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Saturday, March 18, 1972
Phalguna 28, 1893(Saka)

LOK SABHA DEBATES

Fourth Session



(Vol. XI Contains No. 1 to 10)

LOK SABHA SECRETARIAT
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(Fifth Series, Vol. XI, 4th Session, 1972)

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LOK SABHA DEBATES

1

LOK SABHA

*Saturday, March 18, 1972/Phalgun 28,
1893 (Saka)*

*The Lok Sabha met at five minutes past Eleven
of the Clock.*

[MR. SPEAKER in the Chair]

MR. SPEAKER : The House has lost five minutes simply because the quorum was not there.

SHRI SAMAR MUKHERJEE (Howrah) : It is better to adjourn the House because nobody is interested in sitting on Saturday.

MR. SPEAKER : We may overlook the question of quorum on Saturdays. Most of the Members were very keen that they should be accommodated during the debate on the President's Address. That is why we took the decision to sit on Saturdays. If they were not so keen, there was no sense in sitting on Saturdays.

MEMBER SWORN

Shri Chandra Mohan Sinha (Mayurbhanj)

MR. SPEAKER : Today there are no questions and no calling attention notice. Paper to be laid on the Table.

11.06 hrs.

PAPER LAID ON THE TABLE

PROCLAMATION REVOKING PRESIDENT'S
RULE IN RESPECT OF STATE OF GUJARAT

THE DEPUTY MINISTER IN THE
DEPARTMENT OF PARLIAMENTARY

2

AFFAIRS (SHRI KEDAR NATH SINGH) :
Sir, on behalf of Shri Krishna Chandra Pant,

I beg to lay on the Table a copy of the Proclamation (Hindi and English versions) dated the 17th March, 1972 issued by the President under clause (2) of article 356 of the Constitution revoking the Proclamation issued by him on the 13th May, 1971 in relation to the State of Gujarat, published in Notification No. G.S.R. 103(E) in Gazette of India dated the 17th March, 1972, under article 356(3) of the Constitution. [Placed in Library. See No. LT-1455/72]

BUSINESS OF THE HOUSE

THE DEPUTY MINISTER IN THE
DEPARTMENT OF PARLIAMENTARY
AFFAIRS (SHRI KEDAR NATH SINGH) : Will your permission, Sir, on behalf of Shri Raj Bahadur, I rise to announce that Government Business in this House during the week commencing the 20th March, 1972, will consist of :—

- (1) Discussion on the Resolution seeking approval of the Proclamation issued by the President on the 21st January, 1972, in respect of the State of Manipur.
- (2) Further discussion on the Budget (Railways) for 1972-73.
- (3) Submission to the vote of the House of Demands for Grants on Account (Railways) for 1972-73.
- (4) General discussion on the General Budget for 1972-73.

SHRI DINEN BHATTACHARYYA
(Serampore) : Sir, when will the general discussion on the General Budget start next week?

MR. SPEAKER : That will be on Monday. Mrs. Goswami's house was attacked by hooligans.....

SHRI DINEN BHATTACHARYYA : On Monday it will be discussion on the Railway Budget. MR. SPEAKER : Don't interrupt the proceedings abruptly,

MR. SPEAKER : That is all right. The week contains five days. SHRI JYOTIRMOY BOSU : This is a very important matter. I got the telegram just now. You have got the discretion. You should feel sorry that a Member's house has been attacked. Also, the house of another Member, Shri Shashank Shekhar Sanyal, of Rajya Sabha has been attacked.

11.08 hrs.

DIPLOMATIC RELATIONS (VIENNA CONVENTION) BILL

EXTENSION OF TIME FOR PRESENTATION OF REPORT OF SELECT COMMITTEE

SHRI B. R. BHAGAT (Shahabad) : I beg to move :

"That this House do extend the time for the presentation of the Report of the Select Committee on the Bill to give effect to the Vienna Convention on Diplomatic Relations (1961) and to provide for matters connected therewith, upto the last day of the current session"

MR. SPEAKER : The question is :

"That this House do extend the time for the presentation of the Report of the Select Committee on the Bill to give effect to the Vienna Convention on Diplomatic Relations (1961) and to provide for matters connected therewith, upto the last day of the current session"

The motion was adopted

SHRI JYOTIRMOY BOSU (Diamond Harbour) : May I bring a very important matter to the notice of the House ?

MR. SPEAKER : I have no notice of it.

SHRI JYOTIRMOY BOSU : I got the telegram just now.

MR. SPEAKER : You may get the telegram. But you should follow the procedure.

SHRI JYOTIRMOY BOSU : It is a matter involving a Member of this House.

MR. SPEAKER : I am not permitting unless I have notice of it.

SHRI JYOTIRMOY BOSU : It was not possible to give notice because I got the telegram just now. There was no time for me to send you the notice before the House sat. Therefore, I am making a mention of it. The house of Mrs. Goswami was attacked by some hooligans with bombs, etc. and also the house of Shri Shashank Shekhar Sanyal, a Member of the Rajya Sabha, was attacked with bombs, etc. Let the House make a note of it.

MR. SPEAKER : There is now a regular Government there. There is no Central rule there that you can get up any time and bring any matter before the House. The President's Rule is over now.

SHRI JYOTIRMOY BOSU : This House is not controlled by the Central Government. This is controlled by the Members of the House, through you

MR. SPEAKER : I am very sorry if any MP's house has been burgled. You cannot raise that matter here unless there is a breach of privilege involved.

SHRI JYOTIRMOY BOSU : It is an organised attack with bombs.

MR. SPEAKER : I think, the story of bombs should be over now.

11.11 hrs.

RAILWAY BUDGET, 1972-73—GENERAL DISCUSSION—Contd.

MR. SPEAKER : The House will now take up further general discussion on the Budget (Railways) for 1972-73.

Shri Dhamankar to continue his speech.

SHRI DHAMANKAR (Bhiwandi) : Mr. Speaker, Sir, yesterday, in my speech I had requested the hon. Railway Minister to drop the idea of increasing the fares of season tickets in suburbs of Bombay and Calcutta. I repeat the request again today. I feel that the increase is not justified because these unfortunate III Class passengers are not provided with any amenities. The local trains are overcrowded. The demand for more local trains is always met by the negative reply saying that rakkets are not available. They are so overcrowded that the passengers are automatically pushed in and pushed out of the carriages causing at times fatal accidents. In spite of so much overcrowding, these unfortunate passengers from suburban towns and villages have to rush to Bombay for their employment. Under the circumstances, I feel, the increase is not justified.

Secondly, it is unkind to take these people who have to go to Bombay far their employment and have to stay 30-40 miles far away in small suburban towns and villages. The passengers from these suburban towns and villages start going to Bombay at 4 O'Clock in the morning till 11 O'Clock in the night. There is a local train from Kalyan to Karzat and Kasara in which there are only six bogies. The number of workmen is very large and they have to be pushed in that train. I feel the number of bogies should be increased. At least nine bogies should be there.

I again request the hon. Railway Minister to drop the idea of increase in season tickets. The deficit will be hardly Rs. 46 lakhs which can be compensated by measures of economy and eradication of corruption in the railways.

A new track is proposed to be laid between Bassein and Diva joining the Western Railway to the Central Railway. I welcome this proposal. There are two big creeks on this line. Bridges have been allowed to be erected on these two creeks. At the time of erecting these bridges, I would request the Railways, to have some additional space which can be used as foot-path by the villagers, because for years together these villagers have been crossing these creeks by ferries and other small boats. If, along with the railway bridge, a foot-bridge is also erected

with a bigger span, I think it will serve the purpose and the Railways will be doing a good thing to the villagers. This railway line will be giving an opening to the villages between Bassein and Diva and subsequently from Diva to Bombay. A local suburban train can be started from Bassein to Diva and from Diva to Bombay. That will also help relieve congestion.

I would like to say something about allotment of wagons, I have some experience about allotment of these wagons, especially in farther area where grass is grown and is marketed to Bombay. Wagon allotment is done in consultation with the association of merchants. There is one Krishik Bazaar Utpanna Samiti, a cooperative organisation, which has been requesting the Railways to give them recognition and do the allotment of wagons in consultation with the cooperative body. They are an apex marketing society of Maharashtra. The Maharashtra Marketing Society has requested the Railway authorities, but I find that they are not in a mood to accept the request. The Association of Merchants can adopt malpractices to get more wagons for their purpose while cooperative societies have to adhere to rules strictly and there is very little scope for them for malpractices. I would, therefore, request the hon. Railway Minister to adopt a new method and recognise the cooperative societies which are doing the work of marketing and allot wagons in consultation with them.

During the last Budget I had raised the question of giving hill station allowance for the staff at Matheran Hill Station. I have received a reply from the Railways that the attitude of the Matheran Hill Station is not so much as to make the staff working there eligible for hill station allowance. I feel that altitude should not be the main point to be taken into consideration. It is the living condition that should be taken into account. In the case of Matheran, all the requirements of life are to be carried on head-load. So, things are very costly. Under the circumstances, the condition of altitude should not stand in the way and the railway staff at Matheran should be given hill station allowance; that will minimise their difficulties.

The rates on Matheran railway, even third class, are comparatively high. The bogies and engine are not in a fit condition to run

[Shri Dhamankar]

smoothly and efficiently. They are the ones which have been in use for years together. This results in constant breakdowns. There is, therefore, need to improve the rates as well as the bogies. This will help the passengers from Bombay who want to go to the hill station. The Government of Maharashtra is encouraging expansion of this hill station. I would, therefore, request the Railway authorities to give better facilities on this railway line.

With these words, I support the Budget presented by the Railway Minister.

SHRI SURENDRA MOHANTY (Kendrapara): The hon. Railway Minister rightly deserves congratulations for having presented a surplus budget though the surplus is a nominal one, merely half a crore. This creates an illusion of well-being about Railways. But it does not require a prophet to forecast that this meagre surplus will result, in a large deficit. The hon. Minister has been able to achieve this surplus by two hypothetical methods. He takes credit for passenger earnings to increase by Rs. 10.50 crores, quietly ignoring the fact that the loss on account of passenger earnings due to ticketless travel is somewhere between Rs. 20 and 25 crores. For compensating what he is throwing away to the ticketless travellers, there is no sense, no justification in picking the pockets of the passengers by way of increased passenger fares. He takes credit that from the goods traffic he will earn Rs. 39 crores more than the revised estimates completely ignoring that the quantum of compensation for thefts and pilferage of goods is on the increase and is on the ramp. The House may be interested to get the figures of compensation that the Railways have been paying. In 1968-69 the question of Compensation was Rs. 10.30 crores. In 1969-70 it was enhanced to Rs. 11.81 crores and in 1970-71 it stood at Rs. 13.11 crores. In 1971-72 it is Rs. 13.26 crores. It is an improvement indeed! While the Minister takes credit that he would earn from the good traffic Rs. 39 crores more, notwithstanding the spirally increasing amount of compensation, my only humble submission is this: if only these pilferages could be checked—I know the hon. Minister is capable and I think the Department is competent enough to stop these pilferages—if this ticketless travel could be eliminated, there

would be no need for raising the passenger fares and the goods freights.

The hon. Minister also takes credit that the accelerated industrial growth will enable the Railways to carry an additional 9.5 million tonnes of revenue-earning traffic. There are some people who learn from their own experience and there are others who learn from others' experience. I find that the hon. Railway Minister belongs to neither category. Neither he learns from his own experience nor does he try to learn from others' experience because as you know; last year he had promised also that an additional traffic of 9 million tonnes would be generated. He also had taken credit that there would be increased freight earnings. Now, the hon. Minister had to admit ruefully that there has been an increase in traffic of only two million tonnes. So, in all fairness, the surplus he hopes to achieve during the ensuing financial year is based on illusory notions which will never stand a moment of scrutiny in the light of the past experience. On top of it, the railways' working expenses is ever on the ramp, is ever on the rise. It now goes up to Rs. 809.14 crores, i.e. Rs. 24 crores more than the revised estimates. In the light of all these facts, I beg to submit that the surplus that the Minister has presented is an illusory one and is meant to mislead the House from the real state of affairs obtaining in the Indian Railways.

The hon. Minister has made also certain proposals for arriving at this surplus. His proposals relate to reclassification of commodities other than coal, foodgrains and pulses. This will result in a rise of freight rates by 8.5%. These proposals have been clothed in such esoteric code words that to examine these, in some detail and depth will be an exercise in futility. The hon. Minister should have given the break-up commoditywise as to the rate of proposed increase so that the House could judge for itself whether these enhanced freights were going to shoot up or not the cost of living index which is on the rise. In the absence of it to clothe such an important proposal in such esoteric words which, I am sure, the hon. Minister is not even able to understand, and to ask the House to give sanction to these proposals, I think, will be little short of an enormity.

Then, Sir, about rise in passenger fares. The hon. Minister has been saying that those

suburban passengers have been paying much less fare and that too not on a uniform basis. Even for third class suburban amenities, if they paid a little more, it would mean no greater burden. The first class and the air-conditioned passengers are of course the ubiquitous scapegoats. But, Sir, I ask the hon. Minister whether he can give a categorical reply to the House that the rise in passenger fares is justified. He argues that passenger fares and freight rates charged by Indian railways are among the lowest in the world. I am sure he would take shelter under the plea that the Indian Railway fares and freights are among the lowest in the world. But the passenger fares and freight rates in India are also quite high compared with the *per capita* income *vis-a-vis* other countries. In India, per passenger kilometre the fare is 1.52 per cent of the *per capita* daily income and for freight, per kilometre, it is 3.19 per cent of the daily income *per capita* whereas in U. K. it is 0.3 per cent for passengers and 0.46 per cent for freight. USA figures are 0.18 per cent for passengers and 0.05 for goods. In France, it is 0.31 per cent for passengers and for freight it is 0.29 per cent. In Canada it is 0.35 per cent for passengers and for freight, 1.16 per cent. From these figures it will be seen that in India as compared with the *per capita* daily income the passenger rates and the freight rates are the highest. The hon Minister may say in a developing country in a developing economy it is bound to be higher because the cost of inputs is higher. I would not like him to compare India with countries like Iraq or Afghanistan and quote that figures are higher in Iraq or Afghanistan etc. The Prime Minister is comparing India with super-powers and I am sure the hon Minister will not step down and compare India with the countries of the Middle East. We must be at par with the international powers whom we are confronting on the international front.

SHRI G. VISHWANATHAN (Wandiwash) : Not in Railways,

SHRI SURENDRA MOHANTY : Why not ? The Railways are 100 years old. We can do it if we can bring down the operational cost, if we can bring about operational efficiency and if we remove the illusion of overcapitalisation. I am sure if these are done the Minister will not pick the pockets of the poor passengers.

I come to another aspect which is really a matter of great concern to us, so far as we in Orissa are concerned. The hon. Minister's name implies that he is a devotee of Lord Ramachandra who is the symbol of truth. I had expected that the plighted words of the hon. Minister would have the sanctity of a pledge. But to my regret, Sir, I find that his plighted words have been blighted. Last year he made three promises so far as Orissa was concerned. On 31-5-71 he said that the Railway link between Cuttack and Paradeep extending over 86 K.M. would be completed by the end of 1972. He knows very well that this is not going to be completed even by the end of 1973. The hon Minister can turn the table and say, the Chief Minister of Orissa had advised him not to extend the pace of the construction work due to the agricultural operations in the Cyclone-devastated areas through a portion of which Cuttack-Paradeep Railway is being constructed.

But what about the railway yard in Paradeep ? I am sure the Chief Minister of Orissa has never advised the Railway Minister not to accelerate the progress of work of the yard at Paradeep port ? Though he had promised that the yard would be completed by 1972, it is yet to begin.

Another promise which he had made last year was to the effect that the development facilities in regard to the Jakhapura-Banspali railway link would be taken in hand if only the Orissa Mining Corporation gave assisted siding in Jakhapura. But when the Orissa Mining Corporation came to offer assistance, the Railway Ministry took the plea that unless the Malangtoli depots were developed and a report was received, nothing could be done in the matter. In all humility, I would ask the hon. Railway Minister for whom I have the highest regard whether it is fair for a State which is considered on all hands to be most undeveloped, and especially when the Railway Minister himself admits that the railway is one of the most important infrastructures which should be developed for removing regional imbalances and regional inequalities.

There is another aspect which has been agitating us, and I want to invite the sympathetic attention of the hon. Minister as also of this House to that aspect. The hon. Minister learned the gratitude of the people

[Shri Surendra Mohanty]

of Orissa last year when he had indicated, though obliquely to the Chief Minister, that the head quarters of the South-Eastern Railway would be shifted from Calcutta to Orissa. For enabling hon Members to understand the background of this proposal, I beg to mention here the route length of the South-Eastern Railway as it passes through six States of the Indian Union State-wise. In West Bengal, the South-Eastern Railway has a route length of 599.18 km. In Bihar, it runs for a length of 834.050 km. In Andhra Pradesh, it is laid across a length of 496.21 km. In Madhya Pradesh, it runs for 1322.00 km.; in Maharashtra, the length is 242.88 km. In Orissa, its routeage is the highest, 1729.15 km. From these figures, it will be seen that the route kilometrage in Orissa is the highest, which deserves in itself the location of the South-Eastern Railway headquarters in Orissa.

Calcutta has got the headquarters of three railways, namely the South-Eastern Railway, and the Eastern Railway and it is going to be the headquarters of the proposed tube railway as well. In Calcutta is located the headquarters of the South-Eastern Railway, though it is situated outside the jurisdiction of the South-Eastern Railway. It was no less a person than Shri Hanumanthaiya himself who had conceded that the headquarters of the South-Eastern Railway should be located in Orissa and that the shifting would take place in phases. He had already promised last year to the Chief Minister of Orissa that the office of the Chief Commercial Superintendent and the office of the Railway Public Service Commission should be shifted to Orissa in no time. But may I tell you, Sir,—you may kindly forgive me if some heat and some anger is brought into my submissions, when I say this that a leader like Shri Siddhartha Shankar Ray who issued a statement...

MR. SPEAKER : Let him conclude his submissions in a minute or two. His time is already up.

SHRI SURENDRA MOHYNTY : It is a matter of deep regret to us that a socialist leader like Shri Siddhartha Shankar Ray issued a statement threatening the Railway Minister that Bengal would be ablaze if the headquarters of the South-Eastern Railway was shifted

from Calcutta to Orissa. Is this the way how the Railway Minister is going to be bamboozed and blackmailed? I want to warn the Railway Minister that if Calcutta was on fire, at least the CRP force could put down the flames but if Orissa was once ablaze, it would be very difficult for all the combined might of the CRP to put it down, because the people were not going to take down lying low not only this kind of insult which is being heaped on them but also this kind of enormity and injustice which was being clamped down upon a State which has been much neglected.

Therefore, in all humility, I would beg of the hon Minister—he is a very strong man whose probity and integrity are well known in this country—to put his foot down firmly and see that some justice was done to a State which was considered under-developed and the regional imbalance from which it suffered required to be removed by the improvement of an important infrastructure like the railways.

I will conclude by putting a question not so much to the House as to the conscience of the hon. Railway Minister. The DBK Railway passes through Koraput district of Orissa and the neighbouring districts of Andhra Pradesh and Madhya Pradesh. The districts through which it passes are most underdeveloped which have been identified as such. The DBK Railway has not yet been opened for goods or passenger traffic for these underdeveloped areas. Perhaps the hon. Railway Minister thinks the iron ore of Balladilla is more important than the citizens who inhabit these districts in Orissa, Andhra Pradesh and Madhya Pradesh. But I take this opportunity to make a submission to the Railway Minister that he may see that this kind of prejudice is removed and the DBK Railway is opened to goods and passenger traffic for Koraput in Orissa as also in the districts of Andhra Pradesh and Madhya Pradesh.

SHRI D. N. TIWARY (Gopalganj) : Although the Railway Budget is not so bad, the opening speech of the Minister was not in very good taste. He has in his first line said :

"Responsibility to Parliament enunciated by the Constitution makes it my duty to

place before the hon. House for consideration the annual financial statement of the railways."

As if he has not otherwise to do it; he is compelled to do it and therefore he is doing it.

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : This is what is called perversity of interpretation.

SHRI D. N. TIWARY : He may say what he likes as he is in a place of position. But what we understand should be his concern, not what he thinks should be his concern.

SHRI K. HANUMANTHAIYA : I am also a member of the House

SHRI D. N. TIWARY : He is a Minister laying down policies and principles.

The speech is full of rhetoric, platitudes and humour. It has concealed bitter pills in sugar coats. In paragraph 7 of his speech, he has eulogised the services of railwaymen who lost their lives in the recent Indo-Pak war. But may I ask what has been done to them? Giving some money is not enough. Their kith and kin are there. Has anything been done for them? It is not mentioned here. I have seen the dependents of such employees who lost their lives while on duty running from pillar to post for a pitty job, but it was denied to them. All their efforts were of no avail. If these martyrs are treated in this way and only a paltry sum is given to them for the maintenance of the widows and so on, this is not the way a nation should pay homage to its martyrs.

Coming to the budget proposals, there is some misunderstanding among my hon. friends who have criticised the Budget in a way which they should not have. They have gone against the facts. Shri Mohammed Ismail while speaking said that the Central Government are taking too much from the Railways. It is a Committee of Parliament which has recommended a dividend to be paid to the general revenues. It is not the railway which is offering it, but Parliament in its wisdom has decided to do it and, therefore, that dividend is being paid.

So also, Shri Sarjoo Pandey said that punctuality is not observed in the railways.

We must pay compliment which even a devil deserves. The railways no doubt since the coming of Shri Hanumanthaiya, have improved their punctuality, but that is only on the main lines and that too especially on the express or mail trains. If you go to the branch lines, they seem to be without any Ma Bap, Nobody is there to take care of those lines. The trains run late, not five, 10 or 20 minutes late but for hours. The passengers on these branch lines always miss their connection with the main line and they have to spend the whole day sitting at the railway station, and nobody takes care of this aspect of the matter. If punctuality is to be maintained, it should be maintained throughout and not only on important trains or trains which are well known or are travelled in by big people or big businessmen. You must take care of those travellers on the branch lines also, who are unknown, who cannot cry or agitate. If this view is taken, your punctuality is not so good as you claim to be.

Now about the railway income. One proposal of the Minister is about the settlement of the railway lands. If all the lands are settled, they can bring large revenues to the railways, but there too, the railway lands should be settled not with those who have got lands but should be settled with the landless. What we see is that some big men come and they get the lands. Often the land is transferred to the revenue departments of the State Governments, and they settle this. When these lands are with the railways, the railways should settle them by themselves. Why give it to the revenue departments of the State Governments? You own the lands.

AN HON. MEMBER : Or give directions.

SHRI D. N. TIWARY : Who is going to accept the directions? I do not know.

Then I come to track utilisation. We find goods trains standing at one station for hours and there the thieves and pilferers get their chance. The goods trains do not move; we do not know why. There is no prudent management of the truck lines. Even where there are double lines and the trains can pass easily, both up and down, such detention occurs. What happens is that the goods of the merchants or the people who book their goods reach their destination late, and the merchants try to take recourse to other means of

[Shri D. N. Tiwary]

transport. Thus the railway loses its revenue. There was a scheme for home delivery of goods, what has become of that? If speedy delivery of goods is ensured, I am sure that the Railway Minister would not have to come here and tax the passengers for want of money. It has become a habit these days to tax the people if there is a deficit. There is no attempt at prudent management or economise or for any arrangements to find some way of improving their working. It is thought easy to tax the people. You have taxed them for a certain amount. You lose by way of pilferage and compensation is paid for the loss of goods to the extent of Rs. 13 crores. There are other losses like the loss of railway property; that also comes to two or three crores of rupees. On one item, coal, you lose lakhs. I have seen drivers throwing away the coal near the station or on the way also.

SHRI K. HANUMANTHAIYA : Not lakhs but crores.

SHRI D. N. TIWARY : Yes; when you are conscious of that, I do not know why the loss is not being avoided. That is the irony of the whole thing. You have found it easy to tax us but you are not finding any way to prevent this. Why? Yesterday, Mr. Sarjoo Pandey in his speech quoted the examples of big officials getting things for their own use from local shops. Has any person been dealt with for that? High officials who do so go scot-free while small fry like a chowkidar is punished if some little things are found in his possession, intentionally or unintentionally. The example should be set by the higher-ups; you should not expect the lower category of people to set the example.

I next come to the concentration of offices. Sometime back the Government of India wanted to move some offices from Delhi to lessen congestion here. But what is the Railway Administration doing? The headquarters of two or more railways are often located in one place, such as Bombay or Calcutta. Why? There is great paucity of accommodation in those cities. Why not distribute these offices? My friend Patnaik argued about Orissa. May be it can go to Gujarat or Bihar. I do not mention any particular place. You have to move away these headquarters of railways from Bombay and Calcutta so that some accommodation could be released.

Surely the General Manager's office and other offices need a lot of space and they should be shifted to Orissa, Gujarat, or Bihar or anywhere, I do not mind, but you must do it. If you do so people will not point an accusing finger at you and say that you are partial to one place.

The hon. Railway Minister was pleased to say that the Barabanki Samastipur line via Muzzafarnagar is going to be converted into broad-gauge. That way it touches Sonapur. Sonapur to Teghra is forty miles. It is in the Barauni line. Upto to Teghra the broad-gauge line comes. If you cover that distance, then you will have the missing link covered and there could be more goods traffic in that area.

About the unfortunate lot of my region, I want to say something. This question has come here times without number. In the last session when I put this question here, the Railway Minister told me that he would talk to me after getting the necessary materials and papers. I reminded him twice or thrice about this, but the call never came and I could not discuss the matter. The people are suffering there. Before the introduction of the DS system in NE Railway, Sonapur was an important place, and there was a DTS office. In all other States there are three or four DS offices, but in Bihar we have got only one DS at Samastipur. With the result that often we people who live on this side of Samastipur—Sonapur, Chhapra etc.—do not know when a train is running, whether it is late or not. Whenever we ask, we are told that the control is not functioning well, and, therefore, they cannot say.

Moreover, the hon. Minister has been good enough to appoint an Area Officer at Sonapur, but what does he do? He does not do anything, he is superfluous. Whether you remove him or keep him is not going to make any difference. Give us at least a Deputy DS, so that there may be proper management of the area. You have got the buildings there, they are being rented out to other departments. Hundreds of quarters are there, all vacant, all being rented out to villagers or others. So, why not give a Deputy DS at Sonapur so that management of this side of the railway may be done properly?

SHRI AMRIT NAHATA (Barmer) : A feeling has grown in large sections of this

House that the railway administration has become impervious to and has immunised itself against all criticism from this House. There is a feeling on a part of a large number of hon. Members of this House that when they write letters to the Railway Minister, they never get satisfactory replies. I do not know whether this feeling is right or wrong, but it is there, and I would urge upon the hon. Minister to allay such fears and to see to it that they do not act merely like a postman, but they really intervene in the matter. I know from my own experience that when I write a letter to the Railway Minister, I get a reply with a "no" from some officer. The Minister just attaches his signature. In the note we get a lot of information, but we never get a satisfactory reply.

I have a feeling that since independence it has never been clearly spelled out as to what policy the railways are supposed to pursue and what specific role the railways have to play in this country. Before independence we know that the railways performed a function. They were instruments of colonial exploitation in this country, but at the same time, they unified the country, and contributed towards the growth of national consciousness. I was telling the Railway Minister only yesterday that when the first railway locomotive moved to the soil of India and when the British newspapers flashed it in headlines in England, the next day Karl Marx wrote prophetically that the first grave of British imperialism had been dug in India. But that phase is over. What are the railways supposed to do in free India? It has been considered to be a public utility or a public service. This is a gross under-estimate of the role that railways must perform in our country. Railways are national investment, and they are supposed to lay the infra-structure for a balanced regional development in this country. I am afraid during all these years the railways have contributed most to the growth of regional imbalances in this country. Instead of being the harbinger of development and opening up of new areas, they have followed development. When a particular area develops the railways enter there. This is not the role supposed to be performed by them. It seems the railway administration is drifting without direction or destination: at times, it seems it is not moving at all! It has grown into a closed empire.

I once visited the residence of the Divisional Superintendent I would not mention the

division's name. When I entered the residence, which is called Rail Bhavan, I was wonder-struck. I thought I had entered into an Arabian Night's dream, so fabulous and fantastic! If a mere Divisional Superintendent maintains such living standards, I just do not know what kind of living standard is maintained by the higher-ups in the Railway Board. This Parliament has never been convinced about the reason or rationale of the existence of the Railway Board. The whole administration is oriented towards big officers.

There is a train which runs from Delhi to Jodhpur—Jodhpur Mail. It is an eighteen-hour journey and the train reaches Jodhpur, the terminal, at 5 minutes past 12. Everybody who travels by it knows that it can reach there much earlier. I would request the minister to reduce the journey time by 15 minutes. Let it reach Jodhpur at 5 or 10 minutes before 12. It will not happen because if it reaches after 12, the officers travelling by that train get 75 per cent extra DA. But if it reaches before 12, they get only 50 per cent. Just because the officers must get 75 per cent extra DA, the train must reach 5 minutes after 12. This is the consideration!

Regarding the attitude of the railways towards the public at large, the same attitude is discernible. It is obsessed with prestigious projects like air-conditioned trains, Taj Express, another Rajdhani Express, etc. The railways are not meant for the affluent upper middle-class people. It is the third class passengers who give 75 per cent of the revenue but no concern is shown for them. Let the affluent travel by plane or their own cars or other modes of transport. The railways must primarily concentrate on the convenience of the poor people, millions of whom have not seen a railway engine till this day.

When we approach the Minister with a new proposal, they say, "a survey is being conducted." Who conducts the survey? What are his qualifications? Does he take into account the economic potentialities of the region? We do not know all these things. We are just told, "a survey has been conducted and it seems this proposal is not economic." Even if a new proposal is not directly profitable, do take into consideration the indirect contribution which that railway line would make to the economic development of that particular region? They do not. A new line was laid

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from Pokaran to Jaisalmer—I am talking of an undeveloped region—on defence considerations. Today this line is giving rich profits. The railway authorities did not know that there were gypsum mines in this region. Today they are giving the railways huge profits. The Governor is Rajasthan wrote to the Railway Ministry that a similar line must be laid from Jaisalmer to Barmer, as it will strengthen the security of our country. When I wrote to the railways in the matter they said that the survey shows that it is not going to be a profitable proposition. On what considerations did they arrive at this conclusion? Do they not know that there is rock phosphate there? Do they not know that there is gas in Jaisalmer? Do they not know that at present thousands of goats are transported in trucks right up to Bombay? Either they do not know these things, or they do not take these things into consideration. Yet they say that this is not going to be a profitable proposition. Even if it is not going to be a profitable proposition, is it not the duty of the Railway Ministry to explore and open up new areas where people have not seen a railway train? So, the whole attitude and approach of the Railway administration must change. The railways are primarily meant for the poor people of our country, for the most backward regions of our country, for the correction of regional imbalances in our system.

12 hrs.

Now there is a craze for dieselisation. The administration is obsessed with speed. On the one hand, people move in bullockcarts. While in other countries of the world railway train is an out-moded mode of transport, in this country it will continue to be the principal mode of transport for the poorer sections of our people. But our administration is obsessed with speed, with more and more dieselisation. Japan import coal from India and with that coal they produce electricity which is cheaper than electricity in our country. For our dieselisation we have to import a lot of diesel and manufacture a lot of diesel locomotives. Then what will happen to coal-based locomotives?

Let them not be obsessed with ultra-modern prestigious projects for speed, sophisticated mail and express trains; let them take more care of the existing ramshackle railway engines.

Let them run those trains in the backward regions for the poorer sections of the people. The obsession with modernity must go, whether in the Rail Bhavan, Isaroda House or the house of a Divisional Superintendent as if India is on the anvil of reaching the moon. Trains have not reached thousands of villages in our country. So, these distortions in the attitude towards the people of India must change and the railways must cater primarily to the backward regions and the poorer sections of the society.

Coming to concrete instances, in Assam, Bihar and UP the common salt, which is a prime necessity, is being sold at Rs. 1.50 or Rs. 2 per kilo. At the same time, crores of rupees worth of salt is lying stored and stacked in Palled, Sambhar, Gandhidam and other places. They are not able to transport them for want of wagons. At the same time railways are suffering losses for want of traffic. Is this not a paradoxical situation? While there is no salt in some places, in some other areas it is lying unsold because wagons are not available. At the same time, the railways suffer losses for want of traffic. Though salt is a prime necessity it is given a very low priority in the matter of categorisation by the railways; it is given the lowest category, namely, E. So, a wagon will be available for the transport of salt only when that wagon is not required for the transport of any other commodities. But suppose a wagon is required for the transport of copper or aluminium. They will rush the wagon. They will even lay a new railway line if it is required for a Birla factory. But when it is a question of salt, which is required by the common man, they will not care for it.

I will give another example. Much is talked about ticketless travel and so much loss being suffered by the railways. But nobody has ever heard of ticketless travel in aeroplanes or even in buses. There are as many buses in our country as there are passenger coaches on the railways. I am sure, if somebody were to compare the total number of buses that ply in our country with the total number of coaches that ply on the railways, they will be almost equal. How is it that there is no ticketless travel in buses and there is so much ticketless travel in trains? Has anybody exercised any imagination or taken any initiative? Somebody must walk off the beaten track. For example—I am just throwing out a suggestion;

the details can be worked out—instead of having this system of selling tickets at a every railway station, why can they not put a conductor in every coach who will sell tickets in the coach itself? Something can be done. Something new and imaginative can be worked out. A bold initiative must be taken. Nobody ever dreams of ticketless travel in a bus or an aeroplane. Why do people think of ticketless travel in railway trains? What is wrong? Some new climate has to be created and some new mechanism has to be provided for against it. If only ticketless travel is done away with, I think, the railways would come out of the red and go to the green or black or whatever it is.

Coming to thefts and pilferages, I think, the top administration, the responsible officers in the railways, the station masters are a party to theft and pilferage. I am consciously using these words. It is no use blaming the workers or the trade unions. I can assure you, if active cooperation is sought from the workmen and the trade unions and if a climate of confidence, participation and involvement is generated, this problem can be solved. The fault and the blame lies somewhere at the top and not at the bottom.

Now I will take up one or two concrete cases concerning my own region. I have not been able to understand the geography or the compass of the railways. Barmer, which is at the extreme western border of our country, is in the Northern Railway and Allahabad is also in the Northern Railway! I cannot understand the geography of it. The service commission for the Northern Railway is situated somewhere in Allahabad. My people in Jodhpur, Barmer, Jaisalmer and Bikaner have always come complaining to me that they can never dream of finding employment in the railways. All the people who come there are either from UP or from Punjab. A Rajasthani, particularly a Western Rajasthani, has not been given employment all these years.

SHRI PILOO MODY (Godhra) : Give him a job.

SHRI AMRIT NAHATA : Give them a job. I am not jobless, thanks.

Let us have a new railway service commission, if the Allahabad office cannot be shifted. I do not know what are the techni-

calities, but I want that justice and fairplay must be meted out to the people of different regions.

A genuine demand, that has been put forward by the Rajasthan Government and by the various MPs, has been to have a separate zone for the metre gauge. The Western Railway passes through Rajasthan and the Northern Railway also passes through Rajasthan. It is neither in the north nor in the west. Where is nobody knows. Let there be a separate zone for the metre gauge so that justice is done and employment opportunities are created in the western part of the country which is economically backward and which needs wider facilities of transport.

There was a highly developed railway workshop at Jodhpur. At one stage 3,000 workmen were working there; today the strength has gone down to 1,200. Instead of providing more opportunities, the employment opportunities are shrinking. That workshop is lying idle and its capacity is not being utilised. At a certain stage even aeroplanes were being repaired in that workshop. Highly sophisticated instruments were manufactured there and railway wagons and coaches were manufactured and repaired there. Now there is no work in that workshop, because it lies in one remote, neglected corner of the country. So, my request to the Minister would be to look after the backward, undeveloped and underdeveloped regions and the poorer sections of the people in this country.

MR. SPEAKER : I do not want to interrupt you. You are making a very constructive speech. But I leave it to you.

SHRI AMRIT NAHATA : I will take only two minutes more.

The small traders who consign, say, salt or stone or such articles which have less value and great bulk are facing a difficulty. Till now these consignments were sent and marked "To Pay" and when they reached the destination, the consignee used to pay the freight and take the delivery. Now the Railways have changed the system into "Pre-payment". This will mean that rich traders will be benefited because they can pay freight which is sometimes double the value of the articles. Of course, it is a known fact that the Station Masters at such place where stone or salt is

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exported mint money. I once gave an instance of the Station Master whose remuneration, the economic benefit, that he derived was more than three times that of the hon. Railway Minister. But nothing is done. It is a common knowledge that Station Masters at such places are minting money.

Apart from that, the system of "Pre-payment" means that rich traders will afford pre-payment and they will be able to send their goods. But the poor small traders will not be able to pre-pay. If the Railway administration finds that in the past there have been no cases of default, that the consignees have always paid the freight so that they do not have to auction the consignment and recover the cost which is less than the freight, if they find such cases are not there, let them have some deposit from them which can be kept as a deposit with the Railway administration and let the old system of "To Pay" to continue. If there is a particular default, the amount can be adjusted from that deposit. This is a very constructive suggestion that I make to the Railway administration.

Lastly, there is the Travelling Ticket Examiners. I do not see any rationale for this creature in the railway administration. He travels; he takes risks and sometimes he is beaten and even murdered. This creature has been demanding a running allowance that is given to drivers, *Khalasis*, guards and even those men who open and lock the brakes. But the Travelling Ticket Examiner is not given a running allowance on a technical reason that he does not come in the technical running of the train. That is true. But the poor fellow does run all the time and he is moving all the time. He used to get allowance before the integration and before the zonal reorganisation. The name may be changed. Let him be given some hard work allowance or risk allowance. He does take risks. There is a discrimination between the Travelling Ticket Examiners and other employees who run the trains. I request the Railway Minister to consider this case sympathetically. I expect the Railway Minister to show sympathy for these Travelling Ticket Examiners who are supposed to help him in recovering the revenues for the railways.

SHRI H. M. PATEL (Dhandhuka) : Mr. Speakers, Sir, I find it very refreshing to here

speakers from all sides of the House criticising the Railway Ministry. The Railway Minister must be wondering whether he is listening to the Opposition or to his supporters. But this is as it should be...

MR. SPEAKER : Refreshing to him also.

SHRI H. M. PATEL : It ought to be refreshing to him also. But it is certainly refreshing to here speakers from all sides and, I hope, the Members on the other side of the House will continue this practice of being critical of Railway administration in a frank manner.

The previous speaker wondered whether the Railway Ministry had any policy at all or whether it functioned in a planned manner. The Railway Ministry says that the Railways have been drawing up and executing their five year plans of development in keeping with the national Five Year Plans.

They go on to say that the Railways' First Five-Year Plan concerned mainly on the rehabilitation of depleted assets. That is to say, till then, they had not looked after their assets. Then it is said :

"During the Second Plan, development was accelerated but at times demand still outstripped rail transport capacity. The objective of the Third Plan was to develop sufficient capacity so that rail transport did not become a bottleneck in industrial development of the country. This continued to be the objective during the Annual Plan Years 1966-67, 1967-68 and 1968-69."

Thereafter they saw no necessity to continue to have that as their objective—the most important objective of developing sufficient capacity so that rail transport does not become a bottleneck in industrial development of the country. In the Fourth Plan they have this as their objective ; they say :

"to provide capacity for freight and coaching traffic anticipated during the Plan period ; and to modernise the equipment..."

I suggest to the Railway Minister that he might still retain the objective that the Rail-

ways had adopted for the Third Plan. Failure to do so results in a great many difficulties for the country and the country's economy. In his speech—frank as he has been his frankness is somewhat deceptive—he has not referred to the complaints that he must have certainly received from different parts of the country because of the failure to pay heed to this objective. In Gujarat he must have known how the textile industry in Ahmedabad, the small scale Industries—both in Ahmedabad and other parts of the State—came close to closure for want of coal. Why should this be? Why should such a failure occur of wagon supply? The Railway Ministry must be aware of the demands for wagons from different parts of the country, the development of the industries, the requirements of the industries in different parts of the country, and could surely plan beforehand so that at no time is any industry compelled to face such a situation.

In his speech the Railway Minister referred to floods that occurred and various other difficulties which were a strain on the Railways in the running of the railways. But this is not something new. Every year we have floods; every year we have various kinds of calamities in this country, and it should surely be possible to plan beforehand, anticipating such emergencies, to plan to face these emergencies. But the main objective must still remain, how to ensure that the country's economy is not held up for want of service the people must expect railways to provide.

Another thing which seemed to me to be strangely missing in the Railway Minister's speech was any reference to roads and the road transport and the effect the road transport must have on Railways. When they talk about providing sufficient capacity for freight and everything as anticipated, did they go into the question of the extent to which road transport was encroaching upon the railways, and if so, what were the conclusions which they arrived at? In fact, there ought to be much closer coordination between road transport and rail transport and there ought to be common policies, common policy approach, to organising the two; one should not be hostile to the other. If many persons have been using road transport in preference to railways, to move about themselves or to move their goods, it is because road transport is very much more convenient from so many points, and, therefore, whatever the Railways may do, the road

transport will flourish and will develop. Therefore, the Railways for that very reason must plan either to provide service of equal quality or to find other ways of ensuring their own prosperity. In this country, as the previous speaker pointed out, the ordinary man is going to continue to travel by Railways because from many points of view it is the cheapest mode of transport. Also many types of goods will have to be moved by Railway and, therefore, the Railways ought to specialise in the transport of these commodities and all these commodities should be moved in the most efficient manner possible. Do they do that? I think the Railway Minister should explain to us precisely what in the eyes of the Railway Ministry is the role of the railways and in what way they expect to meet this competition so that their earnings, instead of being affected adversely, are not so affected.

This brings me another important matter. The Railway Minister somewhat proudly referred to a long-held dream of his which he was about to fulfil and that was the dream of conversion of certain metre gauge lines into broad gauge. Here again, I would like to ask as to what is the policy of the Government in regard to the conversion of metre gauge to broad gauge. At what rate do they propose to convert these railways? What are the criteria for converting these railways and is it the intention to have eventually only one gauge in this country? If so, by what stages is it proposed to achieve that goal? If that is not the goal, then what precisely is the rate at which and the manner in which they propose to proceed with conversion of whichever stretch of railways they select for conversion, what are the reasons for selection? Personally, I would say that it would be a wise thing for the Government to have only one gauge in the country and that would be the broad gauge and, therefore, the process should be planned in such a way that within a reasonable period of time, that goal could be achieved. But, if that is not the goal which the Railways wish to adopt, then, what is the goal they would like to adopt? Certainly, it is most desirable that there should be a clear long-term planning in this regard.

There was a reference by the previous speaker to what he called 'love of speed', which was held in special favour, and the Railway Ministry's fondness for dieselisation, I don't think that he was right in considering this liking of the Railway Minister as miscon-

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ceived. But what is perhaps misconceived is the bias against steam. What is the rate at which they propose to change over and in what circumstances do they propose to change over from steam to diesel or from steam or diesel to electricity? There must be laid down clear-cut criteria for it. They must have laid down only they have not published them. But, I think it should be possible for them to explain the criteria. A reference was made to the fact that as we have plenty of coal there is no reason why we should change over to dieselisation. Perhaps the reason for the change is the quantum of freight that could be carried by one diesel engine as against one steam engine. But, whatever that be, I think a clear-cut enunciation of policy is desirable.

I have one other suggestion to make and that is with regard to the Accounts. I must say that the Railway Accounts are presented in a form and in a manner which is scarcely intelligible to most persons without the assistance of a number of small booklets which Railways bring out at the time of the Budget, for instance, the Indian Railways and the Indian Railways, Central Facts and Major Problems and the Railway Board's Report. If these small booklets can be made intelligible, why cannot he consider changing the form of the accounts so that they too can be just as intelligible to ordinary persons as are the ordinary accounts. I will give you one instance. At least I find it difficult to discover exactly how the industrial units of the Railways are functioning. One does not know much about their actual functioning, whether they are functioning efficiently or not, until one sees certain figures in these small booklets. So, I would suggest that the Railway Minister may consider this most seriously.

I do not think I should take more time of the House, but I think there is some justification for the complaint that the Railway Administration has got bogged down. I found this interesting contradictory reference in the Railway Board's report. It says :

"Administrative Reforms Commission's Report on Railways :—The Bureau—the reference is curiously enough to Efficiency Bureau—was processing the recommendations contained in the reports of the Administrative Reforms Commission and their Study Team on Railways. The

Recommendations are of a far-reaching nature and cover all the important facets of Railway activities. The Commission emphasised that the Railways owned by the Nation as its largest public sector undertaking should be enabled to function on sound business and commercial principles within the framework of the policy laid down by the Parliament. Government attach great importance to these recommendations."

—Now let us see exactly how Government carries out its attachment to these important recommendations. It says :

"6 out of 49 recommendations contained in the Administrative Reforms Commission's report and 34 out of 309 recommendations contained in their Study Team on Railways were finalised up to 31st March 1971. Other recommendations were under various stages of examination."

Will the Railway Minister be good enough to tell us by what date and by which year these recommendations will be finalised, implemented, considered or rejected, or will he wait till the recommendations have so changed that those recommendations would be no longer operative? In fact, there is some justification for appointment of some kind of Efficiency Commission which would go into the working of the Railway Board. I for one do not consider as was suggested by someone—that the Railway Board is not a useful organ in that system. But, certainly, it is necessary to see why the Railways cannot function more efficiently, why an emergency is needed for the Railways to function as efficiently as they did in the 14 day war with Pakistan? The Railway Minister paid a well-deserved tribute, and he ended his speech by saying as follows :

"The performance of railwaymen in the matter of punctuality and defence efforts impels me to believe that they are doing so."

That is, they are performing their duties. And then he says :

"I hope we will all pass the test and present the House a better picture of our finances and performance in the next Budget."

There is an implied assumption ; the implication is that the performance of the railways is not as nearly satisfactory as it might be. But what I am concerned with is merely this. If the railway staff and administration could function really efficiently and show such fine results during an emergency, why can they not do so in normal times ? In normal times too, which, again as the Railway Minister points out, should now be devoted to waging another war, that is, the war against poverty ? There should be some change and they should be persuaded to function equally efficiently and achieve success in this war against poverty.

MR. SPEAKER : The hon. Member should now conclude. He has already taken double the quota of time allotted to his party.

SHRI H. M. PATEL : On that, I would certainly not like to disobey you, but I would urge this...

MR. SPEAKER : It is not a question of disobeying. The time allotted to his party was only eight minutes, but he has gone on for almost double that time.

SHRI H. M. PATEL : I am urging this point that in this debate my time is bound to be small by the normal procedure, but I would urge that though because of the circumstances my time is bound to be small, the point of view which the Opposition has to present should be allowed to be presented in as reasonable a time as possible ; of course, it is always subject to the limitation of reasonable time.....

MR. SPEAKER : But he is not the only Member sitting in the Opposition.

SHRI H. M. PATEL : I was only referring to the basis on which time had been allotted. That was what I was urging. However, if it is your wish that I should conclude, I shall not continue.

MR. SPEAKER : The quota of time allotted to him was only 8 minutes. But he has gone on for double the time. He started at 12.13 p.m., and he has finished his speech at 12.32 p.m. Still, he is not satisfied.

SHRI H. M. PATEL : It is not a question of satisfaction, but it is a question of being

able to have time enough to develop points and to present them satisfactorily,

MR. SPEAKER : That can be done in five minutes.

श्री नरसिंह नारायण पांडे (गोगम्बपुर) : अध्यक्ष महोदय, मंत्री महोदय ने जो रेलवे का बजट पेश किया है वास्तव में वह ऐसा है जिस पर उनको मुबारकबाद देना चाहिये। लेकिन मैं माननीय मंत्री महोदय से यह जानना चाहता हूँ कि जब उन्होंने यह बजट पेश किया तब क्या हिन्दुस्तान के उन क्षेत्रों की तरफ उनका ध्यान था जो सदियों से पिछड़े हुए हैं, सदियों में जहाँ की औद्योगिक स्थिति बदतर होती गई है, जहाँ के बारे में हमेशा रेलवे मंत्री महोदय का विभाग सर्वेक्षण करता रहा लेकिन दस मालों के अन्दर किसी नतीजे पर नहीं पहुँच पाया ? जब मैं यह बात कहता हूँ तब मैं माननीय मंत्री महोदय के शब्दों को उद्धृत करना चाहता हूँ जो एक समय उन्होंने वही थे :

"The Railway Minister indicated that hereafter whenever developmental work is undertaken in the railway field, the same should be done on an equitable basis, that is, every State should get some provision or the other. We have to treat all the States with equal consideration and, ensure that all States got equitable treatment."

मैं मंत्री महोदय से जानना चाहता हूँ कि क्या यह बजट, जो उन्होंने पेश किया है, उन भावनाओं को प्रतिबिम्बित करता है, जिन को वह सदन में और सदन के बाहर अपने विचारों के द्वारा सारे देश में प्रचारित और प्रसारित करते रहे हैं ? मैं अदब के साथ कहना चाहता हूँ कि मैं उस क्षेत्र से आता हूँ जहाँ पर मीटर गेज की लाइनें काफी दिनों से काम कर रही हैं। मैं मंत्री महोदय से हमेशा यह निवेदन करता था कि आज दस सालों से हमारे यहाँ मीटर गेज के चेन्नई का सवाल है ब्राड गेज में। यह कहा जा रहा है कि उत्तर प्रदेश, बिहार और असम तक यह जो लाइन जाती है इसको बदला जाये। मैं मंत्री महोदय को इसलिए भी मुबारकबाद देता हूँ कि अब की

[श्री नरसिंह नारायण पांडे]

बार उन्होंने बड़ी कृपा की कि बाराबंकी से मुजफ्फपुर होते हुए समस्तीपुर तक की लाइन को ले लिया।

लेकिन इस बात को कहते हुए मैं मंत्री महोदय से यह जरूर पूछना चाहता हूँ कि जो आप की सर्वे रिपोर्ट है, जिसका आपके ही डिपार्टमेंट ने सर्वेक्षण कराया मीटर गेज से ब्राड गेज में चेन्ज करने के लिए और सर्वेक्षण के बाद टेक्निकल ओपीनियन के लिए, टेक्निकल इन्वेस्टिगेशन के लिए डाल दिया है, उसमें क्या आपने भटनी से मड़वाडीह होने हुए बाराणसी तक वाली लाइन पर ध्यान दिया? जब मैं यह कहता हूँ तो मैं मंत्री महोदय से यह अवसर पूछना चाहता हूँ कि क्या वह उन पत्रों की तरफ ध्यान देंगे जिनका उन्होंने जवाब दिया है? क्या मंत्री महोदय की ईक्विटेबल डिस्ट्रिब्यूशन की ध्योरी बदल गई? यह कहते हुए मैं आप के सम्मुख यह निवेदन करूँगा कि छः रेलवे लाइनों एक साथ सर्वेक्षण के लिये दी गई :

बाराबंकी में गोंडा, गोंडा से गोरखपुर
सर्वेक्षण

गोरखपुर से मड़वाडीह

गोरखपुर से बरौनी

बीरगंज से ओखा

पूना से मिराज

मिराज से कोल्हापुर

इन सब को एक तारतम्य में रखा, न्यूमेरिकल आर्डर में रखा, जिनके बारे में रेलवे बोर्ड सर्वेक्षण करने के बाद ऐक्शन लेगा। मैं कहना चाहता हूँ कि जब मैंने मंत्री महोदय को पत्र लिखा कि आखिर इन लाइनों के बारे में क्या हो रहा है मीटर गेज से ब्राड गेज में, तब मंत्री महोदय ने जवाब दिया कि बाब की लाइन को लिया जायेगा। इसके बारे में बोर्ड की सर्वेक्षण रिपोर्ट आ गई है। हम जांच पड़ताल कर रहे हैं। लेकिन जहाँ तक आप का यह कहना है कि :

"It has been mentioned in the MP's letter that the conversion of the Viramgam-Okha section has been taken up. This is not correct. The conversion of this section has not yet been sanctioned".

मैं आप से पूछना चाहता हूँ कि जो लाइन सर्वेक्षण नहीं है उसको आप ने एक्सेस ग्रान्ट या सप्लिमेंट्री बजट में कैसे रक्खा गया है? इसके बारे में कोई भी सदस्य मंत्री महोदय को चार्ज कर सकता है, रेलवे मंत्रालय को चार्ज कर सकता है क्योंकि मंत्री महोदय ने स्वयं अपने पत्र में लिखा है कि यह लाइन सर्वेक्षण नहीं है। मैं मंत्री महोदय से स्वयं पूछना चाहूँगा कि क्या यह एक-पक्षीय बात नहीं है? उसको आप ने कैसे ले लिया और कैसे आप ने उस पर काम शुरू कर दिया तथा कैसे आप ने बजट में एक्सेस ग्रान्ट के नाम पर कॉन्स्ट्रक्शन का दुरुपयोग करके उसको सर्वेक्षण कर के रुपया निर्धारित कर दिया और जाकर उसका उद्घाटन भी कर आये? तथा जो लाइन सर्वेक्षण है, जो प्रायमरी लाइन है उन को छोड़ दिया गया। इस पर जब मैंने शोर मचाया, मैंने कहा कि मुझको मौका दिया जाये, मैंने अपने नेता से कहा कि मुझको मौका दिया जाये, मैं पार्लियामेंट में बताऊँगा कि किस तरह से काम हो रहा है, तो मुझे कहा गया कि अच्छा अबकी बार आप को रेलवे लाइन मिल जायेगी। मैं बड़ा शुक्र-गुजार हूँ मंत्री महोदय का उन्होंने एक लाइन उत्तरी हिन्दुस्तान के लिये बड़ी कृपा करके दे दी, लेकिन मैं इससे सन्तुष्ट नहीं हूँ, सदन इससे सन्तुष्ट नहीं है। सदन जानना चाहता है कि क्या बजट में सचमुच किसी तरह से "ईक्वल डिस्ट्रिब्यूशन" का कोई प्रतिबिम्ब मिलता है? यदि नहीं मिलता तो आपको सोचना चाहिए कि आप केवल थोड़े से क्षेत्र के मिनिस्टर नहीं हैं आप हिन्दुस्तान की सरकार के माननीय मंत्री हैं जिनका काम है कि वह चारों तरफ देखें कि कहाँ पर औद्योगीकरण पीछे पड़ा है, कहाँ पर भारत की सरहद पर सीमाओं की रक्षा के लिये आज लाइनों बिछाने की जरूरत है। आपकी दृष्टि चारों तरफ जानी चाहिये। इस तरफ मंत्री महोदय का ध्यान नहीं गया और इस लिये मैं उनका ध्यान दिखाना चाहता हूँ।

दूसरी बात जो मैं आप के जरिये से कहना चाहता हूँ वह यह है कि हमेशा 'थेफ्ट्स और फिलफरेज' के बारे में चर्चा हो जाती है। रेलवे में चोरियाँ होती हैं। आखिर यह चोरियाँ क्यों होती हैं, और किन की बजह से होती हैं। रेलवे मंत्री महोदय के सामने जो रेलवे बोर्ड की रिपोर्ट है उसमें से ही कुछ फिगर्स में कोट करना चाहता हूँ :

1969 में 93 आम्ब एन्काउंटर्स हुए उन में 32 आदमी मारे गये और 8 क्रिमिनल इंजर्ड हुए, 1970 में साल भर के बाद 172 कैरोज आम्ब एन्काउंटर्स के हुए। उनमें 85 आदमी मारे गये और 33 क्रिमिनल इंजर्ड हुए। उस के बाद आप 30 अगस्त, 1972 तक के फिगर्स को देखिये। 175 आम्ब एन्काउंटर्स हुए। 87 उसमें मारे गये और 35 जख्मी हुए। इसमें जो सबसे महत्वपूर्ण बात है वह यह है कि 18016 लोगों को अरेस्ट किया गया जिनमें 1719 तो रेलवे एम्प्लायीज थे जिनमें से 112 आर० पी० एफ० के लोग, थे रेलवे प्रोटेक्शन फोर्स के आदमी थे। जिनको आपने माल और यात्रियों की हिफाजत की जिम्मेदारी सौंपी है। आज वही माल गाड़ियों में लूट मचाए हुए है। यह आपकी रिपोर्ट है, मेरी नहीं है। मैं जानना चाहता हूँ कि इस चीज को रोकने के लिए आपने क्या कदम उठाए हैं, कौन-सा मैकेनिज्म काम में लिया है ताकि सही तरीके से आपका डिपार्टमेंट जनता की भावनाओं का प्रतीक बन कर काम कर सके।

सबसे बड़ी बात यह है कि अगर मजदूर तब बा आपका खुश नहीं है तो इस समाजवादी युग में समाजवाद की रचना नहीं हो सकती है। जब मैं यह कहता हूँ तो मैं मंत्री महोदय के ही आँकड़ों को उद्धृत करना चाहता हूँ। साढ़े तीन लाख केज्युअल लेकर रेलवे में पड़े हुए है। मैं जानना चाहता हूँ कि इस साढ़े तीन लाख केज्युअल लेकर के लिए आपने बजट में क्या प्राविधान किया है ? इसके बारे में आपने कुछ नहीं बताया है। आपको याद होगा कि महात्मा गाँधी के जन्म दिन पर हमने सारे देश में 'केश प्रोशम' शुरू

किया था गतवर्ष। बेरोजगारी के विरुद्ध हमने प्रथम आन्दोलन तब छेड़ा था। लेकिन उसी दिन गोरखपुर सिगनल वर्कशाप के पाँच सौ रेलवे एम्प्लायीज को निकाल दिया गया था। मन्त्री महोदय महात्मा गाँधी की पीढ़ी के हैं, उनके बताए हुए आदर्शों पर चलने वाले हैं, उस परिपाटी को मानने वाले हैं। महात्मा गाँधी के जन्म दिन दो अक्तूबर को रेलवे विभाग में से ही पाँच सौ आदमियों को निकाल दिया जाए, यह कौन न्याय की बात है ? मैंने मंत्री महोदय की सेवा में उनके केसिस, मामले, को उपस्थित किया। उन्होंने बड़ी कृपा करके कहा कि उनको एबजाव्न कर लिया जाएगा। अब तो आप एक बड़ी लाइन बना रहे हैं, ब्राड गेज बना रहे हैं और काम आपका शुरू होने जा रहा है। क्या अब भी आप उन कर्म-चारियों के साथ न्याय नहीं करेंगे ? उनको दुबारा नौकरी देने के सम्बन्ध में क्या आप कोई कदम नहीं उठाएंगे ?

गोरखपुर का जो रेलवे वर्कशाप है, वह अपनी किस्म का सबसे बड़ा सेंटर है। वहाँ पर द्वितीय महायुद्ध के समय में भी बहुत अच्छे-अच्छे और बागीक पुर्जें तैयार होते थे। करोड़ों रुपये की विदेशी मुद्रा उन से अर्जित हो सकती है। वहाँ पर सिगनल आइटम्स बनने हैं। वहाँ एक अफसर गया और उसने कहा कि सिगनल वर्कशाप को दूसरी जगह ट्रांसफर कर दिया जाएगा कहीं दक्षिण में पोदेनूर में। मैंने मंत्री महोदय को पत्र लिखा। उन्होंने कृपा करके उस ओर ध्यान भी दिया और उन्होंने आश्वासन दिया कि इसको पोदेनूर में नहीं भेजा जाएगा और इसको वहीं रखा जाएगा। आपने यह भी कहा था कि सोफिस्टिकेटेड आइटम्स भी यहां बनाई जाएंगी। ये उनके शब्द हैं। उन्होंने कहा था कि इसके एक्सपेंशन का वह प्राविधान करेंगे। मैं मन्त्री महोदय से जानना चाहता हूँ कि बजट बनाते समय क्या इस बात का ध्यान रखा गया था ? साफिस्टिकेटेड पुर्जें बनाने के लिए आपसे सिगनल वर्कशाप, गोरखपुर के एक्सपेंशन के लिये कोई प्राविधान किया है ? मैं चाहता हूँ कि इस पर भी मंत्री महोदय प्रकाश डालें।

[श्री नरसिंह नारायण पांडे]

हमारे यहां गोरखपुर में धर्मशाला बाजार पर हमेशा ही एक्सीडेंट्स होते रहते हैं। वहां पर एक ओवर ब्रिज की मांग की जाती रही है लेकिन अभी तक भी नहीं बनाया गया है। इसी तरह से कूड़ाघाट के पूरब में गिमटी पर भी एक ओवर ब्रिज बनाना चाहिये। साथ ही गोरखनाथ मंदिर के पास ओवर ब्रिज बनाया जाए। वहां बहुत ट्रैफिक जमा हो जाती है जब ट्रेन आती या जाती है और ट्रैफिक जैम हो जाता है। तब चलना फिरना मुश्किल हो जाता है। मैं आशा करता हूँ कि मंत्री महीदय इस मंत्रालय को इस तरह की सब चीजों को देखते हुए और आज की परिस्थितियों को देखते हुए बजट में प्राविधान करेंगे।

अब मैं कैरेज इन्स्पेक्शन के बारे में थोड़ा-सा कहना चाहता हूँ। इसके बारे में मैंने हाऊस में भी और बाहर भी कहा है। मंत्री महोदय ने कहा था कि इन्स्पेक्शन कैरेज जो चलती है उसको गुड्ड ट्रेन के साथ ही अटैच किया जाता है। 23 जनवरी को गोरखपुर में एक इन्स्पेक्शन कैरेज में एक अफसर जा रहा था। मैंने कम्प्लेंट बुक में नोट कर दिया और कहा कि इस कम्प्लेंट को मंत्री महोदय और मंत्रालय के पास भेज दिया जाय। इस कैरेज को 17 अप एक्सप्रेस में लगाया गया था। मंत्री महोदय का कोई उत्तर नहीं आया। चेयरमैन रेलवे बोर्ड से भी बात की थी लेकिन कोई उत्तर नहीं आया। अब उनका जवाब आया है कि ऐसी इन्स्पेक्शन कैरेजिज हर ट्रेन में लगाई जाती हैं। मंत्री महोदय तो हमें कहते हैं कि गुड्ड ट्रेन में इन्स्पेक्शन कैरेज लगाई जाती है, मेल और एक्सप्रेस में नहीं लेकिन उनके अफसर जवाब देते हैं कि मेल ट्रेन में भी 17 अप बैशाली एक्सप्रेस में भी लगाई जाती है। यह जो प्रथा है यह बहुत पुरानी प्रथा है। इसे अंग्रेज और उनके बाटुकार राजे और महाराजे इस्तेमाल करते थे। इस प्रथा को आप बन्द करें। इन्स्पेक्शन कैरेज की जरूरत नहीं है। हम जनता के नुमाइन्दे हैं। हमारा देश एक गरीब देश है। महात्मा गांधी कहा करते थे कि इस गरीब देश

का कोई राष्ट्रपति होगा, वह किसान होगा, किसान का लड़का होगा। इस प्रकार की उनके दिल और दिमाग में भारत के लिए भावनाएँ थीं। आज यह ऐश और आराम नहीं चल सकता है। कुछ लोग तो ऐश और आराम से बैठ कर जायें और गरीब आदमियों को गाड़ियों में बैठवे के लिए जगह भी न मिले, यह नहीं चल सकता है। जब तक सोशलिस्ट विज्ञान आप नहीं अपनाएंगे और जब तक जो बोगस खर्च होते हैं, उन पर आप कड़ा अंकुश नहीं लगाएंगे तब तक देश और रेलवे का भला नहीं हो सकेगा।

एक अंतिम बात कह कर मैं समाप्त करता हूँ। जो डिप्टी मिनिस्टर रेलवे के हैं श्री शफी कुरैशी उनकी अध्यक्षता में एक कमेटी बनाई गई थी। उस कमेटी की जो रिपोर्ट है, उसको लागू किया जाए। कमेटी ने अपनी रिपोर्ट में कहा था कि रेलवे बोर्ड में जो लोग बैठे हुए हैं वे मारी मशीनरी पर कब्जा किए हुए हैं। एक दफा मंत्री महोदय ने उनको इधर उधर भेजने की कोशिश की। सुना है कि कुछ ट्रांसफर भी उन्होंने किए जिस पर बहुत एजीटेशन हुआ। ये लोग यहां बैठ कर जिस तरह से चाहते हैं सारे रेलवे को चला रहे हैं, ब्यूरोक्रेटाइजेशन कर रहे हैं, लालफीताशाही का बोलबाला मचाए हुए हैं। जो भी इस तरह की चीज आती है उसको दबा जाते हैं। ये जो चीजें हो रही हैं, इनको सुधारने के लिए आप क्या कर रहे हैं। मैं जानना चाहता हूँ कि इस कमेटी की रिपोर्ट को आप इम्प्लेमेंट करने वाले हैं या नहीं? मैं निवेदन करता हूँ कि ऐसी स्थिति आप कायम करें जिस स्थिति में सही तरीके से हम कह सकें गवर्न के साथ कि हम एक समाजवादी देश में रह रहे हैं।

SHRIMATI JYOTSNA CHANDA (Cachar): Before initiating my observations on the Railway Budget, I seek your indulgence to express my sincerest thanks to the Prime Minister for her handling the affairs in East Bengal which has now taken birth as a free, liberated, secular, democratic and socialist Bangla Desh. I also convey my hearty thanks to the members of the Armed Forces in the land, air and the navy whose gallantry is the pride of us. I also extend my

thanks to the Defence Minister and other Ministers of the Cabinet who have contributed to the great cause. I express my condolences for those who have laid down their lives and my sympathies are with those who have been wounded or disabled in helping the liberation of Bangla Desh.

I come from a district which has a common boundary with Bangla Desh, and which has experienced subversive activities mostly in railway track. I have a feeling that this district has to be combed out in search of unauthorised arms, infiltrators—Pak agents, if any.

The District of Cachar is isolated from the rest of India though it is a part of Assam. It is surrounded by the Mizo Union territory, Tripura, Manipur, Khasi and Jaintia Hills, North Cachar Hills and Bangla Desh. The rail link with the plains of the Brahmaputra valley is through the North Cachar Hills, and the road link is via the Khasi and Jaintia Hills. The only rail link through the hill section has two passenger train services, one from Silchar and the other from Dharmanagar in Tripura via Karimganj and Badarpur, which was suspended for a few months when subversive activities were going on by Pak agents last year.

So, practically the communication with the rest of India is causing great hardship to the people of the District of Cachar whose present population is about 18 lakhs. Moreover, Tripura, Mizo and a part of Manipur are dependent on this line of communication.

The House will recall that I have raised the question of increasing the number of passenger trains on many occasions, but this had been negated due to the danger of Naga trouble. The Naga situation is now perceptibly better, and I see no reason why the night plying of trains cannot be resumed through the Hill section of the N.F. Railway. If the hon. Minister visits that area, he can see the plight of the passengers who go by that line. Moreover, the bogies which run in this line are of Victorian age. Maintenance is also not satisfactory. Usually the trains run late. The passengers who want to go to upper Assam do not get immediate connection, but have to spend the night at Lumding where the waiting room is not only insufficient, but the toilet is such that the less said about, the better. It seems they are not human beings.

Lumding has been made a Division, but so far no significant development has been made in that area. The employees have to use the community toilet. The houses are unhygienic, without proper ventilation. The newly constructed houses are of the same type. I would request the Minister to change the old policies introduced by the Britishers and modernise them as far as practicable.

The hon. Railway Minister has given much attention to conversion to uni-gauge, which is a good idea. In his Budget speech, he has mentioned joining the north and the south by broad gauge connection. But he has not cared to mention any thing about joining east and west by broad gauge or metre gauge line. He has totally denied the demand of the people of the North-eastern Region, though we people of Assam, since long, have been demanding extension of the broad gauge line from Bongaigaon to Gauhati, if not to Tinsukia. Do the Government feel that simply by granting Statehood or Union Territories to some people of the North-eastern Region, they will develop without proper transport and communication facilities? Some of these States and Union Territories have natural resources which were never exploited all these days.

The House will recall that for the last ten years, I was trying to impress upon the Government to take up with the Planning Commission for survey work in the plan programme for extension of railway lines upto the foothills of the Mizo district and Manipur via Silchar. With regret, I have to admit that no consideration or attention has been paid in this regard as yet.

The hon. Minister has stated that the Metropolitan Transport Project, Calcutta, i.e. an electric underground Railway from Tollygunj to Dum Dum covering a distance of 16.43 KM with 16 stations, is before the Government for sanction. But he has not given any indication when it will be sanctioned and when work will begin. I hope he will kindly expedite the matter to give relief to the people of Calcutta.

I am happy to find that imported requirements have gone down from around 30 per cent to less than 9 per cent.

Freight has gone up by this budget. I am afraid as to how Railways will compete with

[Shrimati Jotsna Chanda]

road transport traffic, which is quick and perhaps less costly. Increase of freight will hit the common people of the country. So, I request the minister to give a second thought to it.

As I travel over our Railways, I notice that nowhere are there any trees on the land that belong to the railways on either side of the tracks. Such land extends to several metres on each side and the total length of the railways in our country is 60,000 KM, if I am not wrong. I wonder why we cannot have trees on this vast stretch of open land available. This land should be the right spot for Vana Mahotsava each year. We would need more good timber in the years to come. If a number of saplings of the right type of trees be planted every year near each station of the railways, we shall have a rich source of timber soon. If every station master is asked to plant and look after saplings over a stretch of one KM from his station on either side of the track in the first year and if another KM is added every year, the additional burden of work on the staff will be negligible. The problem of afforestation is a serious one and I felt that the railway administration could play a significant part.

May I suggest that low-lying areas on both sides of the railway track can be given on lease for paddy-growing?

AN HON. MEMBER : The minister himself has mentioned it.

SHRIMATI JYOTSNA CHANDA : I hope he will implement it. In the budget an amount has been set apart as Welfare Fund. I think this is meant for the welfare of the employees and I hope it is properly used.

Before I conclude, I feel it is a part of my duty to express our hearty thanks to the railway employees of all categories who had worked so hard for the liberation of Bangla Desh.

With these observations, I support the budget.

श्री मुल्की राज सैनी (देहरादून) : अध्यक्ष महोदय, सबसे पहले मैं रेलवे मिनिस्टर साहब को

यह बजट पेश करने के लिए बधाई देना चाहता हूँ। बड़े गौरव की बात है कि हमारे यहां दुनिया भर में, एशिया भर में सबसे लम्बी रेलवे लाइन है। वह 31 मार्च, 1972 को 60,050 किलोमीटर हो जायेगी। दुनिया भर में चौथे नम्बर पर हमारी रेलवे लाइन आती है। इसी तरीके से 10 हजार गाड़ियां हमारे यहां चलती हैं। 6 लाख मीट्रिक टन सामान बोया जाता है और 7066 यहां पर रेलवे स्टेशंस हैं।

MR. SPEAKER : He may continue his speech after lunch. I hope at least all these hon. Members who are present will come back after lunch. Otherwise, there will be difficulty about quorum.

13 hrs.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock

The Lok Sabha re-assembled after Lunch at seven minutes past Fourteen of the Clock

[MR. DEPUTY-SPEAKER in the Chair]

RAILWAY BUDGET, 1972-73—GENERAL DISCUSSION—Contd.

MR. DEPUTY-SPEAKER : Shri Mulki Raj Saini to continue his speech.

श्री मुल्की राज सैनी : उपाध्यक्ष महोदय, जैसा कि रेलवे मंत्रालय की पुस्तिका में छपा है कि भारत में 71 प्रतिशत लोग अत्यन्त कम किराये वाले मौससी टिकटों से लाभ उठाते हैं। जनता के लिए जो आवश्यक वस्तुएँ हैं जिनपर लागत से भी कम किराया बैठता है जैसे कोयला, लोहा, सीमेंट, उर्वरक, पत्थर—इस किस्म की चीजें चलती हैं जो कि सन् 1950-51 में 58.2 प्रतिशत थी और जिनसे आय 45 प्रतिशत होती थी। इसी प्रकार 1970-71 में बढ़कर ये वस्तुएँ 79.8 प्रतिशत हो गईं और आय बढ़कर 68.6 प्रतिशत हो गई।

इसी तरीके से हमारे पास इंजन भी तीन किस्म के हैं—भाप के इंजन, डीजल इंजन और

बिजली के इंजन। इनमें 9200 भाप के इंजन, 1300 डीजल इंजन और 1765 बिजली के इंजन। परिचालन में कुशलना माल डिब्बा और रेल पथ के उपयोग में अमरीका, कनाडा, ब्रिटेन, फ्रांस, जर्मनी जैसे देशों से अधिक है। जापानी नेशनल रेलवे भी हमसे अच्छी कहते हैं। व्याज देय पूंजी 3482.7 करोड़ रुपए है। यह भी ठीक है। उससे सामान्य राजस्व को लाभांश और यात्री किराया करके बदले में राज्यों को भुगतान किए गए सामान्य कोष में 152 करोड़ रुपए का अंशदान होना है। 1078 करोड़ हमारी राजस्व प्राप्ति है, मचालन व्यय 917 करोड़, भाड़ा 256 पैसे प्रति यात्री और 587 पैसे प्रति मिट्टिक टन किलोमीटर भाड़ा है। यह सब कुछ ठीक है। सामाजिक दायित्व में भी हमारी रेलों पर 124 करोड़ का भार पड़ता है, 61 करोड़ रुपया कम दर पर चलने वाली वस्तुओं—खाद्यान्न, कोयला, चारे पर और 54 करोड़ रुपया अलाभप्रद लाइनों पर पड़ता है। 18 करोड़ रु० निर्यात होने वाली वस्तुओं के भाड़े में रियायत पर, और 125 रु० हानि हो इस तरह से 124 करोड़ रु० का सामाजिक दायित्व रेलवे पर पड़ता है। 23 करोड़ रु० रेलवे कर्मचारियों और उनके परिवारों के स्वास्थ्य कल्याण पर, सेवा, शिक्षा सम्बन्धी सुविधाओं पर खर्च होता है। 106 करोड़ रु० सरकारी सहायता प्राप्त मकानों की व्यवस्था पर खर्च होता है और 1628 करोड़ रु० आर्डर और पुलिस पर खर्च होता है। ब्रिटेन, पश्चिमी जर्मनी, फ्रांस, कनाडा इटली और जापान आदि जगहों में तो सामाजिक दायित्वों पर जो रु० खर्च होता है उसकी पूर्ति वहां पर केन्द्रीय सरकार या राज्य सरकार या स्थानीय संस्थाओं से अनुदान द्वारा होती है।

17 लाख कर्मचारी रेलवे में काम करते हैं लेकिन खेद जनक बात यह है कि वहां पर साढ़े तीन लाख कर्मचारी कैंजुअल लेबर हैं। इसी तरीके से यह भी सत्य है कि प्रति व्यक्ति औसत खर्च 3,568 रु० है। अंतरिम सहायता दो बार दी गई जिसके कारण 50 करोड़ रु० और बढ़ गया है। 26 करोड़ रु० रेल कर्मचारियों के कल्याण कार्यक्रमों पर खर्च होता है। यह सब होने के बाद भी

हमारा उद्योग भी बड़ा है, हमारी रेलें सब से लम्बी भी हैं, सब कुछ ठीक है, लेकिन फिर भी हम देखते हैं कि इसमें घाटा हो जाता है। और अगर मुनाफा होता भी है तो नाम मात्र का होता है। इतनी बड़ी इण्डस्ट्री, जिसमें इतनी पूंजी लगी हो, जिसका इतना व्यापक विस्तार हो, उस उद्योग को देश के आर्थिक खाते में एक खास हिस्सा देना चाहिये। लेकिन उसके विपरीत उसमें घाटा होता है। और ऐसी बात नहीं कि हमारे रेलवे मंत्री जो वो इसका पता नहीं है। रिपोर्ट में छपा है, सारी कमियों से वह अवगत है। वह कहते हैं कि वहां पर चांगिया होती है, टिकट-लैम दूबिल है, जर्जर खोचने की बात है। ता इन तमाम चीजों का अगर लाजिमी तौर से हमारी आमदनी पर पड़ता है। एक बहुत आश्चर्यजनक बात है कि हमारे रेलवे मंत्री जो गेडमिनिस्ट्रेटिव रिफार्म्स कमिशन के अध्यक्ष रह चुके हैं, उन्होंने भारत के प्रशासन का कैसे ठीक किया जाय इस बारे में रिपोर्ट दी है। एक विभाग आपके पास अब है उसके अन्दर अपनी ही मिकारिशों को लागू करना उनके लिये कठिन हो रहा है, फिर दूसरे विभागों से क्या आशा की जा सकती है कि वे उनको लागू करेंगे।

जहां तक चोरी का मवाल है हाउस में बार-बार कहा गया है, माननीय सदस्यों ने बार-बार कहा है कि इस चोरी के अन्दर सरकारी स्टॉफ, छोटे या बड़े, सबका हाथ रहता है। काम कर बड़े अधिकारियों का ज्यादा हाथ रहता है। अभी आपने सुना होगा कि 112 आर० पी० एफ० के लोग चोरियों में शामिल थे। तो इस तरीके से छोटा स्टॉफ और बड़ा स्टॉफ, दोनों शरीक हैं। यादों में, स्टेशनों पर चांगिया होती है खड़ी गाड़ियों में से शीशे उतार लिये जाते हैं, ताबे के तार काट लिये जाते हैं। इसका जिम्मेदार कौन है? अगर यही चीज किसी प्राइवेट कम्पनी में होती या किसी प्राइवेट आदमी के हाथ में होती तो क्या इतने लम्बे दिनों तक चोरियों का सिल-मिला चल सकता था? नहीं चल सकता था। इसका एक ही जवाब है कि हमारे यहां जो सरकारी चीज है वह नौ मेन्स प्रोपर्टी हो गयी है,

[श्री मुल्की राज सैनी]

किसी की नहीं है, उसका कोई संरक्षण नहीं है। जो भी उसमें भेजा जाता है वह खुद ही उसमें हिस्सेदार हो जाता है, नीचे से लेकर ऊपर तक। अगर किसी जगह का स्टेशन मास्टर ईमानदार है तो वहां करप्शन नहीं हो सकता। हमने देखा है कि पुलिस विभाग के अन्दर अगर एक ईमानदार दरोगा किसी धाने के अन्दर आ जाता है, जब कि दीवान, सिपाही वही रहते हैं, लेकिन एक दरोगा आ करके अपने हल्के की चोरिया बन्द करा देता है, डकैतिया बन्द करा देता है, बदमाश इलाका छोड़ कर भाग जाते हैं। लेकिन यहां सब अपनी जगह पर कायम है।

सहारनपुर के लोको वर्कशॉप में इजन आये थे वहां ट्राइबरो ने कहा कि देखो इस इजन के अन्दर जो बोयले का नाम है उस लेबिल तक कोयला भर कर हमको मिलना चाहिये। लेकिन हम लोग ट्राइबर्स हैं हम लोग बोल नहीं सकते और हमको उस नाम से नीचे करके कोयला दिया जाता है। पहले ही चोरी कर ली जाती है। इस तरह की चोरियों ने स्थिति बहुत बिपन्न हो गयी है। अगर इसकी ओर मंत्री जी और सरकार ध्यान नहीं देती तो आल राउन्ड फैन्टोर हमारा हो जायगा। और खास कर हम समय पर जब कि जनता ने दूसरी बार हमको वायित्व सौंपा है, हमारे प्रधान मंत्री के चेहरे से, वाणी से जाहिर होता है कि आज हमें अपने वायदे पूरे करने हैं और वह भी तीन माल में। लेकिन कैसे पूरे कर सकेंगे अगर यही हालत रही। आज अधिकारियों को अपने आराम से फुर्त नहीं है। साल भर हो गया है, मैं एक एम० पी० हूँ, हाउस में बोल चुका हूँ लेकिन छोटी-छोटी मांगों को पूरा नहीं करा सका, वे काम नहीं करा मका जो कि अंग्रेजों के जमाने में साधारण जनता करा लिया करती थी। लेकिन हम नहीं करा सकते हैं। चिट्ठियाँ लिखते हैं लेकिन आज तक सहारनपुर के अन्दर रायमी में जिससे रुक-रुक कर सहारनपुर की कचहरी में पहुँचना होता है, कोई सीधी ट्रेन नहीं मिल पायी। प्लेटफार्म नहीं बन सकता है। ओवर हेड ब्रिज नहीं बन सका। भूपत बाला का एक छोटा सा स्टेशन

था वहां हाल्टेज नहीं करा सके। चिट्ठी लिखते हैं, उसका जवाब नहीं मिलता है और अगर मिलता भी है तो उसकी भाषा रेलवे मंत्री जी ऐसी नहीं होती है, वह अफसरो की होती है। रेलवे अफसर हमें इसलिए नहीं लिखते कि हम एम० पी० हैं और इसलिये मंत्री जी से बात कर सकते हैं, उनसे पूछ सकते हैं। अफसर की नज़र में हमारी कीमत एक साधारण नागरिक और वोटर जैसी भी नहीं रह गयी है। हम जाते हैं तो अधिकारी मिलने की तक्लीफ भी गवारा नहीं करते और मुह मोड़ कर बात करते हैं। यहाँ सदन में कुछ कहते हैं तो उसका भी कोई असर नहीं होता। सिवाय इसके कि अब बोल दिया और साल 6 महीने बाद फिर बोल देना। आखिर हम लोग जनता के प्रतिनिधि हैं अधिकारियों को जनता तो समझना चाहिये कि लाखों जनता ने हमको चुन कर भेजा है, हमारी आवाज में जनता की आवाज है। यह स्थिति रेलवे विभाग में है।

रुड़की सहारनपुर कचहरी के समय पर जाने वाली गाड़ी का समय नहीं बदलवा सके। लखमर माल गोपाम के पाम लाइन के बराबर एक पक्की मट्टक बनी है उसपर कुछ लोगो ने अनअथोराइज्ड कब्जा करके मकान बना लिये हैं। रेल विभाग उस नाजायज कब्जे को नहीं हटा सके, महकमा उस सड़क को सीधी नहीं निकाल सका है। बल्कि मिमली गांव की पचायन की सड़क पर लोगो ने, छोटे लोगो ने खरजे बना लिये हैं तो उसको रेलवे विभाग ने तोड़ दिया है।

सहारनपुर से एम० एल० एस० और एम० पी० चलते हैं, लखनऊ और दिल्ली के लिये चलते हैं। लेकिन चार घण्टे आकर के लखमर स्टेशन पर पड़े रहना पड़ता है। इसी तरह से आरक्षण की बात है। लखमर एक जंक्शन है लेकिन वहां रिजर्वेशन का कोई इन्तजाम नहीं है, रुड़की में कोई इन्तजाम नहीं है, नजीबाबाद में रिजर्वेशन का कोई इन्तजाम नहीं है। रिजर्वेशन कराने के लिये किसी को देहदाहून, किसी को सहारनपुर और किसी की अमृतसर तार करना पड़ता है। इसलिये वहां रिजर्वेशन की व्यवस्था हो जानी चाहिये।

इसी तरह से साल भर से इस सदन में बार बार सबाल उठाया जाता है कि सहारनपुर से शाहदरे को जो छोटी लाइन चलती थी उसको चालू किया जाय। रेलवे का कहना है कि यह घाटे की लाइन है। जबकि मेरा कहना है कि पहले चाहे ऐसा रहा हो लेकिन आज वह घाटे की लाइन नहीं है क्योंकि बहुत ट्रैफिक इस लाइन पर मिल सकता है। माननीय मंत्री जी या उनका कोई प्रतिनिधि दिल्ली से बस के अन्दर बैठ कर सहारनपुर जाये तो दिन में वे खुद देख लेंगे कि औरतों का सफर में क्या हाल है, बच्चों और बूढ़ों का क्या हाल है और बीमारों का सफर में क्या हाल होता है। आज देश में नई-नई लाइनों की स्कीमें बनाई जाती हैं। लेकिन यहां बनी बनाई लाइन को तोड़ा जाता है। लोगों की दिक्कतों का ध्यान नहीं किया जाता है। आज उस रूट पर बहुत सी मंडियां बन गयी हैं, कालेज बन गये हैं, विद्यार्थी दिल्ली पढ़ने आते हैं इसलिये वह लाइन आज घाटे की नहीं हो सकती है पहले चाहे रही हो और अब खान यहां तक आ गयी है कि यू० पी० सरकार हिस्सा लेने को तैयार है एक प्राइवेट कम्पनी रेल चलाने को तैयार है। लेकिन पता नहीं कि क्या बात है जो आज उस इलाके के लोगों को छोटी लाइन भी नहीं मिल सकती है। श्री बिकल ने कहा कि अरे भाई, तुम कन्वीनर बन जाओ, तुम एजिटेसब चलाओ। मेरी आदत है। बीस साल से सोशलिस्ट पार्टी में अलसे कराया करता था। आज भी जल्से होते हैं। कहते हैं कि तुम एक बार भूख हड़ताल करके दिखाला दो। भूख हड़ताल मैंने पहले भी की थी, अब भी कर सकता हूं, लेकिन अगर हाथ से काम चल जाये तो दांत लगाने की क्या जरूरत है? मैं अपने मंत्रियों से निवेदन कर रहा हूं कि यह जनता की मांग है, यह वहां के बूढ़ों, बच्चों, बीमारों, स्त्रियों सब लोगों की मांग है। आप इस पर सहानुभूतिपूर्वक विचार करें और एस० एस० रेलवे को जरूर बीजिये।

श्री शिव शंकर प्रसाद यादव (खगरिया) : उपाध्यक्ष महोदय, यद्यपि मुझे हिन्दुस्तान के कई रेल मार्गों से गुजरने का मौका मिला है, लेकिन

मेरा क्षेत्र उत्तर पूर्वी रेलवे पर पड़ता है, इसलिये वहां की तुलना जब मैं और जगहों की स्थिति से करता हूं तो वहां की रेलवे की स्थिति बहुत भगावह मालूम होती है। जिस क्षेत्र में मैं हूं उसका एक प्रमुख स्टेशन खगरिया है। उसके नजदीक मानसी स्टेशन है। मानसी स्टेशन में जो घांघली होती है उसको देख कर लगता है कि रेलवे में सुरक्षा की दृष्टि से कोई भी व्यवस्था नहीं है। मानसी से सहरमा जब गाड़ी जाती है तो उसमें बिना टिकट सफर करने वालों की संख्या इतनी होती है कि अगर उसको रोका जाय तो रेलवे को काफी आमदनी हो सकती है। लेकिन रेलवे की ओर से कोई प्रबन्ध नहीं होता। अभी हाल में एक घटना हुई। मानसी स्टेशन पर माल बुक कराया गया। वहां पर जो जी० आर० पी० वाले थे उन्होंने बुक कराने वाले मुसाफिर को ही पकड़कर बन्द धर दिया। इसके बाद जो रेलवे के स्टाफ थे उनमें टिकट कलेक्टर वगैरह और जी० आर० पी० वालों के साथ लड़ाई हो गई। जब मामला यहां तक आगे बढ़ा कि ऊपर जाने की बात हो गई तब लोगों ने उनको रोककर के मामले को रफा दफा करा दिया।

इसी तरह से मानसी में एक गेगा गैंग, दल है जो मुसाफिरों को इन्डस्ट्रियल लूटा करता है। करीब पन्द्रह बीम आदमियों का गैंग, दल है जो पहले गाड़ी में बैठ जाता है बिना टिकट के। उसके बाद एक आदमी ताश लेकर पहुंच जाता है मुसाफिरों के बीच में। वह ताश निकाल लेता है और जो मुसाफिर नहीं भी चाहते हैं उसमें हिस्सा लेना उनकी जेब से जबर्दस्ती रुपया निकाल लेता है। अभी इस तरह की घटना मेरे एक परिचित आदमी के साथ घटी। एक प्रिंसिपल हैं उनके साथ भी ऐसी घटना घटी। कुछ लोगों ने उन के साथ भी छेड़खानी करना शुरू कर दिया, लेकिन जब उन्होंने उम ओर ध्यान नहीं दिया तो उनको चिढ़ा कर छोड़ दिया। कहा कि मालूम होता है कि कोई एजेंट है। प्रिंसिपल साहब जरूरी पढ़ने हुए थे इस लिये एजेंट ने डांट करके उनको छोड़ दिया। इस प्रकार की घटनाओं की पुनरावृत्ति दिन रात हुआ करती

[श्री शिवशंकर प्रसाद यादव]

है। जिस आदमी की बात मैं कह रहा हूँ उसकी जेब से 60 रुपये जबर्दस्ती निकाल लिये गये। कहने लगे कि हमने आप के बदले दांव पर रख दिये शीर वह हार गये। इस तरह की बातें वहां हो रही हैं। मैं ने इस सम्बन्ध में मंत्री महोदय को पत्र भी लिखा। पहले तो मैं ने बात करने की कोशिश की और उन्होंने आश्वासन भी दिया, लेकिन कहा कि पत्र लिख कर सारी शिकायतें भेजू। जब मैं ने लिखा तब उन्होंने कहा कि कोई स्पेसिफिक केस हो तभी वह उस पर विचार कर सकते हैं।

SHRI K. HANUMANTHAIYA : With your permission, Sir, I would just like to go out for one minute.

MR. DEPUTY-SPEAKER : All right.

श्री शिवशंकर प्रसाद यादव : मैं मंत्री महोदय से अनुरोध करूंगा कि किसी जिम्मेदार आदमी को वहां भेजें और इन कागजों को भेजें।

SHRI JYOTIRMOY BOSU (Diamond Harbour) : On a point of order. I understand that the Railway Minister has to go out for some urgent call. But they have 56 Ministers on the pay-roll, and the people are paying for it, and today in this House, when such an important debate is going on, there is not a single soul from the Government here to listen to the Members' speeches. This is a ridiculous thing. This is how this House is being treated with utter contempt. Let the debate be adjourned till such time as some Minister is present here. There should be somebody from the Government to listen to the speeches.

MR. DEPUTY-SPEAKER : The hon. Minister has told me that he is going out for just one or two minutes to take some medicine, and I have allowed him. If he is not present for one or two minutes, it does not matter.....

SHRI JYOTIRMOY BOSU : But there are 56 Ministers, and somebody should be here from the Government side. Other Ministers could be present. The debate should be adjourned till such time as the Minister comes back to the House.

AN HON. MEMBER : Now, he is coming back.

SHRI JYOTIRMOY BOSU : Now, the hon. Minister has come back, and the hon. Member can now resume his speech.

श्री शिवशंकर प्रसाद यादव : मैं आप से अनुरोध करूंगा कि मानसी में होने वाली घाघली को रोकने के लिए आप किसी जिम्मेदार आदमी को तैनात करें जो इसकी जांच कराये और वहां की जो घाघली और भ्रष्टाचार होता है उसको खत्म करवाने की कोशिश करे।

1971 में बाढ़ हुई बिहार में। उसके कारण रेलवे लाइन कट गई। नेशनल हाईवे भी टूट गया। उसी दिन से साहबपुर कमाल मुंगेरघाट जाने वाली जो लाइन थी वह बन्द हो गई। मुंगेर से मुंगेर घाट तक जो स्टीमर चलता है वह एक प्राइवेट आदमी का है। रेलवे ने आरम्भ से ही उसको नहीं लिया है। वह व्यक्ति भगवती प्रसाद है। जब रेलवे बन्द हो गई तो उन्होंने मुंगेर से खगरिया तक जहाज चलाने की व्यवस्था की। पहले मुंगेर से मानसी तक जो जहाज चलता था उस का किराया र्गिर्क 1 रु० लगा करता था। उसके बाद जब बाढ़ के समय मानसी से खगरिया तक जहाज चलने लगा तब उसका किराया डेढ़ रुपया कर दिया गया। उसके बाद वहां से उठकर मानसी चला गया है तब भी डेढ़ रुपया लगता है।

DR. SARADISH ROY (Bolpur) : There is no quorum.

SHRI JYOTIRMOY BOSU : What is wrong ? There is no Minister and there is no quorum. This is the result of the massive mandate.

MR. DEPUTY-SPEAKER : Shri Shiv Shanker Prasad may resume his seat for a while. There is no quorum. The bell is being rung —

Now, there is quorum. The hon. Member may now resume his speech.

श्री शिवशंकर प्रसाद यादव : इस समय मुंगेरघाट से साहेबपुर कन्वेल जाने वाली जो

रेलवे लाइन है वह बंद पड़ी है और उसकी वजह से रेलवे को रोज़ाना एक हजार रुपये का घाटा हो रहा है। उधर प्राइवेट जो कंपनी है वह मालामाल हो रही है।

कटिहार से बरीनी जंक्शन होते हुए सोनपुर तक जाने के लिए अब ट्रेन का दोपहर के पहले बिल्कुल अभाव सा है। एक शटल ट्रेन चलती थी सुबह में लेकिन बाढ़ के बाद उसको भी बन्द कर दिया गया और अब तक भी वह बन्द पड़ी है। एक वैशाली एक्सप्रेस चलती है जोकि मुंगेर जो डिस्ट्रिक्ट हैडक्वार्टर है और खगरिया और बेगुसराय जो कि सब-डिविजनल हैडक्वार्टर है, उनको जोड़ने वाली है। लेकिन वह साहेबपुर कमाल में रुकती नहीं है। मैंने इस सम्बन्ध में मंत्री महोदय को लिखा था लेकिन मुझे दुःख है कि उनका जो उत्तर मुझे मिला उसमें उन्होंने मेरे सभी सुझावों का नकारात्मक उत्तर दिया। उन्होंने कहा कि साहेबपुर कमाल से भी ज्यादा महत्वपूर्ण स्टेशन है जहाँ वह गाड़ी नहीं रुकती है, इस वास्ते साहेबपुर कमाल में तो हमके रुकने का मवाल ही पैदा नहीं होता। मैं चाहता हूँ कि शटल ट्रेन जो बंद है और दोपहर के बदले प्रायः नही के बराबर वहाँ अब ट्रेन है उसको आप चालू करें और साथ ही साथ वैशाली एक्सप्रेस को साहेबपुर कमाल में रुकवाने की व्यवस्था करें ताकि खगरिया और बेगुसराय जो सब डिविजनल हैडक्वार्टर है उनको मुंगेर से कनेक्ट करने में आसानी हो सके।

एक अफवाह है कि फरक्का बांध से होकर असम में जाने वाली है। असम में अभी कटिहार से बरीनी तक आती है इसको तब शायद बन्द कर दिया जाए। मेरा अनुरोध है कि यह बहुत आवश्यक गाड़ी है और इसका रहना बहुत जरूरी है। अगर फरक्का होकर जाना है तो उसके लिए कोई दूसरी व्यवस्था की जाए लेकिन जो वर्तमान व्यवस्था है, इसको बदलना चाहिए।

मैं आशा करता हूँ कि मंत्री महोदय मेरे सुझावों पर सहानुभूतिपूर्वक विचार करेंगे।

SHRI S. A. KADER (Bombay-Central South) : Mr. Deputy-Speaker, it is with mixed feelings that I rise to speak on the Railway Budget, mixed because the Railway Minister has not spared the citizens of Bombay and Calcutta in his proposal. The day before yesterday after his announcement, I received a telegram from Bombay asking me too see that this enhancement of rates or rationalisation, as the Minister calls it, is abolished or else face the commuters.

Now, Sir, you can understand the feelings of people in the city of Bombay regarding this enhancement of rates in the season tickets. His predecessor had once gone there and seen things for himself the conditions under which the commuters, specially the third class commuters in Bombay, were travelling day in and day out. Even after seeing for himself all these conditions two or three years before there is not only no improvement but the conditions have worsened.

Now you talk of subsidisation. You say that the suburban trains are being subsidised. I am prepared to assure the Railway Minister. Give proper facilities to the commuters of the city and we shall be with you if there is an increase in the rates. But without giving any facilities, without listening to their troubles they are undergoing day in and day out, you are talking of rationalisation of rates, because you want some more money.

Sir, I would strongly appeal to the Railway Minister to reconsider this aspect in the light of what I have said. He should be prepared to give more facilities where the people travel under human conditions. But they do not travel under human conditions now; they are like sheep, and those who are travelling in the third class compartments are doing so at the risk of their lives. I would, therefore, appeal to the Railway Minister to reconsider this, and after giving facilities, they may think of enhancing the charges on the suburban trains.

The railway has to be looked at from the national point of view. It is one of the unifying factors of our country. The railway lines run from Pathankot right down to Trivandrum and from Calcutta to Kandla, and so the railway is a unifying institution. It is such a vast network of organisation that we have to judge its performance from that point of view.

[Shri S. A. Kader]

Sir, about 60,000 k.m. of railways lines are there. About 10,800 trains run per day, out of which 5,200 are passenger trains. It is a huge thing; there is no doubt about it. The number of passengers is 6.08 million, out of which 50 per cent are suburban passengers. Electric locomotives and steam locomotives are about 13,300 in number; it is quite a big one, but not in comparison with other countries. The department has provided us with sufficient literature, and we can see the comparison between other countries and India. But they do not give comparisons which are adverse to us. In the United States of America, for instance, the locomotives on the rails is about 36,000 a day, while we have got only 12,000 or so here. For all the other countries I have not got the figures, but these are the figures that I came across. So, when comparisons are made, it is better that both good and bad comparisons are given. Not only good comparison which suits us but other comparisons also should be given. I will come to that later on.

Having said that, I would now point out that we employ 1.7 million people including casual labour throughout the organisation in the railways. It is a vast network no doubt, and they serve the whole country from the commercial and the passenger traffic point of view. The performance to that extent and with such a network, under the conditions as at present, should not be considered absolutely unsatisfactory. I would not say it is satisfactory, but it should not be considered absolutely unsatisfactory. To that extent, I am going to concede. But, at the same time, there are so many defects which we have to consider.

The Minister said that he wants to rationalise the fare structure. Before rationalising the fares, let him rationalise the service itself. The service or the administration, I think, is a top-heavy administration. For example, 60 per cent of the administrative expenditure is spent on pay alone; now, in a private firm or in an industrial undertaking or even in any other undertaking, the amount of wages should not exceed 30 to 35 per cent of the total income.

SHRI JYOTIRMOY BOSU : It all depends; if it is a labour-intensive industry, it is different.

SHRI S. A. KADER : I am coming to that. Here, a labour man has spoken. I say you must judge it from the national point of view. It is not a question of labour; it is a question of the country's asset. Where over Rs. 3,000 crores have been invested, it has to be properly utilised. Labour should be paid in full, but it should not be extravagantly paid. That is what I am submitting. There should be rationalisation. I am quite sure that as far as staff is concerned, the railway staff is overstaffed. Otherwise, 60 per cent of the administrative expenditure will not go into it.

SHRI JYOTIRMOY BOSU : With casual labour, it is otherwise. There is a population of five lakhs of casual labour. (*Interruption*)

SHRI S. A. KADER : Not five lakhs. You just read your figures. These interruptions should not be counted in my time. Now there is the Railway Board. The Railway Board, I am told, has asked for a large amount. The amount that is asked for is about Rs. 1,60,00,000 for the Railway Board itself. We do not understand what is exactly the function of the Railway Board. Are the zonal managers there only to carry out what the Railway Board says? All these things should be gone into. Last time I said that the necessity for the Railway Board should be thoroughly examined. I feel that it is like a lump on a body; when there is a lump it receives from the body; it does not give anything to the body..... (*An Hon. Member : Cancerous tumour*) The Railway Minister would be well-advised to give consideration to this aspect and satisfy himself as well as this House if it is absolutely necessary, and if it is not, let it go lock, stock and barrel and let us have some other decentralised arrangement. At present it is too much of a centralised agency. The zonal managers have no powers. If any party wants a wagon or a compartment at concessional rates, the Railway Board has to approve of it before the General Manager of the concerned railway could give it. Why should it be so? Let them prepare a list of youth organisations and other organisations which are entitled for such concessions and authorise the General Manager to issue orders on the spot. Of course marriage parties are given certain facilities. There should be complete decentralisation in respect of all

subjects, except a few like planning, extra-finance, etc.

I come now to ticketless travel. My experience—possibly the experience of other Members too—is this. When you leave the train and reach the gate to go out the gentleman standing there who is supposed to collect the tickets does not ask for it. A number of times I have found that my tickets were with me—not after becoming a Member of Parliament, but before that. Nobody cared to ask for it. This laxity in supervision causes ticketless travel. If at the checking point tickets are not checked, people are induced to travel without tickets, because only once in a blue moon they will be caught, otherwise they will go scotfree. The hon. Minister and this Parliament are keen that things should improve. Is the Administration equally keen? If not, what is the idea in saying that it must be done? This raises a more fundamental issue. The Administration is so well protected that whatever they do by way of laxity or corruption, nobody is there to question and if any action is taken it becomes justiciable. Time has come when this House should consider whether departmental action should be made non-justiciable by amending the Constitution. That alone will improve the efficiency of the Administration. With all the interest that the hon. Minister takes, he will not be able to root out all these things unless the department has got full power. The immediate superior should have full power to take disciplinary action; then alone Administration will improve. Otherwise, it will not improve in the foreseeable future.

The Western Railway in Maharashtra is about 140 k.m. long, but the Western Railway head office is in Bombay, at the tail end. I wonder why there should be some offices in Bombay, Delhi etc. These offices should be removed to some other places. If the Government does that, there will be no financial loss, possibly there will be financial gain, because the price of land in the city of Bombay is so high that the Government will not be put to any loss. At the same time better amenities can be provided by the Municipal Corporation or the Government by utilising those lands. Even the factories which are there should be removed.

Last time also I raised the question of the rationalisation of the running time of

trains. A train starting from point "A" has to reach point "B" in a certain time at the given speed, if everything is all right. But generally an hour or $1\frac{1}{2}$ hours extra is allotted, but this means a good deal of wastage of public money. We are running 5,200 trains a day. If one hour can cost Rs. 1,000 by way of this extra time, we can calculate what a huge amount is being wasted. I would like the hon. Minister to give serious thought to this, that a large chunk of finance can be saved if trains are made to run to schedule by curtailing this extra time. Last time when I came by the Frontier Mail, I found it was before time at every station, and even at Mathura it was before time by 15 to 20 minutes, but then it was slowed down so that it could reach Delhi on time, and not earlier. So, the exchequer is losing because of this extra time, and it must be investigated and put right.

In the Marathwada region there is a proposal to have a broad gauge line between Manmad and Kachiguda. It has already been surveyed. I think it should be taken up immediately and completed as quickly as possible. A survey of Aurangabad-Sholapur line has also been undertaken, and that line also should be laid soon.

We find from the Budget that there are so many schemes of expansion of major railway yards. When we are talking of converting metre gauge into broad gauge, why should there be unnecessary expansion on the metre gauge lines. This matter should be taken into consideration.

All honour to the railwaymen who fell in Bangla Desh struggle, we are proud of them, but at the same time, let us see that their families are given equal treatment and compensation to which the armed forces are entitled. There should not be any difference between the two. We should see that those who have suffered on that account are properly looked after by the railway administration.

SHRI A. P. SHARMA (Buxar) : Sir, I supported the budget proposals last year because it was according to me based on serious business propositions. Railways are a commercial undertaking and at the same time they are a public utility service. From the commercial point of view, it must run on business lines. In spite of the fact that last year it was displeasing to certain sections of

[Shri A. P. Shasma]

the people, I supported it because the Railway Minister came out with a bold proposal to increase the fares and freights. From the very beginning, I have been saying that if he wants a surplus budget, there is no other alternative and I am glad he has stood by it. This year I have a greater reason for supporting the budget because he has gone from good to better and said that he will not go in for borrowing. It is quite justified that he has come out with proposals for rationalisation of fares on local passenger trains and freights.

Having said this, I would also like to point out certain shortcomings in the budget. I am aggrieved that for a number of years, as labour representatives on the Railways, we have to keep on repeating the same story every year at the time of the budget. We have been talking about workers' participation in management. This is considered to be new in this country. The President of India mentioned it in his Address to Parliament last year and we were hoping that within this year, this scheme will find a concrete shape especially in an undertaking like the railways. But I am sorry to say that nothing has been done so far, in spite of the assurance given by the minister last year on the floor of this House while replying to the budget discussion. It seems even today consultation with labour is considered to be a great favour. I may say boldly here that this is an out-dated notion. Consultation was considered to be a great thing in the past, but now the workers are not satisfied with consultation; they want actual participation. This is the usual practice in most of the advanced countries. When we are following a socialist policy, I do not know why this should not find a place in the budget speech.

Much smaller undertakings than railways have gone far ahead in this regard. They have started participation of workers in management right from the plant level upto the top management level and quite a few Directors have been appointed in those undertakings.

SHRI K. HANUMANTHAIYA : So far as the participation of the workers is concerned, would the hon. Member be satisfied if some Directors are appointed from among the workers?

SHRI A. P. SHARMA : That is one of the steps.

SHRI JYOTIRMOY BOSU : So far as I know, in the Railway Board the policy is not formulated by the directors, unlike the Board of Directors in a limited company where the directors are the supreme policy-making body. In the railways the set up is quite different. So, what does the Railway Minister exactly mean when he says that he is willing to appoint them as directors?

SHRI K. HANUMANTHAIYA : I am asking the hon. Member whether he will be satisfied with that.

SHRI A. P. SHARMA : It is not a question of appointing a few directors here and there. The full scheme has to be worked and implemented right from the plant level up to the top management. That is what I meant by workers' participation in the management.

Then, I totally disagree with the hon. Member who preceded me when he says that the railways are over-staffed. According to us it is under-staffed. As a matter of fact, the responsibility of the Indian Railways has increased tremendously. So, we from the labour side have been complaining that the workers are over-worked and we have been saying that the railways are not over-staffed. In order to appreciate the whole position we have to understand the whole expenditure pattern of the railways and what is the proportion on account of salaries and allowances to officers and men.

DR. SARADISH ROY : Sir, there is no quorum in the House.

MR. DEPUTY-SPEAKER : The hon. Member may resume his seat. The bell is being rung..... Now, there is quorum. He may continue his speech.

SHRI A. P. SHARMA : Then the previous speaker said that the officers should be given more power. I do not think they should be given more powers because they have already enough powers. The power that is necessary to deal with the people and carry on the work is already with them. Therefore, I do not agree with him when he says that more power should be given to them.

15 hrs.

SHRI S. A. KADER : On a point of explanation. I have not said that more powers should be given. What I have said is that departmental action should be made non-justiciable.

SHRI A. P. SHARMA : I am very glad.

SHRI JYOTIRMOY BOSU : How democratic ?

SHRI A. P. SHARMA : Regarding the performance of the railways, I hope, the whole House will agree and the country knows that during the last Pakistani attack what a difficult job the railway workers in this country had performed. They had not lagged behind any person in this country. But in return, what is the recognition for their hard work ?

When I was going through the speech of the Railway Minister, specially the chapter that is devoted to labour relations, I found that the Railway Minister had been good enough to appreciate the work of the railway employees and also the labour relations. But I do not find anything new. There is no new approach.

In the last paragraph of his speech he says :—

“Men and materials make the railway system.”

I am quoting from the speech of the Railway Minister—

“Materials have to be renewed and modernised. Men have to renew and reinvigorate their spirit of service.”

What is there for the railway employee ? What is the new proposal that the railway administration has come out with to reinvigorate a new spirit of service among railway employees ? The whole old system of personnel management, labour relations and everything is being continued, repeated and carried on again and again. If at all the railway employees are doing their duty loyally and faithfully in normal days and also in difficult days, in the days of emergency when the country is engaged in war with another country, it is only out of sheer patriotic fervour that they are carrying out their duties under difficult cir-

cumstances. There is no encouragement so far as the railway administration is concerned.

When I talk about workers' participation in management, I am reminded of the fact that the railway workers are treated as servants, not of the nation but of a particular department or of a particular management.

DR. SARADISH ROY : There is no quorum, Sir.

SHRI A. P. SHARMA : How are they going to feel that they are also partners in that great undertaking ?

MR. DEPUTY-SPEAKER : I have to interrupt you again. Let the quorum bell be rung

Now there is quorum.

Within half an hour, we have had to call for quorum three times. I do not know whether the Members are really serious about transacting the business today. The Deputy Chief Whip who was here is also not here. I would like to know from the Government whether they would like to carry on with this debate or not because I do not see any seriousness about it. The debate has been interrupted three times within half an hour. I would like the Government to indicate to me whether they can ensure quorum so that we can transact the business and, if not, then we have to do something about it.

Shri A. P. Sharma to continue his speech.

SHRI A. P. SHARMA : What I was suggesting was that if a vast number of railway employees in this country exceeding 15 lakh people employed on the railway are made to feel that they are equal partners in the running of the railways and also the owners of the railways, as citizens of the country, the workers' participation in the management scheme has to be implemented by the Railway Ministry.

Then, I would like to mention one or two subjects which, as I said, we have been mentioning again and again every year. There is the personnel management department in the Railways. I have been saying again and again that there is practically no personnel management in the Railways. Anybody can be put

[Shri A. P. Sharma]

in the personnel department and carry on the work. It has been surprising to us and it will be surprising to the House that the officers who are considered surplus in their own departments are put in the personnel department. Sometimes, when they are not considered suitable in their own departments, they are put in the personnel department. There is no training scheme. Anybody can be a personnel manager in the Indian Railways. Such a big industry like the Railways managed by the Government of India should at least look at the other industries, if not, the public sector industries, at the private sector industries as to what an efficient and suitable personnel management department they have.

It has also been suggested by labour again and again and I am suggesting at the time of this Railway Budget that there is the necessity of creating a separate cadre of personnel management in the Indian railways right from the divisional level upto the Railway Board level. Unless and until this is done, the workers' grievances will never be redressed in time. They are not only delayed but sometimes due to lack of understanding of the actual problems, difficulties are created. Therefore, I hope, while replying to this debate, the Railway Minister will at least this year concede some of the points. Otherwise, of course, we have no other alternative but to continue to repeating these things here and on different platforms in different forms.

Again, from the interest of my own State and also from the interest to two adjacent States, we have been demanding a separate Railway Service Commission to be located somewhere in Bihar, either in Patna or in Danapur. I remember, when Mr S K. Pail was the Minister for Railways, practically, he considered this point and, as a result of that, a small office had been opened, with an Assistant Secretary in charge of that office at Danapur in the Eastern Railway. I have been suggesting that, even if there is any financial difficulty, this can be at least a one-man commission. People from the adjacent areas like Bihar, U. P. and other areas have to travel a long way to Calcutta because it is an All-India service. They should be saved from this trouble. This has not been done so far. I do not know what is the difficulty. If the Ministry or the Minister finds some difficulty, then we should be told what is that difficulty.

West Bengal has got a Service Commission in Calcutta; it is a full-fledged Commission with three members. Bombay has got a Service Commission. Madras has got a Service Commission. I am convinced that, on the basis of the mileage of the railways running in that area, we should have a service commission there. I do not know why it is not considered feasible. We must know what is the reason, whether there is any financial difficulty, whether you do not get suitable men to man the service commission. *(Interruptions)* The one that is there is like a post box for receiving applications; there is an Assistant Secretary to collect the applications; nothing more. I would request the hon. Railway Minister to consider this with all seriousness and let us know why it is not possible. At least we should be satisfied so that either we drop this point or we have it.

In the Railways the workers are very poorly housed. There are a large number of workers who have not been housed so far. I made a suggestion to Shri G. L. Nanda when he was the Railway Minister that the Railway Ministry should prepare a housing scheme under which Railways were not required to spend anything. It is the workers who would either borrow money from their Provident Fund or take housing loans which are given to government servants and will build their own houses. But the Railways have to acquire the land for the housing scheme and there should be housing colonies. If any difficulty arises in managing this scheme, I have also suggested how this could be overcome. I have suggested that also. I would request the hon. Minister to consider this point. There are certain difficulties if a railway employee constructs his own house; he has to face a lot of difficulties, face a vigilance inquiry, CBI inquiry and so on. Under this scheme no difficulty will be faced by the employees. They will have the loans or land from the scheme and will construct their own houses. Later on, after retirement, if Railways want, they can purchase those house or take them on hire and utilise them for serving railway employees. I want the hon. Railway Minister to re-examine this scheme and try to see that a housing scheme is introduced under which most of the railway employees are able to own their houses before their retirement.

MR. DEPUTY-SPEAKER : Now this should be his last point. He should conclude.

SHRI A. P. SHARMA : This is my last point, Sir. If the Railway Minister wants to inspire the railway workers with new ideas, if he wants them to come forward with a new spirit and work, he must give them the facilities. Here many items of expenditure are mentioned. If the expenditure of the working of the railways has increased, it cannot be helped. Payments have got to be made to the railway employees. If the cost of living index has risen and the others have been paid, why should the railway employees not be paid? The cooperation of the railway employees has been sought. We have given cooperation in respect of eliminating the damages, thefts and claims in the railways. Recently, we have reached an agreement. Committee have been formed. We are at an experimental stage. We have to see how far we could do it, but, for the best co-operation the Railway Minister wants to seek from the railway workers, he has to come out with some of these new ideas like labour participation in the management. Then only, Sir, I think we will be able to do something. Otherwise, oft-repeated assurances and praising us for our good labour relationship and other things will have no effect.

With these few observations, as I said earlier, this year I support the Budget proposals of the Railway Minister because, in my opinion they represent a better business proposition than the previous year's.

श्री रामावतार शास्त्री (पटना) : उपाध्यक्ष महोदय, रेलवे का जो बजट सदन के सामने पेश किया गया है इससे यह पता चलता है कि इस बार का बजट बचत का बजट है। यह बचत वास्तविक है या अवास्तविक, यह तो आगे चल कर देखेंगे कि क्या नतीजा निकलता है। लेकिन सचमुच में देश के अन्दर रेलवे को मुनाफे के उद्योग के रूप में आज भी चलाया जा सकता है और बहुत पहले भी इसको चलाया जाता रहा है। यह तभी हो सकता है जब रेल संज्ञी जो कुछ आवश्यक बातों की तरफ ध्यान दें और उनको क्रियान्वित करने की कोशिश करें। यों सबको मालूम है कि रेलवे में घाटे के तीन मुख्य कारण हैं। पहला भ्रष्टाचार बहुत ज्यादा है, फिजूलखर्ची होती है और बर्बादी होती है। इन की वजह से रेलवे को बहुत नुकसान उठाना पड़ता है। इसके अलावा

एक महत्वपूर्ण कारण और है कि रेलवे एडमिनिस्ट्रेशन बहुत बोज़िज़ है, टाप हैवी है। प्रशासन पर बहुत ज्यादा खर्च किया जाता है। बार बार यहाँ सदन में कहा गया है कि रेलवे बोर्ड की कोई आवश्यकता नहीं है। अगर उमे हम समाप्त कर दें तो

DR SARADISH ROY : Sir, there is no quorum in the House.

MR. DEPUTY SPEAKER : Let the quorum bell be rung

Now, there is quorum. The hon. Member may continue.

श्री रामावतार शास्त्री : तो इगलिज़ रेलवे बोर्ड की कोई आवश्यकता नहीं है, उस पैसे को हम बचा सकते हैं।

आज भ्रष्टाचार और चोरी को रोकने की बहुत बात कही जाती है लेकिन जब मजदूर इस तरफ कदम बढ़ाते हैं तो अफसरों और सरकार की तरफ से कोई सहयोग नहीं मिलता। जैसे धनवाद मे हमारी रेलवे मैन कोऑर्डिनेशन कमेटी है, वह बहुत दिनों से भ्रष्टाचार के खिलाफ आन्दोलन कर रही है, उसने प्रदर्शन आयोजित किया है, रेल मंत्री और सरकारी अधिकारियों को लिखा है। लेकिन किसी ने सहयोग नहीं दिया। अगर आप सहयोग दें और खासतौर से माननीय शर्मा जी जो रेल मजदूरों के एक पक्ष के नेता है, जो मान्यता प्राप्त फेडरेशन के नेता है, सहयोग दें तो काम हो सकता है। ऐसे मौके पर जहाँ करप्शन के खिलाफ फाइट करने की आवश्यकता है, चोरी बँगन ब्रैकिंग आदि को रोकने की बात हो, वहाँ पर अभी तरह की यूनियनों को, मान्यता प्राप्त और गैर मान्यता प्राप्त, सबको मिलकर के देश के धन की रक्षा करनी चाहिये, उसे बचाना चाहिये लेकिन सुनते है इस में आपस में मतभेद होने लगता है। मैं उन यूनियनों में काम करता हूँ जिन को मान्यता प्राप्त नहीं है। मैं रेलवे मंत्री महोदय से ज़रूर कहना चाहता हूँ कि अगर वह सचमुच चाहते है कि रेलवे की आमदनी बढ़े तो उसको बढ़ाने के लिए जो रास्ते है उनको बे

[श्री रामावतार शास्त्री]

अपनायें। तब तोर से भ्रष्टाचार से लड़ने के लिए टाप-हैवी ऐडमिनिस्ट्रेशन को समाप्त करने के लिए और जो गैंग बने हुए हैं लुटेरों के, जिन से अफसरों का सम्बन्ध है, जो आप की पुलिस है सम्पत्ति की हिफाजत करने के लिए, उनकी जिन से मिलीभगत है, उनके खिलाफ लड़ने के लिए, तमाम लोगों की एकता बने तभी आप काम कर सकते हैं। मैं इस सिलसिले में आप को विश्वास जरूर दिलाऊंगा कि अगर आप देशभक्त मजदूर लोगों का सहयोग इसमें लेना चाहेंगे तो वह आप को मिलेगा। मजदूर लोग आपको सहयोग देने को तैयार हैं।

दूसरी बात मैं कहना चाहता हूँ यूनियनों की मान्यता के मिलसिले में। अभी मंत्री महोदय ने कहा कि नान-रिकग्नाइज्ड यूनियन्स को मान्यता दी जाय या नहीं इस सम्बन्ध में यह विचार कर रहे हैं। मैं यह निवेदन करूंगा कि रेलों के अन्दर अब वह जमाना नहीं है जब दो मान्यता-प्राप्त फेडरेशनों की तृती बोलनी थी। मेरे खयाल से श्री शर्मा जी भी इस बात से सहमत होंगे कि तमाम तरह के लोगों में किसी तरह से भी एकता पैदा हो। वह सोचे कि एक और यूनियन बन सकती है या नहीं। अगर बन सकती है तो वह एक और यूनियन को मान्यता देने के लिए तैयार है या नहीं, इस सवाल पर विचार करने का समय आ गया है।

श्री ए० पी० शर्मा : एक बन सकती है।

श्री रामावतार शास्त्री : अगर बन सकती है तो हम लोग तैयार हैं। लेकिन सुना है कि आप लोग तैयार नहीं हैं। एक यूनियन बनाइये अन्यथा जिनको मजदूरों का विश्वास प्राप्त हो उनको मान्यता मिलनी चाहिये। ऐसी बहुत-सी यूनियनें हैं। मेरे पास बक्त नहीं है कि मैं सबका नाम गिनाऊँ। लेकिन जैसे आपकी दो फेडरेशन हैं उसी तरीके से पांच लाख रेलवे कर्मचारियों का प्रतिनिधित्व करने वाला आल इंडिया रेलवे एम्प्लोयीज कनफेडरेशन है। अगर आप चाहें

तो इसके लिये गुप्त मतदान करा लीजिये। आप को भागना नहीं चाहिये। आप तो डिमाफेमी में बिस्वास करते हैं। अपने को आप कहते हैं कि सब से बड़े प्रजातान्त्रिक विचारों को मानने वाले हैं। इसलिये आपको भागना नहीं चाहिये। आप को रिफरेंडम करवा लेना चाहिये। अगर लोग आप के साथ हैं, हम आप की बात को मानेंगे और हमारे साथ हों तो आप हमारा साथ दीजिये।

श्री ए० पी० शर्मा : अपने आप को आप एक फेडरेशन के साथ सम्बन्धित कर दीजिये, एकता हो जायेगी।

श्री रामावतार शास्त्री : यह तो एकता तोड़ने वाली बात है। जितनी कटेगरीवाइज यूनियनें हैं, नार्दन रेलवे वर्क्स यूनियन है, पूर्वोत्तर रेलवे मजदूर यूनियन है, ये तमाम यूनियनें बहुत अच्छा काम कर रही हैं और आपके साथ अच्छे कामों में सहयोग करने को तैयार हैं। बुरे कामों में तो लड़ाई होगी, लेकिन अगर फेडरेशन के लोग तैयार हैं तो हम डम तग की बान करने को तैयार हैं। लेकिन कम से कम इन यूनियनों को तो रिकग्नाइज कीजिये (व्यवधान)

आपने अपने बजट भाषण में कहा कि पिछले पाकिस्तानी हमले के समा रेलवे कर्मचारियों ने बड़ी बहादुरी, देशभक्ति और लगन के साथ काम किया। लेकिन इसके बावजूद गढ़वा, बरौनी, धनबाद, कुसुन्डा और देश के दूसरे हिस्सों में बहुत से रेलवे कर्मचारी विविटमाइज्ड हैं। बरौनी में चार हजार से ज्यादा लोगों का ब्रेक टन सविम हो गया, 56 लोग मस्पेडेड हैं, 350 लोगों पर मुकदमा चल रहा है। धनबाद में 11 रेलवे कर्मचारियों को आप ने सस्पेंड कर रखा है इसी तरह से कुसुन्डा में है, चक्रधरपुर में है, जमशेदपुर में है और देश के दूसरे हिस्सों में है। अगर आप उनका सहयोग चाहते हैं तो आगे बढ़ें। उन्होंने अपना सहयोग दिया है। इसका उदाहरण पिछली लड़ाई के समय में मिल चुका है। इसलिये इस तरह की कार्रवाइयों को समाप्त किया जाना चाहिये। जो अफसर मनमानी करते हैं उन पर

कोई रोक नहीं है। ब्यूरोक्रेसी अपनी जगह पर है, उसको अभी तक आप तोड़ नहीं सके हैं। उसको तोड़ने की जरूरत है। पच्चीस साल हो चुके हैं आजादी के लेकिन ब्यूरोक्रेसी दिन-प्रति-दिन बढ़ती चली जाती है, जिसका नमूना हम कुछ दिन पहले देख चुके हैं जब रेलवे बोर्ड के चेअरमैन श्री गांगुली साहब थे। उनकी ब्यूरोक्रेसी कहां तक थी इसको हम देख चुके हैं। आप उस पर हमला कीजिए। इसमें सबका सहयोग लीजिए ताकि आप के ऐडमिनिस्ट्रेशन में जो ब्यूरोक्रेसी घुसी हुई है ऊपर से नीचे तक, उसकी समाप्ति हो। जो मजदूर उन से बात करें, कम से कम उनकी बात सुनें तो सही। अगर कोई दख्खिस्त दे, तो भले ही वह यूनिनियन रिकग्नाइज्ड हो या नहीं, मगर उसकी दख्खिस्त लेकर देखें तो सही कि उसकी बात सही है या नहीं। यह कह देना कि यह रिकग्नाइज्ड नहीं है, उससे बात नहीं कर सकेंगे, इसमें समस्या का समाधान नहीं होगा, शान्ति नहीं होगी, बल्कि उल्टे दिक्कत होगी।

इसी तरह एक बात और कह दूं। यहां पर दानापुर का जिक्र किया गया। मैं श्री शर्मा के प्रस्ताव का समर्थन करता हूं। रेलवे सर्विस कमिशन का कोई संगठन दानापुर में जरूर होना चाहिए। अगर आपको ऐसा करने में दिक्कत है तो मैं नहीं कहता कि बंगाल के लोगों के साथ हमारा झगड़ा हो। वह भी हमारे भाई हैं। पूरा देश एक है। लेकिन सारी चीज कलकत्ता में ही हो और पिछड़े प्रदेश बिहार जैसे को चुपचाप छोड़ दे, यह उचित नहीं है। माउथ ईस्ट में रेलवे का हेडक्वार्टर वहां है, रेलवे सर्विस कमीशन वहां है। आप कहते हैं कि हम बंगाल वालों से समझौता कर लें। लेकिन यह तो आप का काम है। इस तरह की बात नहीं होनी चाहिये।

हाउस रेंट और कम्पेन्सटरी अलाउंस जो आपने बंद कर दिया और जो मजदूरों को 1967 से लेकर 1970 तक मिलता था उसको दिलवाने की पुनः व्यवस्था कीजिये। मैं जानता हूं कि आप के सामने कठिनाई है। अगर ऐसा है तो आप फाइनेन्स मिनिस्ट्री से इस बात के लिये निवेदन कीजिये, उनसे कहस कीजिये और उनका राजी

कीजिये। जो मकान भत्ता मिलता था या जो शहर का कम्पेन्सटरी अलाउंस मिलता था वह दिया जाये।

इन शब्दों के साथ मैं चाहूंगा कि आप इन सब बातों की तरफ जरूर ध्यान दें। तभी आप को घाटा होता है उसको रोका जा सकता है और रेलवे की आमदनी को ज्यादा बढ़ाया जा सकता है। इस तरह से आप जनरल रेवेन्यू में ज्यादा पैसा दे सकते हैं, लेकिन इसके लिए जैसा मैंने कहा, मजदूरों का सहयोग अत्यावश्यक है और इस सहयोग के लिये उनकी दिक्कतों को दूर करने के लिए जरूरी है कि उनकी मांगों को माना जाय। आप के जरिये मैं यह जरूर कहना चाहूंगा कि तृतीय पे कमिशन की रिपोर्ट जल्दी से जल्दी निकले तभी रेलवे मजदूरों का फायदा हो सकता है। चौदह लाख रेलवे मजदूर इस बात की सांग कर रहे हैं कि इस रिपोर्ट को जल्दी से जल्दी प्रकाशित करवाया जाए।

SHRI SHANKERRAO SAVANT (Kolaba) : I thank the Railway Minister for preventing a more or less non-controversial budget. But a non-controversial budget is very often a non-progressive budget. I am afraid that there is very little dynamic about the budget. It is more or less a conventional budget, but nevertheless, a very well-intentioned budget.

Right from the beginning the railways have been looked upon as a commercial concern. Even after nationalisation, they have not lost this commercial character. It was expected that after nationalisation, the railways would look more to the national needs, will give more efficient service and will cater to the needs of backward regions. But the outcome is rather disappointing. The bad features of a commercial enterprise and a bureaucratic administration have combined in the present administration and have caused stagnation and in cases even frustration. Otherwise, there is no reason why a simple demand like the one for better canteen arrangements or speedier survey of rail lines in backward and unexplored regions should be so completely neglected.

The Railway Minister has complained of ticketless travelling and has implored the State

[Shri Shankerrao Savant]

Government to lend a helping hand to check that menace. But actually, the most effective remedy is in the hands of the Railway Administration itself.

15.29 hrs.

[SHRI K. N. TIWARY *in the chair*]

Ticketless travelling is on a very wide scale in local trains in cities like Bombay, Calcutta, Madras etc. This is mainly due to the fact, that the trains are overcrowded and no checking has become possible. The best way will be to increase the number of local trains, but that is exactly what the railways are avoiding to do.

I would, therefore, like to request the Railway Minister to increase the number of local trains in big cities immediately.

As regards unexplored regions which are perpetually neglected, I may point to the west coast region. We have a railway on the eastern coast right from Calcutta to Kanyakumari, but in spite of repeated requests the survey work on the Bombay-Mangalore line is being delayed year after year. This is particularly distressing in view of the fact that the main hinterland of Bombay is the Konkan region. The hinterlands of all big cities ought to be well linked.

DR. SARADISH ROY : There is no quorum.

MR. CHAIRMAN : The bell is being rung—Now there is quorum.

कोरम मंटेन किया जाना चाहिए ताकि हाउस का काम ठीक से चल सके। कोरम बँल सातवीं बार बजी है। अब कोरम नहीं रहेगा तो मैं हाउस को एडजर्न कर दूँगा।

SHRI R. D. BHANDARE (Bombay Central) : Whoever challenges quorum must be present in the House at the time of counting. Now simply he raises the question and runs away.

SHRI RAMAVATAR SHASTRI : Also he is on the panel of Chairmen.

MR. CHAIRMAN : He is not bound to be present.

SHRI R. D. BHANDARE : Not bound to but he ought to be.

SHRI SHANKERRAO SAVANT : The need for the Bombay-Konkan-Goa-Mangalore rail link was conceded in theory, but in practice nothing is done. We were told that the survey work on the Apta-Goa-Mangalore route would be completed before the end of 1971, but there is no mention of the west coast railway in the budget speech of the hon. Minister, which means that he is totally oblivious to the needs of that region. Are we to believe that redtapism has infected an essentially commercial administration like the railways?

I would like to request the hon. Minister to give us a clear picture of the west coast railway from Apta to Mangalore, when it will be taken up and when it will be completed. I would also request him to stick to the schedule which he might lay down. This is the crying need of the coastal people of Maharashtra and Mysore and there is absolutely no reason why this crying need of the people should be so completely neglected by the authorities.

I am afraid that the work of conversion to broad gauge and the work of electrification of the railway lines are proceeding very tardily. Communication is the *sine qua non* of all development, and unless we modernise and improve our railway communications our plans will come to grief, and that is the reason why I request the Railway Minister to give up redtapism and bureaucratic delays and stimulate the working of the railway administration mainly on commercial lines so that things can be done more speedily.

I should then like to refer to a couple of useful suggestions before I close. Shirdy and Pandharpur in Maharashtra are places of pilgrimage. Apart from seasonal fairs which are heavily attended, the flow of pilgrims is almost continuous throughout the year. The S. T. is not able to cope with this traffic. Will the railways run more frequent and more convenient trains to these two places throughout the year? It will ensure better earning for the railways and offer more convenience to the travelling public.

There is a small hill station railway known as the Matheran railway, in my district, that

is, Kolaba. At present, this is the only communication line for the hill station with the plains below. And still the fares are high and the running of the train is irregular. Possibly this is not a remunerative line, but that is no reason why the railway administration should neglect it.

It is indeed heartening to note that the railway administration has decided to work for self-sufficiency. In fact this should have been done long ago. All I would say is that self-sufficiency should be linked with planned expansion to give the backward regions like Konkan and Goa a chance to be in line with the rest of India. The idea that our region alone is neglected for decades for no fault of its own must be removed by the railway administration both in the interest of national harmony and in the interest of justice and fairplay.

The railways have a considerable cultural part to play. They are the harbinger of modernism. They not only revolutionise the economy of the region but they introduce new ideas and new values of life.

DR. SARADISH ROY : Sir, there is no quorum.

MR. CHAIRMAN : You should not raise the question of quorum and then go out.

SHRI SHANKERRAO SAVANT : It is for this reason that at least those that talk of

ushering in a social and socialistic revolution should not be guilty of cutting off a whole region from the rest of India.

With these words, I support the railway budget.

DR. SARADISH ROY : There is no quorum.

MR. CHAIRMAN : Shri Dhandapani.

SHRI C. T. DHANDAPANI (Dharapuram) Mr. Chairman, Sir,

MR CHAIRMAN : I would like to give one chance more. If there is no quorum after this, I will adjourn the House. I am giving another chance to keep the quorum. Whoever is raising the question of quorum should be there. I am giving another chance. (*Interruptions*) I have requested him not to raise the question. When he raises the question of quorum he must be there. This is obstructing the House and nothing else. Now, let the bell be rung.

There is no quorum. The House stands adjourned to meet again on Monday at 11 a m.

15. 41 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Monday, March 20, 1972 Phalguna 30, 1893 (Saka)