ियों के रुकने की व्यवस्था हो, टाइम टेबल बनाने वकन सहा सूचना रखने का ध्यान रखा जाय ताकि यात्रियों का अनुविधान न हो और यह जो चूल्ह से सोकर तक का ज्यादा किराया लिया जा रहा है उसका कम लिया जाय और आपके सदन इन्डिया में रेलवे अगर घाटे में तोर पर चल रहा हो तो उसे लाभ में लाने का उपाय करें। धन्यवाद।

SRI N. K. DAS (Orissa): Madam Deputy Chairman, today is the last day of the Session. We are soon reaching the time when the House normally rises and I would perhaps try not to take much time of the House. I will refer to just one or two points

The first thing that I should like to refer to is the railway accident that occurred in my part of the country at the Baudpur station of the South-Eastern Railway on the Kharagpur—Khurda Road section only last week. Last week or the week before we were discussing the Railway Budget and we commented upon all the aspects of the Railway administration includ-

ing railway accidents. It was thought that after the Kunzru Committee Report railway accidents would become things of the past. But only last week a major accident involving loss of 40 human lives occurred in my part of the country. Now, Madam, these accidents are becoming rather frequent. Derailments of trains and bogies are now matters of almost every day occurrence. On the 29th of last month when I was coming to attend the current Session by the Madras Mail, we were held up at Balasore and we were informed that there was some derailment of some goods train at a station adjoining Kharagpur, Kantai Road or something like that. Yesterday there appeared a report about two derailments. Three empty bogies of the Punjab Mail were derailed and one goods train ran over a camel and got derailed as a result of which the driver was killed and two of his assistants got injured

Now, Madam, this Baudpur railway accident is a major accident and the Deputy Railway Minister was pleased to make a statement on that accident 12 hours after the accident occurred. The accident occurred at the dead of night on the 8th instant and the Deputy Minister made a short statement at 11 o'clock the next day. The information that he gave was not much. In the meantime harrowing tales of the accident have appeared in the Orissa papers. Only the other day in the Parliament library I was reading the Oriya daily, 'Samaj', Harrowing tales of the suffering were pathetically described. The Railway Minister would attribute it to the failure of human element.

Last time when the Deputy Minister spoke, he gave figures from which it appeared that Railway accidents as compared to railway accidents in other countries were very small in number. Well, if this is a matter of satisfaction or complacency, I have nothing to say. But something must be done to reduce the number of these accidents. The information that the

[Shri N. K. Das.]

Railway Deputy Minister gave was that there were altogether seven persons dead and some 36 wounded. And in four or five days the death roll, according to papers, has gone up to 20. Day before yesterday's 'Patriot' says that the death roll has gone up to 40 and the number of those wounded is something between 60 and 70. Now that more than a week has passed since then, the Railway Minister should be able to give definite information about the casualties and other things. He must be able to tell us the number of people killed. Is it 40 or more than that?

SHRI LOKANATH MISRA (Orissa): If I may interrupt the hon. Member, I would request him to make a demand from the Railway Minister to make an enquiry and pay compensation for those killed in the accident during the construction of the bridge at Naraj which occurred two years back. No compensation has been paid yet.

5 P.M.

SHRI N. K. DAS: Sir . . .

SHRI N. M. ANWAR (Madras): You should not anticipate what our Party says.

SHRI N. K. DAS: I want to know the total number of wounded, the total number of killed and what happened to the wounded people. What arrangements have been made for the treatment of the wounded? Further the Railway Minister said that ex-gratia payments were made to the next of kin and kin of those killed and wounded. I would like him to make a statement telling the House the rate of compensation that is being arranged to be paid to those killed and to those wounded. Since one passenger bogey which was adjoining the engine of the ill-fated train was attached to the train from Khurda Road station, and that particular bogey got smashed, it is apprehended that most of the passengers killed or wounded must be passengers from Orissa. The

Railway Minister must be able to tell the House not only the number of those killed and wounded but their identity also.

These accidents have lately become too frequent, I do not understand why. He was comparing our Railway to other Railways. Compared to the other Government servants, our Railway staff are getting a handsome pay. There are so many amenities provided to them. Why then should they discharge their duties in this irresponsible manner? There should be an enquiry going on and I do not want that those found guilty for the unfortunate accident at Baudpur railway station should merely be departmentally punished but I am inclined to suggest that the culprits must be prosecuted before a court for having committed murders. Some deterrent punishment should be meted out to these irresponsible persons.

I have one thing more to say. I have before me a prayer signed by some 100 persons from Khurda Road complaining about the present time-table but since the new time-table is out, I do not know in what way my representation will benefit the petitioners. The petitioners complain—and copies of the petition have been sent to the Chief Minister of Orissa, the General Manager of the South Eastern Railway, the Divisional Superintendent of the S.E. Railway, Khurda Road and the Chairman of the Railway Board, Calcutta—that hundreds of people have to come to Bhubaneswar which is 12 miles from Khurda Road for attending to court work, or the Secretariat offices and other duties. The train time is unsuitable to them and they want that the present train which leaves at about 10 A.M. should leave half an hour earlier, so that the daily passengers may come and attend to their duties and other work and when they leave Bhubaneswar station, the present Talcher train leaves Bhubanes-

war at about 8.42 P.M. They want that this train must depart from Bhubaneswar at 6 P.M. so that they may utilise time after their office work. These are the two things that I had to say and I thank you for the opportunity that you have given me.

THE DEPUTY CHAIRMAN: Shri Sheel Bhadra Yajee Please be very brief.

श्री शीलभद्र याजी : उपसभापति महोदया, मैं इस विधेयक का समर्थन करता हूँ लेकिन एक चीज के लिए जो हमारे स्वतंत्र पार्टी के नेता है, जो मानपासलिस्ट, पूँजीपतियों तथा राजा महाराजाओं की वकालत करने रहते हैं, वे भी जो छोटे छोटे दुकानदार रेलवे में बुकस्टाल खोले हुए हैं, किताब बेचने हैं, उन्हें भी मोनोपोलिस्ट कहते हैं। उन्हें मोनोपोलिस्ट की परिभाषा मालूम है या नहीं, यह मुझे पता नहीं है। वे टाटा, बिडला और जो दूसरे हमारे देश में पूँजीपति हैं उनको, मोनोपोलिस्ट न कह कर छोटे छोटे किताब बेचने वाले दुकानदार जैसे ए० एच० व्हीलर, गुलाब सिंह, द्विगत, गीता प्रेम, इनको मोनोपोलिस्ट कहते हैं। क्या वह यह चाहते हैं कि जितने भी रेलवे स्टेशन हैं उनमें चावल और सब्जी बेचने वालों की तरह किताब बेचने वाले भी हो जायें? स्वतंत्र पार्टी के नेता की व्याख्या में टाटा, बिडला तो मोनोपोलिस्ट नहीं हैं बल्कि छोटे छोटे दुकानदार हैं वे हैं, यह एक अर्जव बात है।

मैं आल इंडिया बुक स्टाल का प्रेजिडेंट हूँ इसलिए यह कहना मुनासिब है कि अगर दो चार आदमियों के हाथ में बुक स्टाल रहेंगे तो उनके एजेन्ट्स से लड़ने में हमको सहाय्य होगी। हमारी यूनियन ने यह डिमांड भी की थी कि जिस तरह से कैंटीन का नेशनलाइजेशन कर दिया गया है उसी तरह से बुक स्टाल्स का भी नेशनलाइजेशन कर दिया जाना चाहिये। इस समय जो भी बुक स्टाल्स वाले हैं उनका नेशनलाइजेशन

आज नहीं तो कल अवश्य ही हो जायेगा। जब तक उनका नेशनलाइजेशन नहीं होता है तब तक जो इस समय एजेन्ट है और जो प्रसादी वे बांटते हैं उसमें हमारे स्वतंत्र पार्टी के लीडर को बड़ा मोह लगता है ममता लगती है। लेकिन जो हमारे देश के अमरी मोनोपोलिस्ट हैं जिनको वह हमेशा सपोर्ट करते रहते हैं उनका खिलाफ वे कुछ नहीं कहते हैं यह बात ममता में नहीं आती है।

श्री लोकनाथ मिश्र (उड़ीसा) : हम हर मोनोपोली के खिलाफ हैं।

श्री शीलभद्र याजी : स्वतंत्र पार्टी में इतनी बुद्धि नहीं है, वह तो सब चीजों का विरोध करती है लेकिन जो असली मानपासलिस्ट हैं उनका विरोध नहीं करती हैं। यही कारण है कि जो छोटे छोटे दुकानदार हैं उनके बारे में इस तरह की बात की जाती है। लेकिन टाटा, बिडला, जो असली मोनोपोलिस्ट हैं, जिनको हमने अभी नेशनलाइज करना है उनके बारे में कुछ नहीं कहा जाता है और स्वतंत्र पार्टी इन लोगों की वकालत करती है। हमारी यूनियन ने कहा है कि जितने भी बुक स्टाल्स हैं उनका नेशनलाइजेशन किया जाना चाहिये और इसके साथ ही साथ जितने भी पूँजीपति हमारे दल में हैं और उनकी जा. इंडस्ट्रीज हैं उनका भी राष्ट्रीयकरण किया जाना चाहिये। यह तो इन लोगों का एक प्रचार है कि वे इस तरह की बात करके अड़गल डालते हैं और मानपासलिस्ट के नाम पर घडियाल के आम बहाने हैं। अगर बुक स्टाल्स को अलग अलग दुकानदारों में बांट दिया जायेगा तो हमारी यूनियन को अपने काम में बड़ी दिक्कत का सामना करना पड़ेगा।

इन शब्दों के साथ मैं इस विधेयक का समर्थन करता हूँ।

SHRI LOKANATH MISRA: Madam Deputy Chairman, I would not have spoken but for the fact that my friend Shri Das did not take hint and place

[Shri Lokanath Misra.]

did not take the hint and place the facts of that accident and the compensation. This accident occurred two years back and there were people from different States, poor people, who travelled all the way to earn their wages and they were used for the construction of that particular bridge. The accident occurred because of some dynamite exploding and there were seventy persons who were killed. The Minister interrupted by saying that the work was taken up by the contractors. We did not know whether it was done by the contractors or Railway Department but all the same there was loss of lives and it was seventy. Now the matter is dragging on for about two years and I would urge that the Minister should look into this and immediately pay up the compensation which is their due.

THE DEPUTY CHAIRMAN: Shri Ghani Only two minutes.

شری عبدالغفور (پلصا): مہتمم

قبضی چہرہ میں - جیسا کہ آپ نے
فوسایا کہ وقت بہت کم ہے تو
میں یہی تھوڑا ہی بولوں گا -

उप सभापति : दो मिनट फरमाया
है ।

شری عبدالغفری : دو ملت تو

بہت ہی کم وقت ہے - لہٰذا میں
مختصر طور پر ریلوے کے بارے میں
آپ کے سامنے کچھ عرض کرنا چاہتا
ہوں - یہ تو آپ کو معلوم ہی
ہے کہ کہیں ریلوے میں کوئلہ
کی چوری ہوتی ہے اور کہیں دوسری
چوروں کی چوری ہوتی ہے - یہاں
تک کہ شری ایس - آر - داس کا
جو بریف گیس تھا وہ بھی کسی

پلصا کے مئی چلے نے چوری کر
دیا - ہوشیار پور سے جالندھر آنے
وئے مہدی ایک بھی یا بستی قتل
ہو گئی لہٰذا اب تک اس کے بارے
میں کوئی انکوائری نہیں ہوئی -
میں ریلوے منسٹر صاحب کی وجہ
اس بات کی طرف دلانا چاہتا ہوں
کہ انہیں اس بارے میں ضرور
دھیان دینا چاہئے - اس کے بعد
میں منسٹر صاحب کی توجہ نہفلا
اور لداخ کے ایڑیا نے بارے میں
دلانا چاہتا ہوں جس کے بارے میں
انہوں نے وعدہ کیا تھا کہ وہ دھیان
دیں گے - لہٰذا ابھی تک انہوں
پر اس ایڑیا کی طرف پورا دھیان
نہیں دیا - اس لئے میں عرض
کرنا چاہتا ہوں کہ سرکار کو اس
ایڑیا کی طرف پورا دھیان دینا
چاہئے -

توسری بات میں یہ کہنا چاہتا
ہوں اور میں نے سنا ہے کہ پھریوت
اخبار ہے جس نے مسز ہٹلنگ مسٹر
ڈانگے اور مسٹر کرشنا مہن حصہ دار
ہیں اس کو بڑا ایڈورٹائزمنٹ ملتا
ہے - جس محکمہ کا اتنا بڑا اچھا
نام تھا اب اس میں بھی فہور تھزم
آنے لگی ہے - اس کو اتنا ایڈور -
ٹائزمنٹ کہیں ملتا ہے - وہ تو ایک
نیا اخبار ہے اور ابھی حال میں
ہی نکلا ہے اس کا سرکولیشن بھی
بہت کم ہے - شاید کرشنا مہن

دلچسپی لہتے ہیں اس کی وجہ سے اس کو زیادہ ایڈورٹائزمنٹ ملتا ہو گا۔ لیکن ریلوے کو فہور نہیں کرنا چاہئے کسی ایک کو یا دوسرے کو۔

چوتھی بات میں یہ عرض کرنا چاہتا ہوں کہ صفائی کو واقعی بری حالت ہو گئی ہے۔ دلی اسٹیشن پر باہر کے لوگ آتے ہیں۔ امپیسٹر آتے ہیں اور دوسرے بہت سے لوگ آتے ہیں اور وہ اس گندے اسٹیشن کو دیکھ کر کہا اندازہ کرتے ہوں گے کہ اس اشوک اعظم کے ملک کی اس اکبر اعظم کے ملک کی کیا حالت ہو گئی ہے۔ آپ خالی دیکھیں بادشاہ بن کر رہ گئے ہیں۔ کوئی صفائی کا ریلوے میں انتظام نہیں ہے۔ ہم جب بھی سفر کرتے ہیں تو ہمیں کافی دقت ہوتی ہے۔ جب فرسٹ کلاس میں لہٹوئس کی بری حالت رہتی ہے تو تھوڑے کلاس میں کیا حالت ہوگی۔ کیا ریلوے والے اس پر دھیان دیں گے۔

ایک بات یہ عرض کرنا چاہتا ہوں کہ یہ بالکل ایک ملوہلی بنا کر پڑھ رہے ہیں جہاں تک کہ نہ کریوں کا تعلق ہے۔ ریلوے کا جو کوئینزل آفس ہے اس میں جو بگڑ گیا وہ بگڑ گیا۔

زمین جھنڈ نہ جھنڈ - نہ جھنڈ کل
مستند

برسوں وہ بیٹھا رہتا ہے اور جو اس کے من میں آتا ہے کرتا رہتا ہے۔ یہ سنا ہے کہ وہاں ریلوے کا جو قصہ چالو ہوتا ہے وہ اوپر تک آتا ہے۔ محض امید ہے کہ آپ اس طرف توجہ دیں گے۔

مؤتم تپتی چہر میں - آپ نے دو ملت دیئے ہیں اس لئے دو ملت میں ختم کرنا چاہتا ہوں اس لئے ساتھ یہ عرض کرنا چاہتا ہوں کہ تیز ترین جو چلتی ہیں وہ اس لئے کم چلتی ہیں کیونکہ قبل لائی نہیں ہے۔ کہا آزاد ہندوستان میں اس طرف توجہ نہیں دی جائے گی کہ آج وقت کتنا قیمتی ہے۔ اگر وقت واقعی قیمتی چیز ہے تو اس طرف سرکار کو دھیان دینا چاہئے۔

آخر بات یہ ہے کہ اگر ملک میں انقلاب آیا۔ اگر بغاوت ہوئی اگر بد امنی ہوئی تو وہ مہنگائی کی وجہ سے ہوگی اور غلہ کی مہنگائی کی وجہ سے ہوگی۔ خدا کے لئے ریلوے کا کچھ حصہ ایسا نکالئے جس سے وہ سستے داسوں پر غلہ ایک جگہ سے دوسری جگہ پہنچا سکے اور غلہ کا بہار سارے دیس میں ایک سا ہو سکے۔ اگر ایسا نہیں کیا گیا تو یہ حکومت نہیں رہے گی۔

श्री शीलभद्र याजी : हम रहेंगे, आप नहीं रहेंगे ।

شہری عبدالغنی : وہ تو نتیجہ
 بتائے گا - کلاں دہلے ہم وہاں ہوں گے
 اور آپ یہاں ہوں گے - یہ تو بات
 کہلے کی ہے لیکن میرا مطلب یہ ہے
 کہ دہلے میں اگر اس طرح کا انتظام
 نہیں ہوا تو یا جی جی چاہے جو کچھ
 کہتے ہیں اس سے کچھ ہونے والا
 نہیں ہے -

مہتمم قہقی چہر میں - جب
 چہلہوں نے اگرویشن کہا اور ہمارے
 ہوش نے بچاؤ کی صورت کی تو
 ہمارے من چلے ایک چھٹ ملسٹر
 نے یہ کہا کہ ہم چوتھوں سے سار مار
 کر چہلہوں کو نکال دیں گے - اس
 طرح سے دہلے کا انتظام نہیں ہونے
 والا ہے - اس طرح سے حکومت کا
 کام ہونے والا نہیں ہے - آپ دوسروں
 کی بودھی پر اعتراض کرتے ہیں
 لیکن آپ کو خود اپنی بودھی کے
 بارے میں سوچنا چاہیے - وناش کالے
 وپریم بودھی والی بات ہے - اس
 لئے پہلے اپنی بودھی اچھی کر دو کہوں
 کہ تمہاری بودھی اچھی نہیں ہے -
 تمہاری بودھی اچھی ہوگی تو دہلے
 میں بھی اچھی حالت ہوگی -

†[ش्री अब्दुल गनी (पंजाब) : मैडम
 डिप्टी चियरमैन, जैसा कि आपने फरमाया
 कि वक्त बहुत कम है तो मैं भी थोड़ा ही
 बोलूंगा।

उपसभापति : दो मिनट फरमाया है।

†[] Hindi transliteration.

श्री अब्दुल गनी : दो मिनट तो बहुत
 कम बक्त है। लेकिन मैं मुब्तसिर तौर पर
 रेलवे के बारे में आपके सामने कुछ अर्ज
 करना चाहता हूँ। यह तो आपको मालूम ही
 है कि कहीं रेलवे में कोयले की चोरी होती है
 और कहीं दूसरी चीजों की चोरी होती है।
 वहाँ तक कि श्री एस० आर० दास का जो
 ब्रीफ केस था वह भी किसी पंजाब के मनचले
 ने चोरी कर लिया। होशियारपुर से जालन्धर
 आते हुए मेरी एक बहन या बेटा कत्ल हो
 गयी लेकिन अब तक उसके बारे में कोई
 बह इन्क्वाइरी नहीं हुई। मैं रेलवे मिनिस्टर
 साहब की तबज्जो जो इस तरफ दिलाना
 चाहता हूँ कि उन्हें इस बारे में जरूर ध्यान
 देना चाहिए। इसके बाद मैं मिनिस्टर
 साहब की तबज्जो नेफा और लहाख के
 एरिया के बारे में दिलाना चाहता हूँ जिसके
 बारे में उन्होंने वादा किया था कि वह ध्यान
 देंगे। लेकिन अभी तक उन्होंने इस एरिया
 की तरफ पूरा ध्यान नहीं दिया। इसलिए
 मैं अर्ज करना चाहता हूँ कि सरकार को इस
 एरिया की तरफ पूरा ध्यान देना चाहिए।

तीसरी बात मैं यह कहना चाहता हूँ
 और मैंने यह सुना है कि "पेट्रियट" अखबार
 है जिसके मिसेज पटनायक, मि० डांगे और
 मि० कृष्ण मेनन हिस्सेदार हैं। उसको बड़ा
 एडवर्टाइजमेंट मिलता है। जिस महकमे
 का इतना बड़ा अच्छा नाम था अब उसमें
 भी फेवरटिज्म आने लगी है। उसको इतना
 एडवर्टाइजमेंट क्यों मिलता है। वह तो
 एक नया अखबार है और अभी हाल ही में
 निकला है। उसका सरकुलेशन भी बहुत कम
 है। शायद कृष्णा मेनन दिलचस्पी लेते हैं
 इसकी वजह से उसको ज्यादा एडवर्टाइजमेंट
 मिलता होगा। लेकिन रेलवे को फेवर नहीं
 करना चाहिए किसी एक को या दूसरे
 को।

चौथी बात मैं यह अर्ज करना चाहता हूँ कि सफाई को वाकई बुरी हालत हो गयी है। दिल्ली स्टेशन पर बाहर के लोग आते हैं, एम्बैसेडर आते हैं और दूसरे बहुत से लोग आते हैं और वह इस गन्दे स्टेशन को देखकर क्या अन्दाजा लगाते होंगे कि इस अशोक के आजम के मुल्क को, इस अकबरे आजम के मुल्क को क्या हालत हो गयी है। आप खाली रंगीले बादशाह बनकर रह गये हैं। कोई सफाई का रेलवे में इन्तजाम नहीं है। हम जब भी सफर करते हैं तो हमें काफी दिक्कत होती है। जब फर्स्ट क्लास में लैटरीन्स की बुरी हालत रहती है तो थर्ड क्लास में क्या हालत होगी। क्या रेलवे वाले इस पर ध्यान देंगे ?

एक बात यह अर्ज करना चाहता हूँ कि यह बिल्कुल एक मनौपली बना कर बैठे हैं। जहाँ तक कि नीकरियों का ताल्लुक है रेलवे का जो डिबीजनल आफिस है उसमें जो बैठ गया वह बैठ गया।

जर्मीन जुम्बद न जुम्बद गुल मुहम्मद।

बरसों वह बैठा रहता है और जो उसके मन में आता है करता रहता है। यह सुना है कि वहाँ गिश्त का जो किस्सा चालू होता है वह ऊपर तक आता है। मुझे उम्मीद है कि आप इस तरह तबज्जो देंगे।

मेडम डिप्टी चैयरमैन, आपने दो मिनट दिये हैं इसलिए दो मिनट में ही खतम करना चाहता हूँ। उसके साथ यह अर्ज करना चाहता हूँ कि तेज दूँगे जो चलती है वह इसलिए धम चलती है क्योंकि डबल लाइन नहीं है। क्या आजाद हिन्दुस्तान में इस तरह तबज्जो नहीं दी

जायेगी कि आज वक्त कितना कीमती है। अगर वक्त वाकई कीमती चीज है तो इस तरह सरकार को ध्यान देना चाहिए।

आखिरी बात यह है कि अगर मुल्क में इन्कलाब आया, अगर बगावत हुई, अगर बदअमनी हुई तो वह महंगाई की वजह से होंगी और गल्ले की महंगाई की वजह से होगी। खुदा के लिए रेलवे का कुछ हिस्सा ऐसा निकालिए जिससे वह सस्ते दामों पर गल्ला एक जगह से दूसरी जगह पहुंचा सके और गल्ले का भाव सार देश में एक सा हो सके। अगर ऐसा नहीं किया गया तो यह हुकूमत नहीं रहेगी।

श्री शीलभद्र याजी : हम रहेंगे, आप नहीं रहेंगे।

श्री अब्दुल गनी : वह तो नतीजा बतायेगा। अगली दफा हम वहाँ होंगे और आप यहाँ होंगे। यह तो बात कहने की है लेकिन मेरा मतलब यह है कि रेलवे में अगर इस तरह का इन्तजाम नहीं हुआ तो याजी जी चाहे जो कुछ कहते रहें उससे कुछ होने वाला नहीं है।

मेडम डिप्टी चैयरमैन, जब चीनियों ने एग्जेशन किया और हमारे देश ने बचाव का सूरत की तो हमारे मनचले एक नोफ मिनिस्टर ने यह कहा कि हम जूतियों से मार-मार कर चीनियों को निकाल देंगे। इस तरह से रेलवे का इन्तजाम नहीं होने वाला है। इस तरह से हुकूमत का काम होने वाला नहीं है। आप दूसरों की बुद्धि पर एतराज करते हैं लेकिन आपको खुद अपनी बुद्धि के बारे में संजचना चाहिए। 'विनाश काले विपरीत बुद्धि' वाला वांता है। इसलिए पहले अपनी बुद्धि अच्छी करो क्योंकि तुम्हारी बुद्धि अच्छी नहीं है। तुम्हारी बुद्धि अच्छी होगी तो रेलवे में भी अच्छी हालत होगी।]

SHRI S. V. RAMASWAMY: Madam Deputy Chairman, the loss of life in any accident, whether on the railways, roadways or airways is certainly deplorable. Even the death of one individual however humble or small he may be, is really painful and we on the Railways try to avoid accidents as much as possible. It was with that purpose in view, Madam, that the Accidents Enquiry Committee was appointed and they have submitted a very elaborate Report a really monumental Report. And as the House is well aware, we are trying to implement most of those recommendations which have been made by the Kunzru Committee. I hope that as we take steps to implement them there will be less and less of accidents and railway travel will be synonymous with safe travel.

As regard the figures that were given by Shri Nanda Kishore Das, he said that in the statement that I made on the 9th, I had given the number dead as seven. Madam, that was the first information that we got. We had no information of the number of people who were under the debris. Subsequently, the debris was removed and we found that there were 13 bodies, thus making a total of 20 dead near the place of accident. And two of the injured died later in hospital. So the total, Madam, of those killed is 22 and not 40 as my friend has put it.

SHRI N. K. DAS: I may inform the hon. Deputy Minister that three days back in the 'Patriot' paper I personally read that report where it was reported that 40 were killed.

SHRI S. V. RAMASWAMY: Madam, this is the information from the General Manager of the Southeastern Railway and there is no reason why this should not be accepted. Maybe these reports in the papers are somewhat exaggerated. These are the actual facts which I have before me.

As regards the medical attention, I am given the information that the medical provision there was as good as it could possibly be and all the unfortunate people involved in that accident were attended to with the utmost care and they were removed to different hospitals and treated. I may give the number of those injured and then discharged. In all 81 persons sustained injuries, including 2 who died subsequently. Of the remaining 79 of the injured, 58 had sustained minor injuries and 21 had sustained grievous injuries. Of the 58 who received minor injuries, 45 were discharged after being given first-aid, and the remaining 13 were admitted into hospitals. Thus the number admitted into hospitals was 21 for grievous injuries and 13 for minor injuries, or 34 in all. These injured persons are reported to be progressing satisfactorily.

SHRI N. K. DAS: What about the identity of the persons killed?

SHRI S. V. RAMASWAMY: Some of them were identified, but others were mangled to such an extent that they could not be identified.

My hon. friend Shri Lokanath Misra raised the question of the accident at bridge over Mahanadi. This took place in January, 1963 and it was not due to the explosion of any dynamite. It is established that when the wells were being sunk in the bed of the river, unexpected methane gas seems to have come out. This gas, as the House knows, is a very poisonous and dangerous gas and some spark somewhere had set it on fire and there was some explosion. Now the labour there was contract labour. The work was being done by the Hindustan Construction Company and whatever loss is suffered by the persons engaged by the contractor, he is liable to compensate under the Workmen's Compensation Act, and I am informed that under the Workmen's Compensation Act, monies have been

paid Well, my hon friend came up to me just now and informed me that they have not been paid. I will check up

SHRI LOKANATH MISRA: My information from the relatives is that they have not been paid.

SHRI S V. RAMASWAMY: I will check it up, Madam, and then inform my hon friend what is the position

My hon. friend Shri Dahyabhai Patel raised another question; he was again harping upon that case of the railway employee who stood for an election I shall give the facts of the case relating to the removal from service of Shri Mukund Parekh—I hope he is referring to that case

SHRI DAHYABHAI V. PATEL Yes.

SHRI S. V. RAMASWAMY: The facts leading to the removal from service of Shri Mukund T. Parekh, ex-clerk, Workshop and Stores Accounts Office, Bhavnagar, Western Railway, are briefly these. Shri Parekh applied on the 9th July 1957, for the General Manager's permission to contest the municipal election of Bhavnagar Municipality 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. Shri Parekh was informed that his request for permission to contest the municipal election of Bhavnagar Municipality could not be acceded to.

SHRI DAHYABHAI V. PATEL: When? After the elections were over?

SHRI S V. RAMASWAMY: That is a matter for checking. Although he admitted having received the communication rejecting his request, he did not withdraw his candidature. On the date of the election, i.e. the 2nd September, 1957, he was on sick leave. After election, Shri Parekh was called upon to resign the membership but

this was evaded by him. Since repeated attempts to make him resign failed, the Railway Administration had to take appropriate disciplinary action for breach of Conduct Rules. He was accordingly removed from service with effect from the 16th March, 1959. His appeal to the General Manager was rejected. His case has been examined a number of times since 1959 and it was decided that it did not merit reconsideration. My hon friend, Mr. Dahyabhai Patel, raised the question of the monopoly of Wheelers. Other friends also raised this. Now, the position obtaining some years ago was that this Company which has got about 306 bookstalls out of a total of about 500 bookstalls in the Indian Railways—there are other companies like Higginbothams, Swadesamitran, etc—was given a monopoly over certain Railways. The original contract stated that if before the expiry of the subsisting contract, they intimated one month ahead that they want an extension of this contract, it was automatically to be renewed. Also, wherever this Company had a bookstall, no other concern could step in. These conditions have been altered by us; the present position is that the monopoly of this firm to sell books on any particular Railways has been abolished taken away. We have been admitting other booksellers to come and operate within any particular zone. Secondly, this automatic extension clause which was found in the original agreement has been done away with. Now it is subject to satisfactory performance and the Railways reserve their right to terminate the contract if the performance is not satisfactory. The third point in regard to which we have revised the original contract is that even where they have a right to sell books, we have permitted other publishers like the Navjivan Trust and

[Shri S. V. Ramaswamy:]
the Gita Press which are non-profit making institutions to sell their publications

SHRI DEOKINANDAN NARAYAN (Maharashtra): May I know why this discrimination is shown, Wheelers are to make profit and others are to sell on a no-profit basis?

SHRI DAHYABHAI V. PATEL: Democratic socialism in action.

SHRI S V. RAMASWAMY: My answer is that under the original contract nobody else could sell anything else but now this is a concession in favour of these bodies which are selling on a no-profit basis. If the original contract were to be enforced, nobody else could sell anything. It is because of the fact that in the public interest the non-profit making institutions have been allowed to sell their books and periodicals even though by strict enforcement of the contract this could not be done. My hon. friends may kindly appreciate this point of view.

DIWAN CHAMAN LALL (Punjab): I do not want to interrupt my hon. friend but will he kindly tell the House how long the original agreement which was entered into with this concern by the British Government will continue?

SHRI S V RAMASWAMY: Sir, the present contract extends up till 1966. If the service is not satisfactory, it is terminable either in 1966 or even earlier. You might remember that an hon. member from Hoshangabad complained that pornographic literature—obscene books—was sold at the bookstall of Wheeler and Co. We took action immediately because this was contrary to the terms of the agreement and we terminated the contract at the place. We are going to appoint somebody else there. You see Madam, we have got this power to terminate the contract if the service is not satisfactory and is contrary to the terms of the agreement.

SHRI DEOKINANDAN NARAYAN: I want to know whether this Company undertakes the sale of books published by non-profit making bodies like the Navjivan Trust.

SHRI S. V. RAMASWAMY: Even where this Company has got its bookstall, organisations which my hon. friend mentions can sell those books at those stations, if they want to.

Now, Mr. Chordia—I do not see him here—was trying to point out the lack of co-ordination in timing. May I submit that there are meetings of the Chief Operating Superintendents of the Railways and at the Railway Board level also, in addition to those at zonal levels, where these matters of co-ordination of timing are discussed and arranged? In addition, there is a Time Table Committee where representatives of the general public also sit and discuss and finalise the whole time-table. If my hon. friend is aggrieved by any timing which is not suitable, he may write to us and we will see what can be done. My hon. friend, Mr. Chordia, also mentioned about the Churu-Fatehpur line. Now, this has nothing comparable with the loss incurred on the Southern Railway. Why? The Southern Railway alone is not losing. The North Eastern Railway is losing, the North East Frontier Railway is losing. The loss of these particular Railways has nothing comparable with the inflated rate for a particular section, the Fatehpur-Churu line. This is not the only line where there is an inflated rate. There are about twenty lines where there are inflated rates. For the information of the hon. Member, I might mention that there is an inflated rate on the Mettupalavam-Ootacamund line which is six times the normal rate whereas it is only one hundred per cent. Same is the case in respect of the Dandeli-Alnavar line where the rate is inflated three times. There are several sections where the inflated rates differ

from place to place. I believe in the Darjeeling line it is about three to four times. The Fatehpur-Churu is not the only line where there is an inflated rate.

What happened was that in 1955, when this question came up and when Shri Lal Bahadur Shastri was the Minister, he said that this was a backward area and yet a railway line had got to be laid. There was no financial justification. How would you find out ways of finding return on the money invested. We have got to find return on the money invested. Therefore, he said that in all such areas there must be an inflated mileage so that there is a proper return for the investment. It is on that basis that this line was laid and that is why it is being continued. We have repeatedly examined the position. Many hon. Members in the Lok Sabha and many hon. Members in this House also have represented this matter repeatedly and we have repeatedly examined the question. We find that there is still no proper return there. It is barely a percentage and a half as against the minimum of five that we require. It has not yet come up to the requisite standard of remunerativeness. I may also submit, Madam, that subsequently we laid the Raniwara-Bildi line where also the rate is inflated. In the Kandwa-Hingoli section also the rate is inflated. So, the answer to my hon. friend is that this has been done with a view to ensuring a reasonable return on the investment made. It has nothing to do with the loss on the Southern Railway or elsewhere.

Now, coming to Mr. Kumaran, he said that we are not using Grade I coal. We are using it. As a matter of fact about fifty per cent. of it is Grade I. There is no doubt a case also for using coal which is produced near about. We are not unaware of this. My hon. friend suggested that coal moved from Singareni and Chanda could be utilised. Well, in the process of rationalisation this is inevitable but

the point is that till such time as the line capacity to move this extra coal is there, we have got to move it also by sea. Madam, as the House is aware, we are doubling the line between Kazipet and Vijayawada but even after doubling this line, until we have got the second bridge on the river Krishna ready, it will not be possible to move extra trains needed to carry this much by the end of this year, the second bridge over Krishna is expected to be completed, in which case we shall certainly move more coal from these areas to cover the southern region. Mr. Kumaran also mentioned upgrading of cities. Well, we are not directly concerned about this. The Finance Minister assesses the whole situation. My friend could have raised this issue in the course of the debate on the General Budget or on the Appropriation Bill of the Finance Ministry. Whatever is laid down by the Finance Minister we have got to follow. It is because certain cities were upgraded that are now incurring about Rs. 3½ crores more working expenses this year both on this account and on account of increased dearness allowance. And this applies not merely to the railway employees but to all Central Government employees. Therefore the initiative must come from the Finance Minister and not from the Railway Minister.

Shri Kumaran raised some question about Kharagpur workers. I heard him say that the proceedings were under article 311. If that is so, then proper proceedings would have been followed and I do not see how the proceedings which must have been followed under that article as a result of which the workers concerned have been removed from service can be questioned.

With regard to the 1960 strike the less said about it the better because it has been reviewed over and over again several times. The late Shri Govind Bhallabh Pant who was the Home Minister then took the most

[Shri S. V. Ramaswamy.]
sympathetic attitude and he liberalised it as much as possible; after sifting through several stages there were about 62 hard cases of persons who could not in any way be accommodated. They were such hard cases who had got involved in violence, etc., that the removal from service of those employees had to remain and the decision on their cases could not be altered. I therefore submit that there is no point in urging all this again.

My friend was also mentioning the half-an-hour strike in Mysore. If the strikes are unauthorised, my friend who was formerly in the Railways will certainly appreciate that unless discipline is maintained in the Railways where we have got to deal with so many employees.

SHRI P. K. KUMARAN: But who was responsible for that?

SHRI S. V. RAMASWAMY: But the workers cannot take the law into their own hands and declare an illegal strike and then say, 'don't break the service'. The point is that discipline has got to be maintained and unless discipline is maintained how can anybody have control over the 12 lakhs of employees who are to run the Railways? So I am sure that the House will appreciate that the disciplinary action taken against the persons was necessary in order to run the administration. Even so we had taken a sympathetic attitude in such cases in the past. There have been several representations with regard to this case also and we shall certainly bestow our sympathetic consideration, as we had done in other cases, as and when it becomes necessary.

With regard to Kandla port what I have said before stands. My friend was feeling rather depressed that nothing was going to come. I once again assure my friend that we are earnest about this matter because as I have said there are two alternatives and the pros and cons have got to be weighed carefully.

SHRI DAHYABHAI V. PATEL: We have been waiting for 15 years.

SHRI S. V. RAMASWAMY: We shall certainly bestow the closest possible attention on this matter and come to a speedy conclusion.

THE DEPUTY CHAIRMAN: 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 1963-64 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 the clause by clause consideration of the Bill.

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

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

SHRI S. V. RAMASWAMY: Madam, I move:

"That the Bill be returned".

The question was put and the motion was adopted.

REFERENCE TO QUESTION OF PRIVILEGE

THE DEPUTY CHAIRMAN: Now there is a question privilege that Mr. Bhupesh Gupta had earlier mentioned. I have now considered the matter and I refuse my consent . . .

SHRI BHUPESH GUPTA (West Bengal): Madam, on what grounds are you refusing? I know you have discretion to do so. I wish you had taken it up earlier. I had said here that evidently the Finance Minister,