

Revocation of President's rule in Bihar

Ramani, Shri K.
 Ranga, Shri
 Roy, Shri Chittaranjan
 Saboo, Shri Shri Gopal
 Samanta, Shri S. C.
 Satya Narain Singh, Shri
 Sen, Shri Deven
 Sen, Dr. Ranen
 Sezhiyan, Shri
 Shalwale, Shri Ram Gopal
 Sharma, Shri Ram Avtar
 Sharma, Shri Yogendra
 Shastri, Shri Prakash Vir
 Shastri, Shri Ramavtar
 Shastri, Shri Raghuvir Singh
 Shastri, Shri Shcopujan
 Shastri, Shri Shiv Kumar
 Shiv Charan Lal, Shri
 Shivappa, Shri N.
 Singh, Dr. B. N.
 Somani, Shri N. K.
 Somasundaram, Shri S. D.
 Sondhi, Shri M. L.
 Sreedharan, Shri A.
 Subravelu, Shri
 Tyagi, Shri O. P.
 Vajpayee, Shri A. B.
 Vidyarthi, Shri R. S.
 Viswambharan, Shri P.
 Viswanatham, Shri Tenneti

MR. SPEAKER : The result* of the division is : Ayes 159 ; Noes 106.

The Motion was adopted.

MR. SPEAKER : In the afternoon we will take up general discussion of the railway budget. Now we will adjourn for lunch.

12.58 hrs.

The Lok Sabha adjourned for Lunch till 14 hours of the clock,

The Lok Sabha re-assembled after Lunch at five minutes Past Fourteen of the Clock.

[Mr. Deputy Speaker in the Chair]

REVOCATION OF PROCLAMATION IN RELATION TO BIHAR

THE MINISTER OF STATE IN MINISTRY OF HOME AFFAIRS (SHRI VIDYA CHARAN SHUKLA) : I beg to lay on the Table a copy of the Proclamation issued by the President on the 26th February, 1969,

Budget Rly.—Gen. Dis.

revoking the Proclamation issued by him on the 29th June, 1968 in relation to the State of Bihar published in Gazette of India dated the 26th February, 1969, under clause (3) of article 356 of the Constitution. [*Placed in Library. See No. LT-139/69*].

14.05½ hrs.

RAILWAY BUDGET · GENERAL DISCUSSION

MR. DEPUTY-SPEAKER : We shall now take up the Railway Budget.....

SHRI S. M. BANERJEE (Kanpur) : Sir, I rise on a point of order. I invite your kind attention to Rule 340 :

“At any time after a motion has been made.....

MR. DEPUTY-SPEAKER : We are getting an opportunity to discuss the Railway Budget.

SHRI S. M. BANERJEE: I am telling you the reason.

SHRI RANDHIR SINGH (Rohtak) : He has not seen the Rajdhani Express. Otherwise, his eyes would have opened.

SHRI S. M. BANERJEE : Sir, we are discussing the Railway Budget now. Kindly hear me. What I am submitting is neither irrelevant nor frivolous.

SHRI SHEO NARAIN (Basti) : What is the question? Should the Government withdraw the Railway Budget?

SHRI S. M. BANERJEE : I am speaking under Rule 340.

The Railway Minister, Dr. Ram Subhag Singh, is going to initiate the discussion on the Railway Budget. The discussion on the Railway Budget will continue for 10 hours. From 1st of March, 1969, the Rajdhani Express is going to be started.

SHRI K. N. TIWARY (Bettiah) : What is the subject before the House?

SHRI S. M. BANERJEE : I am coming to that. I am very happy that the train is starting from 1st March, 1969, from New Delhi to Calcutta. It will stop at Kanpur station for 10 minutes. But it is most unfortunate that no passenger will be allowed either to get down or

*The following Members also recorded their votes.

AYES : Shrimati Sharda Mukerjee.

NOES : Shrimati Nirlep Kaur, Sarvashri Janeshwar Misra, Kedar Paswan, K. K. Nayar, C. C. Desai and S. K. Tapuriah.

to go in. It is a great injustice done to 11 lakhs of people of Kanpur.

MR. DEPUTY-SPEAKER : That is all. Kindly resume your seat. I have understood you.

SHRI S. M. BANERJEE : Kindly hear my argument.

MR. DEPUTY-SPEAKER : No argument please. I have followed it.

SHRI S. M. BANERJEE : I cannot discuss it in the Railway Budget because the mischief will have already been done on the 1st of March, 1969. I want the House to be adjourned to discuss the matter. It is a very serious matter.

MR. DEPUTY-SPEAKER : Please resume your seat. I permitted you to raise the issue because I thought it was something relevant. If you want to say something, you welcome the starting of the train and, if there is any inconvenience caused or any addition is to be suggested, or any change in the time-table is to be suggested, the Railway Minister is always prepared to listen to you and, if it is reasonable, he is ready to concede.

SHRI S. M. BANERJEE : But it will start on the 1st of March. Does he want the satyagraha to continue? Does he want the people of Kanpur to continue their satyagraha? Let him say that he will accommodate the people of Kanpur. What is his objection?

MR. DEPUTY-SPEAKER : May I request the Hon. Minister now to cancel the stop at Kanpur so that there will not be any difficulty?

THE MINISTER OF RAILWAYS (Dr. RAM SUBHAG SINGH) : I am not prepared to act under any threat whatsoever. (*Interruptions*)

SHRI S. M. BANERJEE : I have not heard the Hon. Minister. What did he say?

MR. DEPUTY-SPEAKER : Now, Shri S. M. Banerjee may resume his seat. Usually he raises something of immediate importance, and, therefore, I had allowed him.

SHRI S. M. BANERJEE : This is of immediate importance.

MR. DEPUTY-SPEAKER : This matter can be settled with the Hon. Minister.

SHRI S. M. BANERJEE : What did the Hon. Minister say?

MR. DEPUTY-SPEAKER : He has said that he will not yield to any threats.

SHRI S. M. BANERJEE : There is no threat. We are not giving any threat. It is a matter affecting 11 lakhs of people. Are they going to have a Viceroy's Special?

श्री प० सा० बाबूपाल (गंगानगर) : श्री बनजी खामखाह बातें बनाता है। कानपुर के लोग सबसे ज्यादा बिना टिकट चलते हैं, जिनकी ये वकालत करते हैं।

SHRI S. M. BANERJEE : My Hon. friend has said something very bad. He is only interested in raising his salary and nothing else in this House.

14.12 hrs.

PERSONAL EXPLANATION BY MEMBER

SHRI VASUDEVAN NAIR (Poernade) : On a point of personal explanation. On the 21st of this month there was some charge and counter-charge between two Members, namely Shri Bal Raj Madhok and Shri Ebrahim Sulaiman Sait and some of us had intervened in the course of that and made some remarks against Shri Bal Raj Madhok. I was not here in the House at that time when Shri Bal Raj Madhok, after going through the records, withdrew the remarks that he had made against Shri Ebrahim Sulaiman Sait. I had made some remarks against Shri Bal Raj Madhok, and am told that it will be good if I withdraw those remarks. I am prepared to withdraw those remarks.

14.13 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION—(Contd.)

SHRI RANGA (Sri Kakulam) : I rise to a point of order in regard to the 10 per cent increase that have been made by a more executive order from the Railway Board on passengers' luggage and beddings. This is not the first time that this has been done. Thrice before such enhancements had been made. My Hon. friend Shri C. C. Dasai

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from our party who will be speaking for our party will be saying something about the extortionate manner in which rates and freights have been increased in the earlier years, and on top of it the exemptions which had been prevalent for generations have come to be given up in regard to passengers' luggages, parcels, beddings, baggages and so on. Not being content with that, just a little more than a week before the railway budget was to be presented here, Government had thought it fit by an ukase to raise by 10 per cent the luggage charges; they had removed the exemption and also raised the surcharge by 10 per cent on passengers' luggages. According to me, this is an unconstitutional thing.

Secondly, they have not even mentioned it in the railway budget. If they had mentioned it in the railway budget speech and had asked for the pardon of this House, there would have been some extenuating fact about it. But they took it for granted. I think my hon. friend had been wrongly advised by the Railway Board. The Railway Board knows how to get hold of Ministers, Ministers of State and Deputy Ministers, and unfortunately just at that moment my hon. friend had to father the budget which had already been mothered by somebody else, so much so that he had no chance of examining the constitutional position.

I am raising this point from the point of view of parliamentary propriety. From the constitutional point of view as well as from the point of view of parliamentary propriety, I consider this to be a very bad move that Government have made. My hon. friend wanted to have a cheer from the House when he said that he was not raising any freights and fares this year. But actually what had happened was that just before the budget was presented here, the charges on passengers' luggages had been increased.

This is not the right way to approach the House. The Hon. Minister had taken over this portfolio just a few days before, and, therefore, this unfortunate thing has happened. But I would

request you to advise the Hon. Minister to see that such things are not done in the future, and Parliament is shown greater respect, and the Hon. Minister should also be advised and cautioned to see that the Railway Board does not play these pranks and tricks on Parliament as well as the Hon. Minister.

DR. RAM SUBAGH SINGH : I shall reply to this point at the end.

MR. DEPUTY-SPEAKER : I think the Hon. Minister may be permitted to reply to this point at the end of the general debate on the railway budget.

SHRI RANGA : He must reply now.

MR. DEPUTY-SPEAKER : As the hon. Member himself had stated, he had come on the scene only a few days before, almost just on the previous day.

AN HON. MEMBER : But he is a fully grown up man.

Dr. RAM SUBAGH SINGH : But it has been already announced, and I do not want to make any comment on it just now. I shall reply to the point at the end.

SHRI RANGA : The House should have been shown greater respect.

DR. RAM SUBAGH SINGH : Now that the hon. Member has raised this point, I shall give a fuller and regular reply later.

SHRI DATTATRAYA KUNTE (Kolaba) : Before you decide this point, I would like to submit one thing. A specific point has been raised. When the specific point is there, to mix it up with the reply to the general debate would not be a proper procedure. This is not a speech of Shri Ranga on the railway budget. A specific point has been raised and the proper procedure is that the hon. Minister should reply to that point just now. (*Interruptions*)

MR. DEPUTY-SPEAKER : Procedurally, Shri Ranga has been perfectly within his rights in raising this point.

SHRI S. M. BANERJEE : Shri Sheo Narain has become a mobile nuisance.

SHRI RANDHIR SINGH : On a point of order. Can a Member...

MR. DEPUTY-SPEAKER : Shri Dattatraya Kunte is already on his legs on a point of order. I shall listen to Shri Randhir Singh afterwards.

SHRI RANDHIR SINGH : I am on a point of order about his speaking. Can an hon. Member speak while eating betel leaf? I want your ruling on this. The hon. Member is eating betel leaf and he is speaking here. Is that parliamentary? It is contempt of the House, according to me. Kindly give your ruling on this.

SHRI S. M. Banerjee : He is not eating, but chewing.

श्री रणधीर सिंह : कोई भी पान खाते हुए, बतौर वकील, अदालत में बहस नहीं कर सकता है। क्या यहाँ पर पान खाते हुए बहस की जा सकती है। मैं इस पर आपकी रूलिंग चाहता हूँ।

MR. DEPUTY-SPEAKER : I am giving my ruling. So long as chewing of pan, while an hon. Member is speaking, does not obstruct the speech or it is done in such manner that it is not likely to create any noise before his neighbours, it is all right.

SHRI RANDHIR SINGH : It is contempt of the House.

SHRI DATTARAYA KUNTE : Shri Ranga had made a point, and I would like the hon. Minister to reply to it, on the procedural aspect of it, just now.

It is true that the budget might have been prepared earlier, and it might have even gone to the press. But a little correction could have been made and the facts could have been put squarely before the House. The hon. Minister has made a statement that the fares and freights have not changed but the fact remains the other way round. So, a clear explanation is needed on this point. The increase may have been according to the rules, but I am not concerned with that now. I would really suggest that

procedurally an answer is called for at this stage.

MR. DEPUTY-SPEAKER : I fully agree with the hon. Minister so far as this specific point is concerned. As Shri Ranga himself has said, the hon. Minister has not been responsible for what had happened before. The Budget had been prepared before assumption of office by him in this portfolio. All the extenuating circumstances were mentioned by Shri Ranga. It is a valid point that he has raised, and therefore, I had permitted him to raise it. But the Hon. Minister might reply at the end.

DR. RAM SUBHAG SINGH (Sabar Kaulha) : You are right. Therefore, no question of my replying now arises.

SHRI C. C. DESAI : In the recent reshuffle of the Council of Minister, not one Minister or Deputy Ministers was dropped nor one new Minister or Deputy Minister was included; it was merely a shuffle like a pack of cards, but one or two good things have happened in this where we feel that round pegs have gone into round holes; the Railway Minister is one and the other one is my hon. friend, Shri Satya Narayana Sinha the Minister for Information and Broadcasting and Communications.

We congratulate the Railway Minister except that he has inherited a situation which he will find very difficult to justify. It is a matter of national tragedy that our people or public opinion have got resigned or reconciled to economic and political impositions, particularly in the matter of taxation, without much protest although we just had a measure of protest before us this afternoon.

The phenomenon of escalating taxes in every budget has become so common both in the matter of General Budget and in the matter of Railway Budget that people have taken it for granted that this must happen. So, when the Railway Minister announced that there would be no increase in fares or freights in the new Budget, the House had a sigh of relief, but let me add here a classical warning which is in Latin and which I can translate in English. It is *Timeo Danaos et Dona Ferentis*. It means if

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'I fear the Greeks when they come bearing gifts.' So, when the Hon. Minister says that he has no new taxes, we do not take him at his face value, particularly when this action has been preceded by an unconstitutional imposition of increase in passenger luggage fares. They all knew, whether it was he or some other Minister; it is no use the Minister saying that it was done by his predecessor....(Interruptions) Mr. Poonacha, whom he replaced, also said in another connection that he was a new Minister and, therefore, he could not answer one of the points raised. This is the tragedy of making the shuffle on the eve of the Session—both of Ministers and of Secretaries; the result is that nobody takes any responsibility for any action and nobody will come before the House with a clean mind.

As regards the gift of no-taxation or relief from any new increase in fares and freights, let us examine what the correct facts are. In this connection, may I quote a statement made by Mr. G. M. Modi, President of the Federation of Indian Chambers of Commerce and Industry, in an interview, published in the *Hindustan Times* of 21st February? He said as follows :-

"It was only a few days ago that the Railways increased passenger luggage charges by 10 per cent. Earlier, from November 1, certain freight rates such as those on coal were rationalised."

The word 'rationalisation' is very important because in the name of rationalisation, everything is done, including fresh imposition of taxes. It resulted in higher charges, particularly for long distance of 800 kilometres and above. Now, the Railway Board has indicated further revision of the fare and freight structure to bring about rationalisation. I want the House to be warned of this seemingly innocent word 'rationalisation' behind which the Ministry has, I am afraid all kinds of nefarious designs. It is a fact that the Railway Board thought it proper to bypass the authority of Parliament, particularly when the Railway Budget was due in a few days. So much for Shri

Mody's comment. My leader has just added his word of protest against the procedure adopted and we hope that this will be the last time when such procedure would be adopted for revising fares on the eve of the railway budget, without obtaining proper sanction of Parliament which is the proper forum for increasing any tax or freight rates or any impost on the tax payer and the public. They cannot throw dust in the eyes of all people for all time. They may think that they did in the past on such occasion and say: what can they do? They will just shout or protest. But Parliament has also changed and the country is changing and you see it from State to State. This kind of action is uncalled for.

DR. RAM SUBHAG SINGH : Now, you are being grabbed by the Congress.

SHRI C. C. DESAI : I shall now turn to the budget statistics. It is calculated that the goods earnings will increase by Rs. 55 crores over the current budget and nearly Rs. 100 crores taking into account the budget of 1967-68. What is the basis for this optimistic survey or assessment? What is the foundation for this facile assumption? Is it that there was an increase of five million tons in the first nine months of the year over which it is now postulated that there will be an increase of eight million? This assumption cannot be borne out by an accurate analysis. After a careful analysis of the budget books, it would appear that there was not much evidence to prove that there had been that industrial revival which alone would be responsible or could account for an increase in the revenues of the railways. For instance, of the 5 million tons which is apparently the starting point of the Ministry's calculation, 2.10 million tons is for coal, one million ton is for iron and steel and only 1.38 million tons is for the other items, particularly food, of which 1.7 million tons moved by railways from Punjab and western parts of the country after a bumper harvest, which you cannot expect every year. Notwithstanding that some ministers are proclaiming from house tops

that there has been an industrial revival. The position is not so acute as it was at one time but there is no reason to think that permanent industrial revival has taken place, particularly now when another Government has come into being in West Bengal. There was industrial recession in that part of the country last time and there were its repercussions in the rest of the country. People feel, that judging from past experience, there may not be a fair deal to industry and people connected with industry in that State. This fear may or may not be justified but the fear is there and it had been expressed in the papers. Therefore, I say that these calculations and assumptions by the railways are more in the nature of wishful thinking; they are shadow without substance. The position in respect of passenger fares is an accurate index of the railway earnings. Passenger earnings have fallen from the anticipated figure of Rs. 266 crores to Rs. 262 crores. Obviously the reason for this is the operation of the economic law of diminishing returns, because of the imprudent and unnecessary surcharge on passenger fares introduced last year.

Since the railway budget must be balanced or burst, you have to do something if the expectations of increased revenues are not fulfilled. In other words, we must look in the direction of economy or retrenchment. Where is it possible? To avoid any further mid-term increase in passenger fares or freights, the only main head under which economy can be and should be effected is the staff and personnel. According to the booklets supplied by the ministry itself, the staff had increased from the modest figure of 9,14,000 in 1951 to 13,63,000 in the current year—an increase of 45 per cent.

SHRI INDRAJIT GUPTA (Alipore) : What about increase in mileage ?

SHRI C. C. DESAI : As compared with the increase in services, mileage, stations and materials, this increase in staff is absolutely out of proportion and it is this basic factor on which economy must principally be applied ;

SHRI NAMBIAR (Tiruchirappalli : Leading to more accidents !

SHRI C. C. DESAI : Too many cooks spoil the broth. Too many people working at cross-purposes will create accidents. I am saying this to avoid accidents. We have plenty of development and our people can be absorbed in the developing economy. It is not necessary that over a single piece of job, there should be more men than necessary. I hope this will be accepted even by the communist party.

This contention is borne out by the fact that 45 per cent increase in staff has not been matched by any corresponding expansion in lines, stations, materials and services.

SHRI RANGA : Or efficiency or safety.

SHRI C. C. DESAI : Every year we have been told that everything is being mechanised in the railways and we are on the road to mechanisation. If that were so, there should be a further possibility of retrenchment in staff. But that is not forthcoming, because the railways there also are under pressure from the people below. With this enormous expenditure on mechanisation, there should be some return by way of saving on staff.

Any increase in staff has also to be measured against the *per capita* cost to the exchequer. Here, the railways stand condemned by their own publications. The minister himself has confessed that expenditure on staff accounts for 66 per cent of the running expenses, with an increase of Rs. 11.23 crores this year, at a conservative estimate, which may not take all the grounds into account. I see that because of certain developments regarding dearness allowance, there may have been some increase in expenditure, but what we want is economy in the number of personnel and not economy in terms of remuneration of each individual worker.

SHRI INDRAJIT GUPTA : What about economy in officers ?

SHRI C. C. DESAI : So long as that economy does not apply to Members of

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Parliament, you can apply it to officers all right. I am no longer there. The average *per capita* national income is approximately Rs. 461 per year. The corresponding average national income for a railway employee in 1967-68 was Rs. 2732 with an addition of Rs. 161 for rail cars and other facilities like generous facilities for free travel, the like of which very few of us enjoy, on a scale unprecedented in any other form of public enterprise. Taking all these factors into consideration, this spoon-feeding or featherbedding should stop and I hope the Railway Minister, strong as he is, should be able to see that something effective is done. If necessary he can appoint a Commission to go into this matter and whatever he wants to can be done as suggested by the report of the Commission.

I will refer to some matters regarding operational efficiency or improvement in the operational efficiency. The main subject that comes up to my mind in this connection is double tracking. It is one of these measures which would enable the best utilisation of existing facilities and rolling-stock. What is our record in the matter of double-tracking? At present only 17 per cent of our total mileage is double track while it is as much as 63 in France and 50 in the German and Japanese systems. We have a considerable leeway to make up. I suggest in the apportionment of priorities it should get the highest priority. It will give you a better utilisation of existing facilities than any other factor. This is a measure where except for the extra cost there is no foreign exchange involved and that is another important consideration. It should be possible to find the funds required for double tracking either by reducing or diverting the present provision of Rs. 118 crores for rolling-stock. This is putting cart before the horse. Before you have enough rolling-stock what you want is increase in track facilities so that you can make the most effective and best possible use of the rolling-stock available. Even dieselisation should take second place as compared to double-tracking.

Sometimes one wonders for whose benefit the railways are run, whether it

is, as my hon. friend said, for the Moghuls of the Railway Board or for the great Moghul of the Railway Ministry or for the staff (*Interruptions*), or for the long suffering public which bears the burden of fares and freights. Provision for passenger amenities in the budget is only Rs. 4 crores as against Rs. 8.14 crores for amenities to staff. The total staff is 13 lakhs working for the benefit of the railways, for the benefit of the nation. What about the nation itself? Everybody who travels by railways knows about it. I wish that the Railway Minister would at some time like the old Prince Haroun Al Raschid go incognito and travel by railway. Either he should grow a beard or put on a mark. Let him see for himself what kind of over-crowding is taking place in the trains. Let him try to see if he can enter the bathroom of a train. Only by going incognito he can see how even the meanest amenities are denied to passengers, how much dust and dirt is there in the compartment and what punctuality the train keeps. I am not making this suggestion light-heartedly but in all seriousness. I hope the Hon. Minister will change his form, change his dress and look and travel by a train, if not from Delhi from some way-side station and see for himself the conditions obtaining in the railways. If that is done, I have no doubt that every passenger in the country will get what he deserves and what he should have. Over-crowding, insanitation, unpunctuality and danger to life, these are things which one has to see to be convinced about them.

As somebody said, today to travel by train is more risky than travel by air or some other means. Apart from being risky, it is certainly more troublesome and nauseating. Instead of travel it becomes a travail.

I do not want to give the figures about over-crowding, particularly in suburban trains, even passenger trains, throughout the country. For instance, there is an increase of 33 per cent in the non-suburban traffic and 16.4 per cent in suburban traffic without any additional facilities to carry this additional load of traffic. Similarly, punctuality

figures also do not reflect credit on the working of the railways. The ratio has fallen from 84.76 in 1965-66 to 75.90 in 1967-68.

In connection with accidents, may I bring to the notice of the Hon. Minister a recent case in Gujarat? At a place called Tetoda, a train was allowed to pass and run over passengers who had given notice that they were going to do *satyagraha* and that they were not going to move out of the way. The instructions from Delhi were that the train was to stop at both places. In spite of that, the driver or whoever was in charge of the train, after passing that station, ran over those people doing *satyagraha*. One died on the spot and the other died later on. No investigation has been made and no inquiry has been carried out. Although we brought this specially to the notice of the then Railway Minister, nothing has been done. I should have thought that the Railway Minister, instead of thinking that he has washed off his hands of the Railway Ministry, instead of thinking that he has got rid of this bad rubbish, he should have found a little time to be present in the House when the railway budget is being discussed because what we are really discussing is the acts of omission and commission carried out by him as Minister at that time. That much about accidents.

Then I come to another feature which is very common in railways, and that is pilferage. It has reached such tremendous proportions that losses running into six figures are accepted as a matter of fact, as a matter of resignation in railway centres like Howrah, Mughal Sarai and Bombay.

Coming to catering and sanitation, they know that the catering arrangements are bad. So, they appointed a committee. But of whom? Only Congress Members? How are the Congress members alone qualified and competent to advise on catering? Though four or or five Members of Parliament were appointed to that committee, all of them were Congress members. How is it that Congress members alone have knowledge of catering? Were they trained in some school of catering or somewhere?

SHRI S.M. BANERJEE : Congressmen are good cooks !

SHRI C.C. DESAI : This is the kind of treatment which they give to the Opposition and the Prime Minister has the temerity to stand up in her seat and say that she wants the co-operation of the Opposition parties ! It is a little committee on catering but they must appoint only Congress men and women ! Because they get their TA and DA, that is why perhaps they appoint only Congress people on these committees. I want this to be examined. I brought this specially to the notice of Shri Poonacha at that time.

SHRI R. D. BHANDARE (Bombay Central) : This is too cheap a joke.

SHRI C.C. DESAI : Very well. I will leave expensive jokes to Shri Bhandare. I believe in cheap jokes because that is a joke that he will enjoy and that he understands.

About the Railway Board, with the little experience that I have had of the administration, I feel that there should be a buffer between the Minister and the Board in the sense of a Secretary not derived from the department itself but from general administration who will be in a position to advise the Minister in respect of the proposals put up by the Board and not being influenced by the Board itself. That is such a thing as fresh, bold, independent advice from a person of general education and general knowledge. That is a sort of thing that happens in all the other departments, even in the States where I used to be Secretary, in the matter of medical and public health or public works department where the Secretary used to be a civilian. Even when the Governments changed and the Congress Government came in power, they were asked whether they would prefer to have an Inspector General of Civil Hospitals as Secretary in the Medical Department or a civilian or whether they will have the Chief Engineer, PWD, as Secretary or a separate Secretary drawn from the general administration and in all cases they chose the latter course. They preferred to have a separate Secretary. This is not

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in derogation of anybody in the Railway Board at all. I have great respect for the officers presiding in the Railway Board but I am talking general administration and as to what is good in the interest of the Railway Board, the Railway Minister and particularly of the long suffering public which have so much to do with the good running of the railways.

There are one or two things about Gujarat. Although it may look parochial, coming as I do from Gujarat I cannot help referring to them. We want to know what has happened to the ancient proposal for a railway from Tarapur to Bhavnagar. I used to hear about that railway ever since 1947. When Balwantray Mehta was alive, he tried hard to get that railway accepted. Even a survey was made and a promise was held out that the railway would be constructed. Since then the railways have fallen on evil days; they have become bankrupt. They say that there are no funds and they are using the available funds only for strategic purposes or for industrial areas. But I make bold to say that Tarapur-Bhavnagar is an important link; it is a link which passes through the most populous area of Gujarat and you will have all the traffic, all the revenue and all the income that any railway in any sector can give you. I do hope that this matter will receive the personal and immediate attention of the Hon. Minister.

Similarly, there is a little gap—perhaps, the hon. Minister may not even know but I must refer to that...between Jasdán and Rajkot. From Jasdán to Botad the railway has been constructed but this particular gap between Jasdán and Rajkot has been left out, almost looks as if through inadvertence. I would like to bring to the notice of the Minister the map of Gujarat (Saurashtra) in which he will find that there is a little gap between Rajkot and Jasdán which requires to be filled up.

Similarly, the Hasan-Mangalore Railway is to be constructed at a cost of Rs. 28 crores but I am told by my friends from Mysore State that the work on that is proceeding at a snail's pace.

Only Rs. 8 crores worth of work has been done. Although the work was supposed to be completed by 1972, at the present rate it will probably be completed in 1982.

We hope that the hon. Minister, as soon as he gets a little more time, will be able to look into this matter and see that the work is completed according to schedule and that the money is allotted accordingly.

Then, I would like to make a point about the demand of Gujarat for the location of the Western Railways Headquarters somewhere in Gujarat, preferably in Ahmedabad. But it does not matter whether it is Ahmedabad or Baroda. Gujarat is a growing industrial State. Perhaps, no other State is developing so fast industrially and agriculturally as Gujarat. What you require is better railway facilities to support the agricultural and industrial revolution which is taking place in Gujarat. Why should you have two Railway Headquarters side by side in Bombay city? I hope my friends in Bombay will not take amiss if I say that. Let each State be content with one Railway Headquarters. It is not necessary that several Railway Headquarters should be located in one place whether it is Bombay or Calcutta. We do hope that, even at some cost, even at some sacrifice, the legitimate claims of Gujarat will be listened to by the Railway Board. They are sometimes hard-boiled bureaucrats. I certainly expect the hon. Minister who has to take a political view of any problem to take into account the feelings, not only the feelings and aspirations, but also the requirements of Gujarat and see that, in the near future, at least a policy decision will be taken and an announcement will be made that the Headquarters of the Western Railway which runs mostly through Gujarat will be located in Gujarat, either in Ahmedabad or in Baroda.

There is one more point of particular importance which I would like to bring to the notice of the hon. Minister and that is the strategic areas of Rajasthan, U.P. and Bihar and also of eastern

India, that is, Tripura, Manipur and Nagaland. Just as we are going to have an extension of railway into Jammu & Kashmir State, similarly, on the eastern side, we must have railways going into Tripura, Manipur and Nagaland if we want these areas to feel that they are part and parcel of India and that they share in the development and growth of this country with the sane conviction as others. In that case, even if the Railways run at a loss, to begin with, it is our duty and it is our obligation to our people that we provide them with the minimum transport facilities through railways.

In conclusion, I am reminded of a cry which rings sonorously down the corridors of Roman History, "How long will thou abuse our patience, Cataline?". If we substitute the word 'Cataline' by 'Railway Minister' Dr. Ram Subhag Singh though an old-timer in the Railways is still a new Railway Minister, you have a cry which will be found on the lips of millions of our people who have, everyday, an occasion to travel by railways from the place of their residence to the place of work, from one place to another. You must remember that there is such a thing as consumer resistance and, once you get into that position, all your estimates of railway earnings will go off the rails and you will be much worse off. Therefore, you must allot more money for passenger amenities instead of for staff and also you must improve the working of the Railways in the matter of punctuality, in the matter of pilferage, in the matter of facilities, for the railway traffic.

SHRI KRISHNA KUMAR CHATTERJI (Howrah): I did not have the privilege of listening in person to the Railway Budget when it was presented before this House; it was not because of the aftermath of the mid-term poll in West Bengal but because of the serious illness of my son. It is rather difficult for one, speaking from this side of the House, to do justice to all the feelings that come uppermost in his mind. Even then, I would like to say this.

I am happy that we have today got a Railway Minister in Dr. Ram Subhag

Singh. Dr. Ram Subhag Singh is a person who can accept bouquets and brickbats with equal composure. It is a pleasure, therefore, to cross swords with him on the floor of the House. I know, Dr. Ram Subhag Singh has got the right imagination and even some arrogant courage...

AN HON. MEMBER: Arrogant courage!

SHRI KRISHNA KUMAR CHATTERJI: Yes, I repeat it arrogant courage. Perhaps, while presenting the Railway Budget one has to exhibit that arrogant courage.

We have to remember that India cannot survive if there is any more bungling on the railway front. This is a warning that I gave. Unless the whole Parliament is aware of this grave danger, perhaps we will meet with a big calamity in the near future.

It is good that the Railway Budget has been presented with a small surplus after four years and there has been no rise in fares and freights. I will read out to you the impression that has come out from a writer in the *Statesman* on the 20th February:

"Relief and even happiness were the first reactions of the common man in the capital to the absence of any increase in passenger fares or freight rates in the railway budget for 1969-70. 'It is about time that the spiral of fare and freight increases stopped' said a young office-goer. But his happiness was a little subdued by the fear that the general budget might well be a 'stopper' more than neutralizing the absence of increase in the railway budget."

I wish our Finance Minister was here. But then the little place is there that our Railway Minister has come out with a Railway Budget without any increase in fares and freights. But then, there is the rationalisation of fare and freight structure. I am allergic to the term 'rationalisation'. I come from West Bengal where, in the name of rationalisation of tramway fare structure, quite a big load was put on the poor, suffering

[Shri Krishna Kumar Chatterjee]

people of Calcutta. Even then I am glad that he was bold enough to say in his Budget speech that rationalisation was there and that we would be preparing to go ahead with all the courage to meet any calamity that we may face. In this connection I would like to say that there is some irrationality in the fare and freight structure. There is no doubt about this. That irrationality should be removed, but then this should be without tears. Unless that can be performed, I think, the bouquet that we are prepared to throw towards the Railway Minister of today may not be repeated in future and history may decry the prophecy that he gave while presenting the Budget, the promise of not increasing the fares and freights.

I would now like to refer to a few observations made by our Railway Minister. This is a summarised version that appeared in the Statesman of 20th February :

"Since two-thirds of the expenditure of the railways were incurred on staff, Dr. Singh promised to achieve a higher productivity rate to reduce the costs of operation. Staff increases during the current year were proportionately smaller than the increase in the traffic."

Dr. Ram Subhag Singh is rather a bold person.

We know that the former Railway Minister Shri C.M. Poonacha was trying to improve the working of the railways. Here, I must make some appreciative remarks about that good gentleman. He was too good for the portfolio. He was trying to improve the working of the railway and trying to serve the people but he was groping against a dead wall.

15 hrs.

[SHRI R.D. BHANDARE *in the Chair*]

He had promised us that at the conclusion of the budget year he would present us with a surplus of at least Rs. 1 crore. But what has actually happened is that we had to close the balance with a colossal deficit of Rs. 10 crores, which is too big for a poor country like ours. Therefore, I am not quite sure whether

Dr. Ram Subhag Singh after one year will be able to credit the railway account or the account of the public exchequer with the amount that he has promised today.

Sir, I come from West Bengal, an unfortunate State which has been seething under discontent, frustration and even irritation because of the injustice meted out to it in the past by the leadership at the centre...

Mr. CHAIRMAN : The hon. Member may kindly come to the budget.

SHRI KRISHNA KUMAR CHATTERJI : I am coming to the budget. The railways have very much to do with the political problems of the country. So far as West Bengal is concerned we are happy that Dr. Ram Subhag has at last realised the danger of the situation, for at page 8 of his budget speech he has referred to the question of a survey for the location of a circular railway in Calcutta. That is good. He has said that the problems of Calcutta and Bombay need to be given first priority and that in consultation with the Planning Commission it has been agreed that subject to further examination of what financial and operational responsibility should ultimately devolve on the railways in the matter, the railways should take up a survey for the final location and detailed planning of the suburban dispersal line in Calcutta. That is one thing which does put some cheer in me because I had been losing faith in the mechanism of the railway system.

I would like to quote what has been stated in the *Imprint* of November. It says :

"Calcutta is not one disaster but many, each breeding its own kind of despair, its own special nightmare. The city planner scans the decaying water, sanitation and transport systems and holds out the prospect of total failure, a breakdown so complete that people would flee as if running from war or plague. The sociologist talks of the frayed fabric of society

coming apart altogether, the economist of a depression so deep there could never be any recovery. The political analyst resorts to words like 'anarchy' and 'nihilism' and asks whether Indian democracy can survive the erosion of faith that is taking place here".

It is good that Dr. Ram Subhag Singh has realised the danger ahead, although it is rather too late. Anyhow, we welcome his assurance that there will be a survey and he has allocated some fund for the purpose though it is not enough considering what we expect from the Centre, which has been putting ruin after ruin on the State of West Bengal. I repeat this because in the matter of fiscal policies and financial allocations, West Bengal has been smarting under a sense of injustice done to it by the Centre. I repeat it from this side of the House. Therefore, it is good that Dr. Ram Subhag Singh has at last shown a merciful attitude towards West Bengal by promising this circular railway at this juncture. In regard to the circular railway scheme, the editorial of the *Hindustan Standard* dated the 20th February, 1969 says :

"It may be true that a plan of considerable magnitude, which the O-railway is, cannot be effected overnight. All pros and cons must be carefully weighed before a firm decision was taken. But how careful the Union Railway Ministry could get? For how long will the weighing continue? And when will action follow? New Delhi's patience is apparently endless. Not everybody else's is".

These are the remarks in the editorial of the *Hindustan Standard* which is a widely read daily in Calcutta.

I would revert back to the Railway Board and reiterate my demand once again for the immediate liquidation of the Railway Board. When I came to this parliament in 1967. I reminded this House of the fact that 1967 was not 1947 and that we had to think in new

terms and that a new vision was necessary, and a new courage, a new programme and a new every thing was necessary. Therefore, I reiterate once again my demand that there should be an immediate dissolution of the Railway Board, and the reason why I say this is this. I shall share with you some of my painful experiences with the Railway Board. I have with me here bundles of letters which I have got from the Railway Board and the railway officialdom. I have got not just one bundle but several bundles. Each one of them is an essay on futility. In my attempt in my own humble way to do justice to certain wrongs that are being perpetrated, I have met with only a dead wall. That dead wall is nothing but the rules and regulations which are outdated and outmoded and which I would say are even antisocial. I am not the only one to draw this kind of inference. Even in the report circulated by the railway themselves, while discussing the question of the railway accidents it has been stated that the rules stand in the way and even the Kunzru Committee could not improve matters.

I would like to mention why the Railway Board and why those venerable gentlemen sitting over there in air-conditioned rooms cannot really perform the responsibilities of today. I say this emphatically that it is impossible for this Railway Board to perform the responsibilities of a socialist country today. Therefore, I would like to reapeat what had appeared in the *Hindustan Standard* of the 20th February, 1969. This was what had appeared. Mr. Khandelwal, Chairman of the Railway Board had met the press people and said as follows:

"He said closing of certain unremunerative railway lines was being considered despite the objections from the State Governments and the people of the areas concerned."

Is the railway system to serve only profiteering? I ask the Railway Minister what he is here for? Are we here to serve only the interests of certain vested interests or are we here to serve the people's interests or the interests

[Shri Krishna Kumar Chatterji]

of The States? What are we here for? I am a little confused as to what the function that I have to do is? Have I serve to the State and the people there or have I to serve the masters in the Railway Board? That is the confusion that I have. I think the railways will have to think not in terms of profiteering, not in terms of unremunerativeness of the lines but in terms of public service. In Howrah itself, as we have been demanding for the taking over of the Howrah-Atma line and the Howrah-Sheakhala line. Everybody knows that with these private railways, our railway system has failed to achieve the objective that it has. There has been loss of revenue on the private railway because of the manner in which the private railway system is being run; it is being run in the interest of some vested interests only. Therefore, these should have been taken over long long ago. But then we have hesitated too much, and we have not performed our responsibilities to the people.

In the light of the view expressed by the Chairman of the Railway Board, I feel that the Railway Board cannot perform the functions of today. The Railway Board has outlived its utility. The Railway Board had been created for a particular purpose. The duties then were quite different. But today it has converted itself into a coterie of vested interests, and I am prepared to prove this.

Therefore, it is very necessary that we should not concentrate power in their hands in the name of experts or even in the name of certain officials who had proved their merit in the past. We cannot create a body with these people so that they may rule over us. Therefore, the first thing that I request the Hon. Minister is to take courage in his hands and abolish the Railway Board. It brooks no delay. I make this point only because I know what kind of favouritism, nepotism and vicious things are going on in the Railway Board in the names of rules and regulations. The rules and regulations are interpreted by them as executed by them or implemented by them. Even humble parliamentarians looking to the functioning

of the railway board finds that the old fashioned rules stand in the way of serving the interest of most people. I must also say that a parliamentarian is treated with the same shabbiness as any man in the street. If he writes about something to the Railway Board officialdom or even to our great ministers, they will simply say at first that the matter is under consideration. After six months, a letter will come saying that the opinion of the Railway Board is contained therein. This is the way it functions and it has become the fashion. In such circumstances, the Rajdhani Express loses its utility. If they want to show their progress and speed, there is this record of the working of the Railway Board and the Railway Ministry. What good does it do if the capital express adds some speed. Some people will travel faster in luxury. This is a poor country and it can ill afford the luxury of the capital express. Still, I am prepared to concede that the Railway Board has done a good job by introducing the capital express. There is another instance of dilatoriness and ignoring the just claims of West Bengal. I refer to the electrification of the Bandel Katwa line. Many times it had been promised but electrification never came and now the whole system has suffered so much that the people of Burdwan district, where Congress held its strongest position, had recorded a devastating verdict of no-confidence. Therefore, it is time that we are awake about our responsibilities. The railways are the oldest of public sector undertakings and they are on test. If the Railways, whose centenary was celebrated the other day and which are the oldest of public undertakings in India, are not able to make success of their working, we shall be failing the country and I shall be failing in my duty if I do not sound this note of warning.

Unless the railways pick up and the minister gets alert about his responsibilities to the people, it will be too late and the irritation and anger of the people will certainly grow to such an extent that it will create violent reactions in my State. When I see trains being burnt, I think that if these gentlemen of the Railway Board, who are used to travelling

in saloons, and air-conditioned coaches, travel in third class, I am sure their moral conscience would revolt and they will understand that it is an oppressive system which is functioning in the name of a public undertaking.

Sir, I am happy that a new minister with new dynamism and boldness is in charge of the portfolio. Therefore, we are expecting great things from him. These are the indications I have placed before him in the fond hope that he will take courage and move quickly. Time is the essence of the matter. If I may indulge in a bit of loud thinking, I think the country is passing through a crisis. The need of the hour is a national government at the centre. I feel all the democratic and progressive forces in the country must combine and form a national government, a coalition government, if the railway system is to be justic to the country. This is a bit of loud thinking, I am making and I crave your indulgence for that.

श्री सूरज भान (अम्बाला) : सभापति महोदय, तीन साल मुतवातिर घाटे के बजट के बाद इस साल करीबन 2 करोड़ रुपये के मुनाफे का बजट पेश करने के लिए मैं डा. राम सुभग सिंह जी को मुबारकबाद देता हूँ। लेकिन डा. साहब को यह मुबारकबाद देने के अलावा कुछ और साहिबान भी इस मुबारकबाद के हकदार हैं और उन में सबसे पहले मैं श्री पुनाचा जी को मुबारकबाद देता हूँ जिन की देख रेख में दरअसल यह बजट तैयार हुआ और उनके बाद रेलवे के उन लाखों कर्मचारियों को और हजारों ईमानदार अफसरों को मुबारकबाद देता हूँ जिन्होंने जांफिशानी से और ईमानदारी से काम करके रेलवे में तीन साल घाटे के बाद अब मुनाफे की सकल दिखाई है।

सभापति महोदय, जिस समय डा. साहब ने अपनी तकरीर में यह कहा कि इस साल किरायों और भाड़ों में कोई इजाफा नहीं होगा तो हाउस के कुछ आनरेबल मेम्बरान ने तालियां बजायीं। लेकिन मुझे इस में कोई ताली बजाने वाली बात नजर नहीं

आई थी। उसकी बजह बताता हूँ। रेलवे मंत्री ने किराया भाड़ा न बढ़ा कर जनता पर महज रहम किया है, कोई मेहरबानी नहीं की है। सिर्फ रहम किया है। पिछले वर्षों में रेलवे का किराया और भाड़ा बढ़ते-बढ़ते इस हद तक पहुँच गया है कि अगर जनता को इसमें कोई कमी की सूरत दिखाई देती तो शायद उसे कुछ तसल्ली होती। लेकिन जिस ढंग से किराया गुजिस्ता सालों में बढ़ाया गया है उसको देखते हुए इस साल किराया नहीं बढ़ाया गया, यह देखकर ही उन विचारों को कुछ थोड़ी सी तसल्ली हुई। हमारे रेलवे के बजट में 946 रुपये की आमदनी दिखाई गई है, एस्टीमेटेड इनकम मेरे ख्याल के मुताबिक यह अन्डर-एस्टीमेशन है। यह आमदनी 1 हजार करोड़ रुपये तक पहुँच सकती थी और पहुँचेगी। मेरा ख्याल है कि उस आमदनी में से तीसरे दर्जे के जो मुसाफिर हैं उनके बड़े हुए किराए में कुछ कमी की जानी चाहिए थी और कच्चे माल का जो भाड़ा है, जरूरियाते जिन्दगी की जो चीजें हैं उनका जो भाड़ा है उसमें कुछ कमी करनी चाहिए थी। लेकिन वह नहीं किया। मैं डा. साहब से निवेदन करना चाहता हूँ कि वह मेहरबानी करके तीसरे दर्जे के किराये में कुछ कमी एनाउंस करें और कच्चे माल के ट्रांसपोर्टेशन तथा जिन्दगी की जरूरी चीजों के ट्रांसपोर्टेशन का जो भाड़ा है उसमें कुछ कमी एनाउंस करें तो जनता को कुछ थोड़ी सी महूलियत होगी।

माननीय मंत्री जी ने अपने भाषण में एक जगह यह भी कहा है, मैं उन के ही अफ्फाज कोट करता हूँ :

“Perhaps, there has also been some diversion of short distance traffic from rail to road due to our having increased the minimum railway fare from 15 to 20 Paise. Frankly speaking, I am not unhappy over these developments...”

[श्री सूरज भान]

उन के कहने का तात्पर्य यह है छोटे फासले के सफर के लिये जो पैसंजरो की तादाद घट गई है, हालांकि मुसाफिरो की कमी नहीं है, लेकिन इस से वह नाखुश नहीं है। मेरे ख्याल से तो यह ग्रंजूर खट्टे होने की बात है। मुसाफिरो की रेल के सफर में कोई सहूलियत नहीं मिलती है, तीसरे दर्जे के डिब्बों में मुसाफिरो को भेड़-बकरियों की तरह ठूस दिया जाता है, न वहां रोशनी होती और न पंखे, इन दिक्कतों के पेशे-नजर लोग छोटे फासलों के लिये रेल के बजाय बस से सफर करना ज्यादा पसन्द करने लगे है, क्योंकि मोटर में अगर 40 सीटें होती हैं, तो 41 वां आदमी नहीं चढ़ने दिया जाता, रेलों की तरह भेड़-बकरियों की तरह मुसाफिरो को ठूस नहीं जाता। थर्डक्लास के मुसाफिरो को सहूलियतें तो दूर, उन के जानोमाल, की हिफाजत भी नहीं है।

श्री रणधीर सिंह : सहूलियतें बतलाओ, क्या सहूलियतें दी जायं।

श्री सूरज भान : पहली बात तो किराये घटाइये। रेलों में रात को रोशनी नहीं है, पंखे नहीं हैं, बैठने के लिये जगह नहीं मिलती है। अगर कहीं पर भीड़ ज्यादा होती है और हम दरखास्त करते हैं तो कहते हैं कि नई ट्रेन इन्ट्रोड्यूस नहीं कर सकते, बोगियां ज्यादा नहीं बढ़ा सकते। मैं चाहता हूं कि क्लास तीन के मुसाफिरो को ये सहूलियतें दी जायं।

डाक्टर साहब ने अपनी तकरीर के दौरान हादसों का जिक्र किया है और उन्होंने इस बात से तसल्ली जाहिर की है कि पिछले साल की निस्वत इस साल हादसों में कुछ कमी हुई है। मेरे ख्याल के मुताबिक यह अपने दिल को खुश करने के लिये और तसल्ली देने की बात है। आज कल गालिब शताब्दि चल रही है, मैं गालिब का ही एक शेर आपको सुनाता हूं—

हम को मालूम है जन्त की हकीकत लेकिन दिल के खुश करने को गालिब यह ख्याल अच्छा है।

पिछले साल साढ़े पांच हजार रेल्वे एकसी-डेन्ट्स हुए, क्या ये एकसीडेन्ट्स कम हैं, क्या यह फिर की बात नहीं है। यह बात ठीक कि पुनाचा साहब ने रेल्वे एकसीडेन्ट्स को कम करने के लिये कुछ मुफीद इक्दामात उठाये, मेम्बर पार्लियामेंट को बुलाया, रेल्वे एम्पलाइज फैड्रेशन के नुमाइन्दों को बुलाया, रनिंग स्टाफ के लोगों को बुलाया उन से बातचीत की और उस के बाद कुछ इक्दामात उठाये, जिनके काफी मुफीद नतायज निकले। मैं डाक्टर साहब से भी रिक्वेस्ट करूंगा कि वे भी इसी किस्म के स्टेप्स उठाये जो पुनाचा साहब ने उठाये थे ताकि रेल्वे के मुलाजमीन मुतमईन हो कर अपनी ड्यूटी सरअन्जाम दे सकें। अकसर देखा गया है कि ड्राइवर और दूसरे लोग जो गाड़ी को ले जाने का काम करते हैं उन को कई बार 18-18 घन्टे ड्यूटी देनी पड़ती है। जब आप किसी ड्राइवर को सोने नहीं देंगे तो आप उस से कैसे तबकों कर सकते हैं कि वह गाड़ी को ठीक ढंग से हिफाजत के साथ मन्जिले मकसूद पर पहुंचा देगा। उन को बकिंग कन्डीशन्ज को, उन की सर्विस कन्डीशन्ज को इम्प्रूव कीजिये ताकि मुलाजमीन तसल्ली के साथ रेल्वे की एफिशियन्सी को बढ़ा सकें। उन को जो घरेलू फिरर लगी रहती है, उस से निजात पा सकें।

सभापति महोदय, रेल्वे के महकमे ने पंजाब और हरियाणा से गेहूं को उठा कर दूसरे सूबों में ले जा कर बहुत अच्छा काम किया है। मैं इसकी तारीफ करता हूं। लेकिन अभी कुछ दिन पहले मुझे राजस्थान के चीफ मिनिस्टर सुखाड़िया साहब का एक बयान पढ़ने का मौका मिला। उन्होंने शिकायत की थी और दुख भरे अलफाज में शिकायत की थी कि हम इसलिये मवेशियों को चारा नहीं दे सके, इसलिये भूखे-मरते

हुए मवेशियों को बाहर नहीं ले जा सके, क्योंकि रेलवे ने वंगन देने में कोआपरेट नहीं किया। जहां हम को 50 वंगन की जरूरत थी, वहां हम को पांच वंगन मिलीं। सभापति महोदय, यह देश की बदकिस्मती है कि आजादी के बाद वक्तन-फवक्तन देश के किसी हिस्से में क्रहत पड़ा तो कभी सूखा पड़ा रेलवे का महकमा इन मुसीबतों में बहुत सहायक हो सकता है। मेरी आपसे अपील है कि इस किस्म की नैचुरल-कैलेमिटीज जब आती हैं तो रेलवे को राइज-टु-दि-ओकेजन होना चाहिए, कम से कम वंगन वगैरह के मामले में ज्यादा मदद करनी चाहिए।

डा० राम सुभाग सिंह : जितनी चाहे उतनी वंगन लीजिए।

श्री सुरज भान : सभापति महोदय, रेलवे में ज्यादा आमदनी गुड्स-ट्रेफिक के जरिये होती है। इसमें कोई शक नहीं कि रेलवे ने कुछ बहुत अच्छे ईतदामात उठाये हैं, मसलन कन्टेनर मविस शुरू की है, कलैक्शन एण्ड डिलिवरी मविस शुरू की है—ये अच्छी बातें हैं, लेकिन इनमें बेहतरी की अभी बहुत गुंजायश है। सबसे पहली बात तो यह है कि व्यापारी रेलवे से माल भेजने में अपने को मुतमईन महमूस करे। अगर आप व्यापारी को यह यकीन दिला दें कि उमका माल वक्त पर, महफूज पहुँच जायगा और उसको परेशानी नहीं होगी, कुछ बदनाम रेलवे एम्पलाइज नाजायज तौर पर उसको तंग नहीं करेंगे, तो इससे रेलवे का गुड्स ट्रेफिक बढ़ सकता है। चन्द मालों से रेलवे गुड्स ट्रेफिक की आमदनी, जो पैसेण्जर ट्रेफिक से ज्यादा होनी चाहिए, बहुत गिरी है और यह बढ़ सकती है अगर आप व्यापारी को इन बातों की तसल्ली करा दें। व्यापारी आज रोड-ट्रेफिक की तरफ क्यों जा रहा है? इसलिये कि रेलवे में उसको परेशानी होती है, उसका माल चोरी होता है, वक्त पर नहीं पहुँचता है। अगर ये दिक्कतें दूर हो जायें तो इससे रेलवे की आमदनी कई गुना बढ़ेगी।

सभापति महोदय, मंत्री साहब ने अपने भाषण में एक जगह जिक्र किया है कि रेलवे में 9 लाख लोग टिकटलेस-ट्रवलिग हर महीने करते हैं। एक बार, जब मैं इस पार्लियामेंट में नहीं आया था, मैं एक थर्ड-क्लास के डिब्बे में सफर कर रहा था। उस डिब्बे में एक टिकट-चेकर आया और एक भाई जो मेरे नजदीक बैठे हुए थे, उन से टिकट मांगा। उन्होंने कहा कि मेरा टिकट फलां टिकट चेकर के पास है। उस टिकट चेकर ने कहा—हां, कई मुसाफिरों के टिकट मेरे पास भी हैं। इस तरह से वे एक दूसरे का नाम ले लेते हैं और टिकट नहीं काटे जाते। आपने कहा है कि 9 लाख टिकटलेस ट्रवलिग होता है यह आपके आंकड़े हैं, लेकिन मेरे ख्याल से इससे कहीं ज्यादा टिकटलेस ट्रवलिग होता है। जहां हम रेलवे मुलाजमीन के लिए आप से मांगे करते हैं, उनको सहूलियतें दिलाने की कोशिश करते हैं, वहां हम उन को भी समझते हैं कि इस किस्म की चोरी देश के साथ बेईमानी है, धोखा है, यह हटनी चाहिए। मैं आपसे भी निवेदन करना चाहता हूँ कि इस किस्म के मामलों में आप सख्त कदम उठायें, जो इस किस्म के निकम्मे आदमी हैं उनको सख्त से सख्त सजा दी जाए। टिकटलेस ट्रवलिग के बारे में नार्दन इण्डिया के एक मशहूर अखबार की ऑपीनियन मैं आपके सामने पढ़ कर सुनाता हूँ। 21 फरवरी के आपने लीडिंग आर्टिकल में, जिसका हैडिंग "रेल-सिकनेस" है, "ट्रिव्यूर" लिखता है :—

"Making the railways a custom-oriented service would remain a pious hope so long as it does not cease to be revenue-oriented and accident-prone."

दूसरे हिस्से में वह कहते हैं—

"Whether this ticketless travelling on such a large scale is possible without collusion or connivance from at least a section of those whose duty it is to prevent it is worth enquiring. If the menace cannot be curbed, it would be a good idea to throw open the

[श्री सूरज भान]

railways for free travel by all and let the general taxpayer pay."

मेरा आपसे अनुरोध है कि आप कुछ ऐसे कदम उठायें, जिससे टिकटलेस ट्रेवलिंग खत्म हो जाय।

सभापति महोदय, रेल्वे में मुसाफिरों की तादाद में कमी होने का एक कारण यह भी है कि मुसाफिरों को यह पता नहीं होता है कि वह वक्त पर अपनी मंजिल पर पहुंच जायेंगे। इस सिलसिले में एक दिलचस्प मिसाल आपके सामने रखना चाहता हूँ— पिछले साल 26 अप्रैल को इस संसद के दो सदस्यों—श्री वृजभूषण लाल और श्रीमती नायर—को कच्छ सत्याग्रह के सिलसिले में जाना था। गाड़ी रात को ग्यारह या साढ़े ग्यारह बजे दिल्ली रेल्वे स्टेशन से जाती थी। आदरणीय गौयल जी संसद सदस्य उन को स्टेशन पर छोड़ आये और उन्होंने अपना बिस्तरा लगा लिया, इस ख्याल से कि गाड़ी अब रवाना होने वाली है। जिस वक्त सुबह उन की आंख खुली तो उन्होंने पूछा कि यह कौन सा स्टेशन है। तो पास के एक साथी ने फरमाया कि अभी दिल्ली ही है, गाड़ी वहां से चली ही नहीं है। यह हकीकत है, मैं डेट दे रहा हूँ— 26 अप्रैल, 1968 का वाक्या है।

डा० राम सुभाग सिंह : पहली अप्रैल नहीं थी।

श्री सूरज भान : मेरा आप से यह निवेदन है—रेल कहीं पर लेट हो जाय तो वह और बात है, लेकिन जहां से रेल को रवाना होना है, वहां से रवाना ही न हो, यह बड़ी अजीब बात है, वहां से रवाना होने में लेट नहीं होनी चाहिये।

मैंने रेल्वे में चोरी की कुछ मिसालें पिछले साल दी थीं, वे खास तौर से रेल्वे के अमृतसर वर्कशॉप के बारे में थीं। मैं जानना चाहूंगा कि उन के बारे में क्या कार्यवाही हुई है। मैंने उस दफा बड़े कन्क्रीट कैसेज आप के सामने रखे थे। इस बार रेल्वे में बेस्टेज की एक और मिसाल

आपके सामने रखना चाहता हूँ। एस्टीमेट्स कमेटी ने भी इस को कोट किया है। हावड़ा-बर्दवान लाइन सेवड़ाभुली तारकेश्वर लाइन का इलैक्ट्रिकेशन होना था, पहले उस पर डी. सी. करेन्ट के लिये फिटिंग की गई, उस के बाद ए. सी. करेन्ट का फिटिंग हुआ और इस सिलसिले में गवर्नमेंट को साढ़े सात करोड़ रुपये का नुकसान हुआ मैं जानना चाहता हूँ कि इसके लिये कौन जिम्मेदार है। टिकटलेस ट्रेवलिंग के लिये पब्लिक जिम्मेदार है, लेकिन इस किस्म की धांधली, फ्राड और बदइन्तजामी को देख कर लोग टिकटलेस ट्रेवलिंग को भी भूल जायेंगे। मेरा निवेदन यह है कि आप इस ढांचे को थोड़ा-सा कसिये ताकि रेल्वे इस नुकसान से महफूज हो सके।

एक अजीब सी बात है जो कि मैंने अखबारों में पढ़ी है। बम्बई में रेलवे टिकटों की ब्लैक-मार्केटिंग होती है। मैं उसकी तफसील में नहीं जानना चाहता हूँ, इतना ही निवेदन करना चाहता हूँ कि ऐसे एकदामान उठाये जाएं जिनसे रेलवे टिकटों की ब्लैक-मार्केटिंग न हो सके। अभी तक यह बीमारी बम्बई तक ही महदूद है लेकिन आगे चल कर यह बीमारी दूसरी जगहों पर भी फैल सकती है।

एक बात मैं यह कहना चाहता हूँ कि हरियाणा और पंजाब के लोगों की बहुत असें से यह मांग चल रही है कि जगाधरी-चंडीगढ़ और चंडीगढ़-लुधियाना को लिंक किया जाये लेकिन रेल मंत्रालय सिर्फ तिलफ तसल्ली देकर ही इस मांग को टाल देता है।

श्री रणधीर सिंह : रोहतक से पानीपत को भी लिंक किया जाये।

श्री सूरज भान : जी हां, रोहतक से पानीपत को लिंक करने की मांग का भी मैं समर्थन करता हूँ। इसके अलावा देहली से अम्बाला वाया करनाल, यह जो लाइन है इसको डबल किया जाये। मुसाफिरों के अलावा यह लाइन स्ट्रैटेजिक प्वाइन्ट से भी

बहुत जरूरी है। इस काम को लाजिमी तौर पर होना चाहिए। इसके अलावा एक मांग में और आपके सामने रखना चाहता हूँ। गोहाना-पानीपत रेलवे लाइन को रेस्टोर किया जाये। मौहरी में जो सबसे बड़ा रेलवे एक्सीडेंट हुआ था, जिसके लिए इक्वायरी कमेटी भी बँठी थी और शायद उस कमेटी ने इस बात का इशारा किया था कि इस डिवीजन में एक्सीडेंट का कारण यह है कि यह डिवीजन बहुत बड़ा डिवीजन है। उसके बाद यह फैसला भी हो गया था कि दिल्ली डिवीजन को बांटा जायेगा और नया अम्बाला डिवीजन बनाया जायेगा लेकिन इस देहली डिवीजन के आफिसर्स देहली से बाहर निकलना नहीं चाहते हैं इसलिए उस फैसले को इम्प्लीमेंट नहीं करते हैं। मेरा आपसे यह निवेदन है कि अम्बाला डिवीजन को एक सेप्रेट डिवीजन बनाया जाये ताकि वहाँ का इन्तजाम सुधर सके। अगर यह डिवीजन अम्बाला में हो जायेगा तो उसके दरवाजे खटखटा कर कोई न कोई सहूलियतें पा सकेंगे।

बनर्जी साहब ने अभी राजधानी एक्सप्रेस के बारे में कहा था। आज ही मुझे पता चला है कि उसका किराया कितना होगा। उसमें सिर्फ दो कंटेनरों रखी गई हैं, एक तो फर्स्ट क्लास और दूसरी थर्ड क्लास। फर्स्ट क्लास का किराया 280 रुपये रखा गया है और थर्ड क्लास का किराया 90 रुपये रखा गया है। अगर रेलवे मंत्रालय का अनुमान यह हो कि इसमें व्यापारी और ऊँचे तबके के लोग ही सफर करेंगे तो वह गलतफहमी में हैं। 304 रुपये खर्च करके तो वे लोग दो-तीन घंटे में बाई एयर दिल्ली में कलकत्ता पहुंच जायेंगे, फिर 17 घंटे वे रेल द्वारा बर्बाद क्यों करेंगे? अगर सरकार का मकसद अबाम को सहूलियत देने से है तो फिर जैसी कि मांग की गई है, कानपुर के लोगों को भी सहूलियत दी जाये, जो कि आपने अभी दी नहीं है क्योंकि उनको कलकत्ते तक का

टिकट खरीदना पड़ेगा। ताज्जुब की बात यह है कि इस ट्रेन के कानपुर में रुकने के बावजूद भी यह सहूलियत नहीं दी गई है।

SHRI S. M. BANNERJI : On a point of personal explanation. What I said this afternoon was that it is stopping for ten minutes at Kanpur for other purposes but no passenger can get down and no passenger can board. This is a peculiar thing. This will be known as Viceroy's Special. That is my request and should be considered most favourably.

श्री सूरज मान : अब मैं एक बहुत जरूरी प्वाइन्ट की तरफ आता हूँ। मंत्री महोदय जब अपना भाषण दे रहे थे तो मुझे उम्मीद थी कि इसमें मुलाजिमाओं के लिए भी कुछ किया जायगा लेकिन उनके भाषण को सुनने के बाद मुझे बड़ी मायूसी हुई। मैं यह महसूस करता हूँ कि वह मुलाजिमीन जिनके बल पर रेलवे की एफ़ीशियन्सी बढ़ाने की बात की जाती है उनके लिए कुछ भी नहीं किया गया है, उनकी हालत को सुधारने के लिए रेलवे इम्प्लाइज के लिए आप एक सेप्रेट वेज बोर्ड मुकर्रर कीजिए। यहाँ पर कुछ भाइयों ने जो यह मांग उठाई है कि रेलवे बोर्ड को एवालिश किया जाये, मैं इस मांग का समर्थन करता हूँ और उसपर तो मैं ज्यादा नहीं कहना चाहता लेकिन इतना जरूर कहना चाहता हूँ कि रेलवे बोर्ड को एवालिश करने के बाद एक आटोनामस रेलवे कारपोरेशन की स्थापना की जाये जिसमें प्रेसेन्जर्स, रेलवे इम्प्लाइज, मेम्बर पार्लमेंट और विजनेस कम्युनिटी के रिप्रेजेंटेटिव हों, जिनके जरिए वे रेलवे के ढाँचे को ठीक ढंग में चलाया जा सके।

सभापति महोदय, एलक्शन के थोड़े दिन पहले 8 जनवरी को गवर्नमेंट ने एलान किया था कि हड़ताल की वजह से जिन मुलाजिमीन के खिलाफ मुकदमात थे या जो अन्डर सस्पेन्शन थे, उनको वापिस ले लिया जायेगा लेकिन मैं समझता हूँ वह महज एक एलक्शन प्रोपेगैंडा था। क्योंकि उस एलान के बाव-

[श्री सूरज भान]

जूद आजतक एक भी सस्पेन्डेड मुलाजिम को सस्पेन्शन से रिलीज नहीं किया गया या निकाले गये किसी भी नौकरी से मुलाजिम को वापिस नहीं लिया गया है। इहलिए मेरा निवेदन है कि 19 सितम्बर 1968 को जो हड़ताल हुई थी, उसमें जो मुलाजिम विक्टिमाइज किए गये थे उनको फिर से काम पर वापिस लिया जाये ताकि रेलवे के काम में नार्मेलमी आ सके।

इसके अलावा मुझे यह भी निवेदन करना है कि हड़ताल के कारण रेलवे इम्प्लाइज की जिन यूनियन्स का रिक्विजिशन विदङ्गा कर लिया गया था, वह रिक्विजिशन उन्हें वापिस मिलनी चाहिए। इसके अलावा रेलवे इम्प्लाइज की कुछ यूनियन्स ऐसी हैं जोकि अभी तक रिक्विजिज्ड नहीं है इसलिए इस बात को देखकर कि ज्यादा रेलवे इम्प्लाइज किस यूनियन के हाथ में है, उन यूनियन्स को भी रिक्विजिज्ड किया जाये। और हड़ताल की वजह से जिन यूनियन्स का रिक्विजिशन विदङ्गा कर लिया गया है वह वापिस किया जाये।

एक बात मैं यह कहना चाहता हूँ कि इस देश के मुखतलिक अदरारों में काम करने वाले 40 लाख मजदूरों को राइट आफ बोनस है। आपके जरिए से रेल मंत्री से मेरा यह निवेदन है कि रेलवे इम्प्लाइज को भी राइट आफ बोनस होना चाहिए। बोनस के सिलसिले में कई दफा लोग यह कहते हैं कि यह तो प्राफिट शेयरिंग है, लेकिन आज की एक्चुअल वेजेज के आधार पर तो जो वेजेज हैं वह लिविंग वेज से भी कम है और इस तरह से वह प्राफिट शेयरिंग की बजाय सप्लीमेंट्री या डेफेड वेजेज हैं। ऐसी हालत में उनको राइट आफ बोनस जरूर होना चाहिए।

मुझे कहने को तो बहुत कुछ था लेकिन बक्त की कमी के कारण मैं यही कहना चाहता हूँ कि हड़ताल की वजह से जो

विक्टिमाइजेशन किया गया है उसको खत्म करना चाहिए।

अन्त में एक बात और कहना चाहता हूँ। कुछ दिन पहले हम पुनाचा साहब से मिलने गये थे, सभापति जी भी हमारे साथ थे— हमने उनसे निवेदन किया था कि रेलवे डिपार्टमेंट में शेड्यूल्ड कास्ट इम्प्लाइज के साथ बड़ी ज्यादाती हो रही है। मैं नाम नहीं लेना चाहता लेकिन यह बताना चाहता हूँ कि एक शेड्यूल्ड कास्ट रेलवे अफसर ऐसे हैं जोकि 21 साल से क्लास वन आफिसर हैं और उनको कोई एडवर्स एन्ट्री भी नहीं मिली हुई है लेकिन सुपर्सीड किया जा रहा है, 50 जूनियर आदमियों ने उनसे ऊपर तरक्की ले ली है लेकिन वे वही पर पड़े हैं। इसी प्रकार से एक दूसरे आफिसर हैं, उनका नाम भी मैं नहीं लेना चाहता, उनको तरक्की से इसलिए रोका जा रहा है कि उनकी क्वालिफिकेशन के मुताबिक भगड़ा है। जिस इंस्टीट्यूशन से उन्होंने इम्तहान पास किया है वह इंस्टीट्यूशन कहता है कि यह क्वालिफिकेशन पूरी है लेकिन रेलवे बोर्ड कहता है कि यह क्वालिफिकेशन पूरी नहीं है और इसलिये उनकी तरक्की को रोका जा रहा है। इसलिये मेरा आपसे यह निवेदन है कि कम से कम जो आपकी नोटिस में आये उसमें शेड्यूल्ड कास्ट इम्प्लाइज के साथ इस तरह से ज्यादाती न होने पाये।

SHRI N. R. LASKAR (Karimgang): Mr. Chairman, Sir, we are really glad and happy that Dr. Ram Subhag Singh has come back to the Railway Ministry. We have seen him and his action also when he was the Railway Minister and we have great expectations that under his guidance the Railway administration and the Railway Board will improve, against which there is so much criticism. He is a lovable personality and, I hope, as the Railways which is concerned with lakhs and lakhs of our people and that is why so many hon. Members take interest in it, he will look into all the

suggestions they offer and try to implement them.

Before I come to the Railway Budget, I take this opportunity to narrate one incident that occurred recently in my constituency at Badharpur. There arose some dispute between some Railway Protection Force personnel and one vegetable vendor. The public sided with the vendor. But these mad people opened fire and killed two youngmen of that area. I am each and every individual are aggrieved. It has created so much of commotion in that area. The demand of the people is that, over and above the police case that was taken, up, there should be a detailed investigation into the matter. We also demand that some sort of relief should be given to the affected families.

Coming to the Railway Budget, I welcome it because it has not proposed any new levy on the railway users. This is all the more important because repeatedly, year after year, there has been an increase in the railway fares and freights, an usual thing, in the last few years.

In this year's budget, the hon. Minister has not proposed any levy. We must congratulate him on that. But we must also see one thing. During the last 20 or 22 years, how many times have the railway fares been increased? If I remember aright, this was done not less than ten times. Therefore, the saturation point has come and there will be no justification for any more increase in future.

Another bright aspect of this year's budget is that the Railway Minister has shown a little bit of surplus, about Rs. 2 crores. Even in the last year it was a surplus budget, with a surplus of Rs. 1 crore, but ultimately that surplus turned out to be a deficit one to the extent of Rs. 10 crores. Therefore, I would request the Railway Minister to see this does not happen in the current year also; he should tighten up the administration, so that the little surplus that has been shown is at least achieved.....

श्री हुकम चन्द कछवाय (उज्जैन) : मैं आपकी व्यवस्था चाहता हूँ। इतना सुन्दर भाषण हो रहा है लेकिन सदन में गणपूर्ति नहीं है।

MR. CHAIRMAN : The bell is being rung...

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

SHRI N. R. LASKAR : I was saying that the Railway Minister should see that the little surplus that he has shown in the Budget is achieved.

We are also glad that the Minister was able to give us a hopeful picture during the Fourth Plan period, and, because of the revival of industrial growth and the agricultural break-through in the country, he told us that the original freight traffic would increase by at least 40 per cent during the course of the next five years. One thing that I would like to point out here is this. To be optimistic is good, but at the same time the Railways should also try to be realistic in fixing up the target of railway goods traffic. What has been the performance of the Railways during the last Third Plan period? The total target that was fixed to be carried by railways was 249 million tonnes; this is for general goods traffic, but only about 203 million tonnes were achieved. So, this tendency of overestimating the traffic requirements and pushing up the investment must be stopped immediately. The Railways themselves have admitted that they have no proper agency as such to work out the rail-transport estimates.

In view of all this I suggest that they must modernise their procedure and try to improve so that a more realistic view can be taken and our scant resources can be utilised for some other development purposes, instead of being blocked. During the course of these years, the income of the railways had gone up but along with it the working expenditure had gone up tremendously and again we find two-thirds of this working expenditure had been on staff alone. But consequently the increase in working expenses had not led to an increase in the amenities of the railway users.

[Shri N. R. Laskar]

There is still over-crowding, late running of trains, poor quality catering and want of safety and other things. Some of these ills are, regrettably, increasing. The late running of trains besides being bad in itself irritates the travelling public and upsets their whole programme. Things can be improved by proper management and supervision, but that is not done. There was a time when people used to correct their watches on seeing trains. What is the position now? People will thank God, even if a train reaches its destination late by one or two hours. Some small amenities could be provided without much expenditure or difficulty. For instance, on 27th January when we were travelling by Kalka mail to Calcutta there was no light in the compartment and by the grace of Railways we had candle light dinner in the train. Some in the compartment remarked that this was not the rare occasion; on earlier occasions in the same train they had similar experiences. If this happens in prestige trains running between Delhi and Calcutta, the fate of trains in the branch lines can better be imagined. The Hon. Minister is a dynamic person and I hope he would look into all these things and try to correct things. Then again, in my area there is a hill section, the railway the line between Badarpur and Lumding which is about 100 miles in length and it has about 37 tunnels. Our only demand was that there should be a diesel engine on passenger trains as people get suffocated by the smoke coming from ordinary steam engines while passing through the tunnels. People who had travelled in that line will feel it. Routine bureaucratic type answers that the engines are not available are given; previously the pet reply was that it was not fit for dieselisation. Now they say engines are not available. It must be provided for the comfort of the public.

One of the uneconomic lines talked of lies in my constituency i.e., is Katakhal Lalaghat branch line. It is a line owned by a private company. We have been demanding that the railways should take it up. They say it is unremunerative. How can it be remunerative? There is not a single station with a covered platform; there is no overhead

shed; no facility of water or light. The same old engine is pulling the same old train.

How can you expect it to be remunerative without investment? The old engines and the old track should be replaced. I would request him to look into these details and rectify these small defects. If that is done, this branch line also will become a remunerative one.

Coming to the N.F. railway zone, which covers the North Eastern and the eastern area, it is very backward so far Railways is concerned and it should be the endeavour of the railways to open up the far-flung areas in the region. If this is done, it will create a feeling of oneness. A survey has been done for a railway line to go right up to the Manipur border but no further action was taken.

On the other side, the railhead from Dharmanagar should be extended right up to Agartala in Tripura. A Survey has been done, but no provision has been made for extending the railwayline to that border area. I hope the Railway Minister will look into it and will concentrate more on these border areas.

So far as the creation of new divisions in N.F. Railway is concerned, they have upgraded some districts into divisions, but only one of them falls within Assam State proper. Our claim is that two-thirds of NF railway runs through Assam and therefore, we want more division to be given to Assam. I hope the Minister will consider this also. It is our experience that many times hon. members bring genuine cases to the notice of the authorities no action is taken. I want to give a concrete case. I brought a genuine case of a sub-caste employee to the notice of the GM of the NF railway, but I am sorry to say he has not had the courtesy to reply to my letter. Yet, not to speak of giving relief to the employee.

श्री अंकार लाल बेरबा (कोटा) : सभा-पति महोदय, हाउस में कोरम नहीं है।

MR. CHAIRMAN : The bell is being rung...Now there is quorum. He may continue.

SHRI N.R. LASKAR : Lastly, Sir, I would like to congratulate the Hon. Minister for having introduced the Rajadhani Express between Delhi and Calcutta. We hope this sort of superior trains will also be introduced in other far-flung areas. In our N.F. Railways even the mail trains do not move faster than 20 kilometres an hour. There should be an endeavour to speed up the trains in those areas. If that can be done then only the introduction of Rajadhani Express will serve its purpose.

SHRI NAMBIAR (Tiruchirappali) : Mr. Chairman, Sir, I have carefully gone through the long speech made by the new Railway Minister. I have all the respect for him. I see that there is a little change from the previous mode of talking. The change that I find is this, that in his speech he never talks of deficit. He has substituted that word with 'shortfall' and 'gap'. I was very much opposed to the so-called deficit because it was really not there. These deficits are man-made, artificial deficits for particular purposes. Now they have changed it and if after this change they are going to bring in the real change in the railway economy, railway business and accounting then I welcome it. Otherwise this change has no meaning.

I cannot understand when people say that railway earnings are not improving. You will see from the gross revenues received that for the year ending March 1968 it was Rs. 818 crores and the revised estimate for year ending March 1969 is Rs. 902 crores. That is something like Rs. 84 crores more in one year. The estimated budget for the next year, for the year ending March 1970, is Rs. 947 crores. That is Rs. 45 crores more than the current year. That shows that the railways earnings are on the increase. What is the capital that we have already put in? It is Rs. 2900 crores and we have reached almost Rs. 1000 crores of gross earnings a year.

All this is done by repeated increase in fares and freights. That is the reason

why we say that further increase in fares and freights is not reasonable. It is another taxation which is being done through the back-door. What Shri Morarji Desai cannot do in the General Budget he does through the Railway Minister here and mops up that money for the general revenues. This is the practice they were following all these years. This year they did not do it for their own reasons. Mainly, because they found that it does not work. Last year when there was a deficit of Rs. 31 crores they increased the fares and freights. What was the result? They could not get Rs. 31 crores but could get only Rs. 21 crores—Rs. 10 crores less. Therefore, by mere increase in fares and freights periodically you will not get more money. That they have understood and they have stopped doing it for this year.

But there is a danger. In his speech he made a reference specially that several cost studies are being done. He has said it in paragraph 17 of his speech on page 11. It is a very calculated and carefully worded speech. Our Hon. friends are asking for a train here or a train there, for water in the tap or bath room and so on. They do not realise the real malady which is getting round their neck. In paragraph 17 he says :

"As the House is aware, the Railway Board had initiated some time ago several cost studies into various aspects of railway working. The results of these studies have become available now and the question of rationalising the fare and freight structure has been under examination by a senior officer of the rank of Additional Member."

Then, at the end he says :

"While undertaking the rationalisation of the freight and fare structure on these lines, it should also be possible to raise resources for meeting the development requirements of the railways and of the economy."

16 hrs.

This clearly indicates that after the cost studies are over, they are going to prescribe another increase in fares and

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freights so as to get money for "developmental purposes and for the general economy". It is a clear and categorical promise that another rise is in the offing. Then, in another paragraph of his speech, he says that developmental expenditure to the tune of Rs. 45.80 crores, which could not be subscribed by the current revenues, has to be met by a loan from the general exchequer at a certain rate of interest and that it will have to be repaid. It means that we will have to find money for its repayment as well.

All told, it is clear that a serious thinking is taking place in the Board Office...I do not know whether it is with the connivance of the Finance Ministry or not...for an all-round increase in fares and freights. This is my apprehension after reading his speech. If that is his thinking, I would request him to give it up. The railway finance is not a milch cow. If you try to take more and more milk, as your need increases, then you will not get any milk at all. If there is any shortfall in your appropriation, you must find the reasons elsewhere.

I will show you one direction straightway. Take depreciation. I am not against provision for depreciation. But that has to be done according to some scientific formula. In 1924 when the railway finances were separated from general finances, the then Member said that a scientific method of granting depreciation must be made and allow a reasonable return to the general exchequer for the capital investment and anything more than that is an indirect tax on transportation which should not be undertaken. This is the warning which he gave. But what was happened? From 1924 to 1938 the rate of interest was one per cent. From 1939 to 1943 and from 1944 to 1949 it remained at one per cent. From 1950 to 1954 it was raised to four per cent. From 1955 to 1957 it continued to remain at four per cent. Then it went up. Then it was 5.5 per cent. For the capital that has been put in after 1st April, 1964 it is six per cent.

16.03 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

Then, on depreciation, the First Convention Committee recommended Rs. 15 crores, but what actually appropriated was Rs. 30 crores per year. In 1955-57 it was increased to Rs. 35 crores. In 1958-60 it was increased to Rs. 45 crores and in 1961-64 it was increased to Rs. 70 crores. Within two years the allotment for depreciation jumped up from Rs. 45 crores to 70 crores, an increase of Rs. 25 crores. In 1965-66 it was Rs. 80 crores, but today it is at the rate of Rs. 130 crores. But he could not appropriate Rs. 130 crores. In the speech the Minister says—I wanted to appropriate Rs. 100 crores for depreciation; but unfortunately, there is no money; so I am giving only Rs. 95 crores this year and the same amount next year. I say that is not scientific when you have not gone into the real depreciated value of the assets. It is not proper or scientific accounting.

If it is so, whatever is derived according to a formula it must be paid and I am for it.

Coming to the question of dividend, 5.5 per cent is the rate granted by the previous Railway Convention Committee. I have no complaint against the Railway Convention Committee. Unfortunately, the Convention Committee sits, the Financial Commissioner puts up a report, the Finance Ministry wants 5.5 per cent and they take it away saying that there is money. But one point is very clear. The entire capital of the railways has been subscribed by the Government; it is the Central Government that pays the money. It is considered to be in the form of a loan or, what they call, the "capital at charge". I do not know the meaning of the term 'capital at charge'. It is not seen in any other industrial concern. Paid-up capital, loan capital and all these we know. This 'capital at charge' is a very, very carefully prepared phraseology by the Railway Board. I do not know whose ingenuity is that; that has to be found out.

Anyhow, the Government of India got for the Railways the Canadian loan at .75 per cent—three-fourths of one per cent; the Central Government receives the loan at three-fourths of one per cent and gives

it to the Railway at 5.5 per cent. I do not know why this sort of a method has to be adopted for the Railway alone. Railway is not the only public sector undertaking. Steel, heavy electricals and so many other undertakings are there. To them you are giving the loan at a particular rate. You also should treat the Railways in the same fashion. Why is Railway to be treated in a separate manner? It is because you want to extract more money from the Railways in the form of dividend and depreciation and deplete the Railway finances to such an extent that nothing will be left there so that you can go to the people and say that there is a deficit, give us a little more by way of fares and freight, and tell the railway workers that you cannot pay them anything more because there is a deficit. This is, what I may be permitted to call, cheating and fraud. That is not proper. Therefore I submit that this has to be reconsidered.

I have no grouse against the Railway Board as such but the Railway Board is the executive head of the railway system. Under the Railway Board you have the general managers. But the Railway Board consists of experts. We have the Member (Mechanical Engineering); Member (Civil Engineering); Member (Traffic), Member (Transportation), Member (Staff). These are all experts. When ten experts sit together, they cannot constitute a board of directors. If they are a board of directors, they will have to function as a board of directors and give us a balance sheet of their performance. The Railway Budget that you have given now cannot be a balance sheet at all. Therefore in the real sense of a modern industrial undertaking the Railway Board is not functioning as an executive body and as a board of directors for the purpose of economic working of the railways and its performance. What the Board does today is to undertake to pay dividend and depreciation to the general exchequer and if there is a deficit they demand an increase in fares and freight and sit tight in their chairs and keep quiet. They have no responsibility for improving the performance of the railways and utilising the entire assets of the railways for a better performance and for better earning. There

is no incentive for the Railway Board to discharge its function; there is no pressure. Therefore if you keep the Board in this manner with the same executive powers as at present, you will not be able to develop the railway system. That is my complaint. I do not want to do away with any of the members of the Board but you accept the Board members as members of a committee of experts, get their advice on the technical functioning of the railway but policy-making should not be done by the Board nor should executive work be given to the Board.

I have got my reasons for it. One of them is that in regard to the coming Fourth Five Year Plan they are given certain tasks. In the previous plan the tasks were not properly evolved. What happened was that the Railways built extra capacity and that remained unutilised, with the result that the Railways are suffering a loss. In his speech the Minister has agreed that they failed to utilise the extra capacity for the reason that so-and-so did not happen.

What is the use of giving a cry like that at the end?

We have to lose heavily through our nose for that.

SHRI S. R. DAMANI (Sholapur) : May I know from the Hon. Members, as a leader of the railway employees, what cooperation is your union giving in utilising the idle capacity?

SHRI NAMBIAR : I shall come to the point of labour relations next. Grievance-mongering is not my purpose. That is a different issue.

Let us see the finances a little. At this moment, are you going to leave it to the Railway Board to decide about the future planning of the Railways? You have got an ambitious plan coordinating with the developing economy. You say that recession is over, there is a bumper crop and something better is coming. Whether there is a recession or a boom or there is going to be drought or whatever it is, all these questions are to be studied carefully. Can you except the Board to do that for a period of 5

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years in advance? It cannot be possible for them.

The Railways are dealing with 14 lakh employees. It is a very big undertaking spread all over the country. Such an undertaking cannot be managed by those people sitting in the Railway Board. This is the difficulty.

Now, about the labour relations, I know a little bit of the working of the Railway which starts from below, from the district level, the divisional level, the General Managers' level and afterwards, when it comes to the Railway Board level. These people sitting here issue circulars asking the General Managers to do things in a particular way and the hands of the General Managers are tied. What happens is that very often the General Managers and Railway Board are at cross purposes. There is that difficulty. Leave alone whether the General Manager is a good person or the Railway Board Member is a good person. That is a different issue. Both are bureaucrats. I have got opposition against bureaucracy. Unless that is broken and thrown into the Arabian sea, this country can never prosper. That is my considered opinion. I am not going to change it. Any change in bureaucracy takes time. Even with the help of the present bureaucracy which you cannot sink in a day you allow it to function—you should see that it so functions that it does not stop any development as such. That is why, my hon. friend, from the Congress Benches, said that the Railway Board has outlived its utility. I also support it. I would like the Hon. Minister to consider this question, not because of any personal reason. The Railway Minister, under him, may have a standing committee for the Railways. He can take the personnel from anywhere he likes, may be from Members or non-Members or experts. I do not know. You can have the entire Board Members constituting as an expert committee to advise the Minister. With these bodies, the Minister can function and take policy decisions and execute them. Then only, you will be able to deal with the serious problems that are arising out of the present situation.

That is why my humble submission is that you must have a reappraisal of the whole thing.

With regard to dividend and depreciation, the new Railway Convention Committee is going to meet. Fortunately, I am also a member of that Committee. Anyhow, we will decide what is to be given. But one thing is there is that the Committee can take only *ad hoc* decisions. Some reports are placed before us and we cannot go into the railway working. What we will say is: "You have been giving 5.5 per cent so far. What is it that the Finance Ministry ask for? 6 per cent. All right, we must have a compromise and put it at 5.75 per cent." This sort of *ad hoc* decisions are being taken. You account your deficit or surplus on this basis. This is unfair. This is not good at all for the railway administration like that of ours. It is the third biggest railway in the world. Even from the capitalistic concept of accounting, capitalistic concept of managing an industry, I say, you must have a reconsideration, not from the socialistic angle, not in the least from the communist angle. Here, I am preaching what you should do under the existing capitalistic system. Please do that. That is my humble submission.

Coming to the labour problem, my hon. friend wanted to know from me about the surplus capacity and all that and what we were going to do to improve the productivity and so on. Did he go through the Minister's speech? The Railway Minister is pleading for retrenchment and he wants the railway workers to support him in that decision of retrenchment. I would show him what the Railway Minister has said and then he will understand. My hon. friends, for whom I have a great respect, do not consider it necessary to study it; they just say that there is no water in the train, there is no bulb in the train and all that. Of course, I agree that water must be there, but these things can be told in the lobby to the Minister; here, something more serious must be talked. On page 4, the Railway Minister says;

"In 1967-68 there was no increase in the total number of staff, and in the current year I am expecting that the increase will be proportionately less than the expected increase of eight million tonnes in traffic."

We find here that from 1967-68 to 1968-69 we had Rs. 84 crores more of railway earnings. The Railway Minister takes pride in saying that he got so much of increase in earnings without adding even one employee. About this year, he says ;

"...This is encouraging since nearly two-thirds of the working expenses is on staff", and adds

"I can spare no efforts in impressing on the railways that they must continue to exert themselves to the utmost to raise the productivity of the staff". The Railway Minister says that this year 9 million tonnes more of traffic will be carried with no proportionate increase in railway staff. It means that there is a ceiling put on the number of staff, there will be no more increase in staff; the present staff will have to do more work and they will be given only the present conditions. This is what the Railway Minister says. When the railway employees read this, do you expect them to give co-operation to him ? Further I, would like to say that there are three lakhs of casual labour on the railways. How are these casual labourers treated ? They are treated very badly. A casual labour gets Rs. 2.25 a day and they get this only for 26 days in a month. All those labourers are being used according to the whims and fancies of the railway administration and the officialdom; for getting this Rs. 2.25, they have to bribe Rs. 10 or 15 on an average to the officers. These things, are happening. If I say all these things, he will dispute it. But I have a conscience and I hope he has also one.

SHRI S.R. DAMANI : I would like to ask him one or two questions. Are the railway employees not the highest paid in government undertakings ? Is there not surplus staff ? Then I would ask him whether the revenue has increased due to big taxation.

SHRI NAMBIAR : He is wrong. The railway employees are not the highest paid. They stand on the same footing as the other Central Government employees. The Central Government employees were once highly paid, but now the industries like textile, jute, engineering and others are paying more than what the railways pay to their employees. (*Interruptions*) I am speaking of Class III and Class IV employees I am not speaking of Class I and Class II. My hon. friend must understand the changing world. The railway employees and the other Central Government employees were the highest paid once, but today they are in the last rung. That is why they are asking for better conditions and wages...

MR. DEPUTY-SPEAKER : The Hon. Member's time is over. He should conclude now.

SHRI NAMBIAR : What he said was wrong.

MR. DEPUTY-SPEAKER : I know, you are making a useful contribution. But the time is over. You should conclude.

SHRI NAMBIAR : Unless the conditions of railway labour improve, there will be no possibility of wilful co-operation. He was asking about surplus staff on the railways.

I say ; please go through the report of the Wanchoo Committee the first part of which was published recently. Shri Wanchoo has stated that the fireman, drivers and other running staff are worked more than fourteen hours a day and that it should be reduced to 12 working hours. Mr. Parimal Ghosh and I had a big fight for one month in Delhi, he sitting in Rail Bhavan and I staying in Windsor Place.

DR. RAM SUBHAG SINGH : What was the outcome ?

SHRI NAMBIAR : Working hours had been reduced to 14 hours, according to Wanchoo Committee, it must be reduced further to 12 hours. There is shortage of station masters, assistant station masters, and many others and unless and until some additional hands are

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provided, the railway safety is in jeopardy. This is what the Wanchoo Committee has said. Therefore, everything is not very rosy in the railways.

Lastly, I must refer to the Hon. Minister's attitude towards those who took part in the September 1968 strike. He has come from the P & T Department to the railways. Both the railway and the P & T had sent out of service about 10,000 employees. In the P & T where he was till now, I have been asking him that he should take back those persons; I now plead with him on behalf of the railway staff who had been sent away. My submission to him is: please start with a clean slate, with mutual understanding: please take them back. They went on a day's strike which was legal and constitutional. You suddenly made it illegal. Do not try to victimise and when there is victimisation, it will not be possible to run a system like the railways in the country. The question of recognition may be considered on the basis of an agreed formula and the derecognised unions must be recognised. The relations with labour should be improved. The railway employees will work very hard but they must be given their due share. There must be mutual co-operation. To sum up, I request a reappraisal of the whole working of the railways with regard to its financial soundness and its viability and full utilization of its assets, good labour management relations. Let there be change in these matters also along with a change in the ministers and let us hope that something better would come up in the future.

MR. DEPUTY SPEAKER ; Shri Antony Reddy.

श्री अँकार लाल बेरबा : उपाध्यक्ष महोदय, सदन में गणपूर्ति नहीं है ।

MR. DEPUTY-SPEAKER : Now there is quorum.

SHRI P. ANTONY REDDY (Anantapur) ; Sir, I congratulate the new Railway Minister on presenting a surplus budget without increasing the fares and freights. He deserves congratulations all the more because at a time when

DA was increased and a portion of it was merged with basic pay, besides a lot of natural calamities like floods causing dislocation of railway traffic, the presentation of surplus budget really augurs well.

If the Railway Accidents Committee's report is quite correct, in the last few years, there has been a slight decrease in the number of accidents. That is a good omen that hereafter when Dr. Ram Subhag Singh has taken over the portfolio, railway journeys would be safer and more comfortable also.

This surplus in the budget can be increased very much if certain measures are taken. There is a lot of pilferage of railway property at almost all the junctions. It is estimated that Rs. 20 crores can be added to the railway coffers if this can be prevented. We know a large percentage of railway officials are honest, efficient and reliable. But a small percentage of them have been the cause of pilferage, ticketless travelling, thefts in goods traffic, etc. If the spirit that railway property is public property and that it is the property of everyone can be infused into them, I am sure railway income will appreciably increase.

In the company days, the trains used to run faster than they do now. An express train from Arkonam to Madras — a distance of 43 miles—used to take only 50 minutes in company days. Now it takes 1 hour and 10 minutes, i.e. 20 minutes more. An ordinary metre gauge train stopping at all stations from Guntakkal to Guntur used to take only 11 to 11½ hours those days. Now it takes 14 hours. I cannot understand why trains run slower after the Government has taken over. In Japan, we are told the average speed of important trains is 100 to 120 mph. But in India, even the Rajdhani Express will have an average speed of only 55 to 60 mph. So, it is high time the new minister sees to it that our trains run faster and on time, without being late. Ours is a country of distances. From Delhi to Trivandrum, the distance is 2000 miles and it will take 4 days to cover it if the trains run slowly. Even the Sarangapani Committee appointed to recommend about electrification have

suggested that we must take to dieselisation. In advanced countries, they are replacing steam by diesel traction. In Japan and some other countries railwaylines are electrified. In India, electrification seems to be the only solution for faster trains. It is very unfortunate that faster the train the more late it reaches the destination. Take, for example, the Dakshin Express. I have travelled by that train more than a dozen times. It never reaches Delhi in time. It reaches Mathura at the correct time but in covering a distance of 60 miles between Mathura to Delhi it takes two or three hours. I cannot see the reason for it. At every station it stops for ten to fifteen minutes. After Faridabad it stops at all stations. I have represented about this to the Minister but nothing has been done. I cannot understand why they are not able to solve this simple problem of running a train in time for sixty miles.

Just observe the railway map of India. You will see a huge track of area from Vishakhapatnam to Sholapur and from Hyderabad to Ongole having only one railway line and that too a metre gauge line. This area is being developed by the Nagarjunsagar project. Nearly 45 to 50 lakh acres of land will come under cultivation. Already 50 thousand acres are under cultivation. Soon after the Srisaïlam project comes up there will be innumerable large-scale industries going to be developed in this area. Unfortunately, there is not a single line to connect Hyderabad, the capital city of Andhra Pradesh, with Ongole a coastal railway station. For this the Andhra Pradesh Government has recommended certain new railway lines to be investigated and implemented. I do not know at what stage it is. It is very necessary that from Hyderabad and Secunderabad a railway line should be laid at the earliest possible time connecting Nagarjunsagar and Ongole. If this line is laid, Hyderabad will be about 120 miles nearer Madras and even Delhi will be 100 miles nearer to Madras. Therefore, there will be a good number of advantages reaching the capital city of India much quicker than otherwise. Therefore, I strongly appeal to the

Minister of Railways to see whether this line can be done at the shortest possible time.

There is a railway line existing for the last 30 to 40 years between Bellary and Rayadrug. It moves so fast that even an old man can run along the line and catch it. It takes about four hours to run a distance of 30 miles. So many times this matter has been represented to the Southern Railway. Somehow or other they are always adamant and they do not do anything to improve this line. By extending this line by another 40 miles you will reach Chitraldrug, a terminus station on the Southern Railway. If this line is extended Bellary will have the advantage of reaching some of the industrial towns like Devangiri and others. This line should be done as early as possible.

Shri Parthasarathy, our Deputy Chief, as a member of the Rayalaseema Development Board has been agitating for the last ten years for a railway line. It has been represented to the Southern Railway that a line from Bangalore connecting Rayachotti-Cuddappah-Nellore-Ongole is absolutely necessary. This area has very much developed recently due to the extension of the Cuddappah-Kurnool Canal. Nearly five lakh acres of land has been brought under cultivation. They grow a lot of turmeric. This product cannot be easily transported to any important port like Madras. Therefore, a new railway line is absolutely necessary there.

The South-Central Railway has been divided into two zones. Guntakal Division is in the Central Railway but it is put under the Southern Railway while South-Central Railway exists on the eastern side as well as the western side of Guntakal Division. The Hon. Minister should see the possibility of bringing Guntakal Division also under South-Central Railway.

I am very happy to mention that the Railways are running a number of schools for children of their employees. Unfortunately, these schools are run like other zilla-parishad or municipal schools. Nobody takes any pains to raise the standards

[Shri P. Antony Reddy]

of these schools. Once in a way, a divisional inspector visits the school and gives some report, but the railway authorities never bother to look into these inspection reports. The result is that the railway schools now are in a very bad condition. Even though they have got enough resources, the standards in these schools are poor because of the lack of interest and control by the railway administration over these schools. Therefore, the establishments require to be standardised and the overall supervision improved.

Coming to railway catering, many Hon. Members have spoken a lot about it. If you compare departmental catering with private catering, departmental catering is shown in a very poor light. Private restaurants give better food and efficient service and still make profits. Unfortunately, the railway administration has not been able to raise the standard of food that is served by the railway canteens. I may state for the information of the Hon. Minister that in Guntakkal there are two non-vegetarian canteens, one departmental and another private. The private caterer is able to make a lot of money because he gives better food and courteous service; he is always available to listen to the complaints of the passengers. Regarding the departmental canteen, the less said the better.

श्री हुकम चन्द कछवाय : उपाध्यक्ष महोदय, मैं आप की व्यवस्था चाहता हूँ, गणपूर्ति नहीं है।

MR. DEPUTY-SPEAKER : The Hon. Member may resume his seat. The bell is being rung.....Now there is quorum. He may continue his speech. Let him conclude.

SHRI P. ANTONY REDDY : The private caterers are always able to give better service than departmental caterers. Therefore, I would suggest that wherever departmental catering is not running at a profit, it is better to close it, or hand it over to private caterers, so that the passengers can expect better food and service.

In the end, I would only request the Hon. Railway Minister to see that the efficiency and standards of railway schools are improved to a great extent so that they can compete with the best privately-managed schools in the matter of standards and results. I am sure that under the guidance of Dr. Ram Subhag Singh the Railway will run more efficiently and profitably in the future.

SHRI TENNETI VISWANATHAM (Visakhapatnam) : Mr. Deputy-Speaker, Sir, many thanks for calling me. First I would begin with a welcome to the Railway Minister to this new portfolio. It is an old love, I am told; anyway, he has taken to it again.

Now I first begin by saying : do not be vindictive to your own employees. The very first thing that I have got to say with some experience in life is that they should not be vindictive to their own employees. I am referring to those employees who have been sent out of service on the 19th September strike. Much argument is not needed...we have already argued that point.....and the government must make up its mind and cease to be vindictive.

Then I would ask the government that they should again re-recognise the associations and unions whose recognition they have withdrawn as a matter of punishment. There are other methods of punishment. To cause break of service to remove the sole machinery of contact between the employees and the government are not the best methods. These methods will lend them only in further trouble. As the Hon. Minister knows, the country is already in a very bad state of temper. Even the slightest thing will cause great trouble. Therefore whatever has been done since September 19, I would ask the Railway Minister to begin his new portfolio by creating a climate of goodwill.

I would like them to refer to the decentralisation of, what is called, the

Central Electrification Organisation. The employees met Shri Poonacha a number of times. I think, they have also met the present Minister. Apart from the general economics, whether this decentralisation is going to add to the economy of the railway administration or whether enough money had already been wasted in making too many frequent changes in policy, what is absolutely necessary is that on account of re-organisation these service people should not be affected adversely in any way. Their service conditions, their previous service, their emoluments and seniority etc. should all be protected. I was told that the Minister was sympathetic when the servicemen interviewed him. I want him to continue to translate that sympathy into action for, I am told, the new decentralisation scheme is coming into effect very soon.

About the Railway Board, it has become a regular feature to attack the Railway Board and ask that the Railway Board should be abolished. The more the Opposition asks that the Railway Board should be abolished, the more strength it is getting.

SHRI RANDHIR SINGH (Rohtak) : That is very true.

SHRI TENNETI VISWANATHAM : Everybody is for abolition and, therefore, it is growing in strength. I am sure, the Government will give a second thought to the Railway Board. It has combined in itself the secretarial function, the expert function, the technical function, the administrative function and whatever functions are there. Government have really no source of independent examination of the proposals made or put forward by the Railway Board. There is an absolute necessity for the secretariat to be separated from the technical body which is the Railway Board. Therefore, I would ask the Minister to consider it from a fresh angle.

Yesterday we got an invitation that we should visit, what is called, the Rajdhani Express.

SHRI RANDHIR SINGH : You missed a marvellous thing.

SHRI TENNETI VISWANATHAM : I am going to miss this and I want every-

body to miss this Rajdhani Express. Come and see the condition of the railways on our side. What is this show-piece for? Whom do you want to deceive? Do they want to deceive themselves or the Minister? Please come to the line from Calcutta to Waltair and from Waltair to Madras and see the conditions in which we travel, and again from Vijayawada to Hyderabad to see the overcrowding; see the absolutely ill-equipped number of trains; see the unrepaired trains, without water, without lights. Even in, what are called, the mail trains and the express trains, what are the arrangements? What are the amenities which you are giving? Particulary nil over what we had years ago except that there is more overcrowding.

Now the trains have been lengthened, I agree. Now the trains are so long that people sometimes have to get down where there is no platform. Platform facilities are not always given because platform facilities come long after the train is lengthened, a year, two years and three years after and meanwhile there is such a great lot of difficulty. Even on the northern India lines, somewhere between Lucknow and Delhi, I remember some two or three months ago when I was travelling, a first class compartment stood outside the platform and there was a huge row between the passenger and the railway department official. The passenger was an old man and he was not able to get down. Why should the Railways not have this much of imagination, that the trains should not stop where there is no platform? It is a very simple rule. Unless arrangements are made, do not make trains stop wherever you like.

The condition of our railways and the overcrowding on our side in the mail trains, and what are called, the express trains running between Calcutta and Madras and again between Vijayawada and Hyderabad is something annoying which you cannot believe unless you see it. Hundreds of passengers are always sitting on the platform unable to get any accommodation. They are made to feel that they are beggars before the railway administration.

The railway administration, in spite of Courtesy Weeks and all these things, have not developed an atmosphere in

[Shri Tenneti Viswanathan]

which the passengers feel that they are the persons who are enabling the Department to run. Even now, the middle-class people, the poor people, are made to believe that they are beggars waiting for some crumbs or favours to be thrown by the railway administration. The train comes whenever it likes and, if there is space, some passengers may be able to get into it. That is the condition on our side. Therefore, I would like the hon. Minister, while the Railway Board may pay attention to the Rajdhani Express, at least coming from the people to look into the condition of railways so that there is no over-crowding and see that the people get *quid pro quo*. It is not like a Government Department. The railway is a commercial organisation. It is entirely maintained by the passengers and the goods traffic. Therefore, the amenities which you give must have some relation to the money paid by them. There is no use saying there is no money. If there is no money you stop your wastage.

Look at the kind of cement pillars which are put at so many railway stations. They should really stand, if specifications are observed, for 80 to 100 years. But they do not stand for even 3 to 4 years. Look at the cement slabs which are paved on the platforms. They come out in less than 1 or 2 years. The wastage in railway administration is much more than in any other Department. I do not know about military organisation because it is closed to us. But so far as I know, the railway administration's wastage in public expenditure is something stupendous.

There is also any amount of delay. The administration do not care for the convenience of the public. Whatever representation is made, the answer that we get is that it is not administratively possible. I want to know whether the administration exists for the people or the people have to exist for the administration. Their present approach must go. It may be true that in some cases it is not always possible to make adjustments according to the convenience of the people. But the approach itself must be changed. If there is a right

approach, I think, they can certainly make several arrangements. For example, Vizag is an important place. Then, Hyderabad is the capital of the State. What are the means of communication between these two? The people have been representing for years and years to speed up the trains to see that the trains come in time. They never come in time. The hon. Member, Mr. Antony Reddy, says saying that the trains do not come in time. It is a very rare thing to see the trains that come in time. In fact, the timings given in the timetables are the times given as a warning that the trains will not come before that hour. This is the kind of position in our country.

These are very small things. But some little time-table, adjustments, connections, water supply, lights, amenities are really the things with which the passengers come into contact or conflict. Even if you spend Rs. 700 crores or Rs. 800 crores; if amenities are given, perhaps, the people will not be over critical. You may say there are Timetable committees, there are amenities committees, there are catering committees, there are any number of committees, but these committees are only adding to the troubles following Parkinson's law.

The Minister might say, why don't you go to the Railway Time-table Committee? The Southern Express leaving from New Delhi reaches Vijayawada just at the time when the Mail train from Madras leaves for Calcutta. This disables nearly 300 to 400 passengers from taking that Mail train. As the Southern Express comes, the Mail train leaves. These small things should be attended to by the Railway Board. There are hundreds of these small things. Because these small things are not attended to, on the floor of this House which is intended to consider only high policies, these matters are often brought to the notice of the Minister.

Then, in order to increase the convenience of the passengers, generally more stations are asked for and more stations are given. But what has happened in Visakhapatnam? There were two stations, Waltair and Visakha-

patnam. But the Visakhapatnam Station has been abolished. Visakhapatnam is growing; Visakhapatnam, some years ago when there were two Stations, had a population of 60,000, but now the population is 2,80,000 or about three lakhs. But what has happened? Have they increased the stations? No. On the other hand, they have abolished one station. They compel the poor people, the lower income group and the middle income group, to walk two miles or pay very heavy rates to rickshaws or scooters. The station that was closed is within walking reach for about 50,000 or 60,000 persons. But that has been abolished. Why? They say 'economy'. What is 'economy' for? Is it to add to the convenience of the people or is it to add to the inconvenience of the people? Economy plus convenience of the people must be the motto and not economy at the cost of convenience.

As I submitted, I want the railway administration to give us a new approach. All that is wanted is that. Then, we shall not bother the Railway Minister with all these things.

Then, there are also service matters. There is an old rule, made in the time of the British bureaucracy, that the Members of Parliament should not draw the attention of the Ministers to individual cases of service matters because they have a machinery. If the machinery is functioning, then the Minister can be sure that no Member of Parliament will bother him with service matters. But the Machinery does not function; their officers do not function; they do not look into the complaint, and if the complaint is repeated once again or if the petition is sent on a second occasion, then the officer concerned gets a note saying that if he repeated his complaint, disciplinary action would be taken against him. These are the conditions in which service people are suffering. Therefore, my submission is that each railway zone should have an inbuilt machinery to settle the grievances, and that should be presided over by a judicial officer, and whenever an officer has got a grievance in regard to service matters, promotion or prospects or whatever it is, he can straight-

way go to the Tribunal and the Tribunal could look into the matter and give its decision, and that decision should be generally followed by the railway authorities. Then the officer will not have a complaint that his case has not been heard or that somebody is trying to suppress him; the top administration also will not be bothered with so many service matters. There must be an inbuilt machinery in every department; I recommend this for every department of the Government. In Life Insurance there was a Study Group and I was a member of that; we made a similar recommendation; I do not know what the Government are going to do with that. Unless there is an inbuilt machinery to look into the grievances as and when they arise, how do you hope to solve these matters? In fact, half the time is wasted by the administration looking only into the service matters, promotion, recruitment and so on. The Railway Minister will do well to consider this proposal. If he wants, I can put this in writing and can also give him details of the scheme for the inbuilt machinery to solve the matters between the administration and the employees. This is not, in any way, to supersede the trade union rights. The trade union matters are different from these; these are service matters for which Government should provide some kind of machinery.

श्री क० ना० तिवारी (बेतिया) :
उपाध्यक्ष महोदय, सबसे पहले मैं रेल मंत्री महोदय को धन्यवाद देना चाहता हूँ कि उन्होंने अपना बजट पेश करते हुए इस साल फंडर और फोट में कोई वृद्धि नहीं की है। इस बात से आम जनता को काफी संतोष हुआ है। लोगों को यह भय था कि शायद रेलवे डेफिसिट को पूरा करने के लिए किराये में बढ़ोत्तरी की जायेगी। लेकिन केवल यही नहीं कि डेफिसिट की जगह पर उन्होंने प्राफिट दिखाया है बल्कि उन्होंने भाड़े को भी नहीं बढ़ाया है। इस बात के लिए मैं मंत्री महोदय को धन्यवाद देता हूँ और उन्होंने जो बजट पेश किया है उसको सपोर्ट करने के लिये खड़ा हुआ हूँ।

[श्री. क० ना० तिवारी]

सबसे पहले मैं मन्त्री महोदय का ध्यान रेलवे डाक्टर्स की समस्याओं की तरफ ले जाना चाहता हूँ। उन लोगों की बहुत दिनों से यह मांग है कि उनको, जो सी. एच. एस. के डाक्टर्स का स्टेटस है, वही स्टेटस दिया जाये, इसके लिए वे काफी दिनों से प्रयत्न कर रहे हैं लेकिन आज तक वह फाइल पड़ी हुई है। डाक्टर साहब जब रेल मंत्रालय में स्टेट मिनिस्टर थे, तब उन्होंने इस सम्बन्ध में कुछ स्टेट्स लिए थे.....(व्यवधान).....

श्री ओंकार लाल बेरवा : सदन में कोरम नहीं है।

MR. DEPUTY SPEAKER: The Bell is rung...now there is quorum.

श्री क० ना० तिवारी : रेल मन्त्री महोदय से मेरा निवेदन यह है कि सी. एच. एस. डाक्टर्स का जो स्टेटस है या जो उनकी सर्विस कन्डीशंस हैं, वही स्टेटस और सर्विस कन्डीशंस रेलवे के डाक्टर्स को भी दी जायें।

मेरा दूसरा निवेदन यह है कि रेलवे लाइन्स जो बनती हैं उन में आउटलेट्स नहीं होते हैं। यदि उन में आउट लेट्स हों तो इरीगेशन का बहुत कुछ काम हो सकता है। इस की वजह से रेलवे लाइन्स भी टूटती हैं और रेलवे का नुकसान भी होता है। साथ ही साथ लोग जो लाभ उठाना चाहते हैं वह लाभ भी उन को नहीं मिल पाता है। इसलिए मेरा आप से निवेदन है कि जहाँ जहाँ पर इस की पासिबिलिटी हो और लोगों की मांग हो वहाँ पर आउटलेट्स दे देने चाहिए ताकि लोग आवपाशी कर सकें।

रेलवे कर्मचारियों को जितनी सुविधाएं दी जाती हैं उन पर मुझे कोई एतराज नहीं है। लेकिन जिन के जरिए से रेलवे को इनकम होती है वह हैं थर्ड क्लास पैसेंजर्स। पैसेंजर्स की एमेनिटीज के लिए जो रकम रखी गई है वह पर्याप्त नहीं है। मैं निवेदन करना चाहता हूँ कि उन की एमेनिटीज पर और ज्यादा पैसा खर्च किया जाय। पानी, पंखा,

सफाई और कैटरिंग आदि के जरिए से भोजन की सुविधाएं जो मुहैया की जा सकती हैं उन का प्रबन्ध होना चाहिए।

16.59 hrs.

[SHRI THIRUMALA RAO in the Chair]

एक बात की ओर मैं और ध्यान दिलाना चाहता हूँ। कैटरिंग के संबंध में जो फिगर्स बतलाई गई हैं उन को देखने से ऐसा मालूम होता है कि एक परसेंट ही आमदनी हुई है। जहाँ तक कैटरिंग का संबंध है मैं समझता हूँ प्राइवेट सेक्टर वाले कम से कम पच्चीस और तीस परसेंट मुनाफा कमा लेते हैं। फिर समझ में नहीं आता कि रेलवे की कैटरिंग में जब कि उनको लाइट और मकान फ्री मिलता है, इन के ऊपर उन को कोई खर्च नहीं करना पड़ता है उस के बावजूद केवल 1 परसेंट का मुनाफा कैसे हो रहा है? मैं समझता हूँ इस की जांच होनी चाहिए कि कैटरिंग में क्या कमी है? उन के कारणों का पता लगा कर इस की आमदनी को बढ़ाना चाहिए। कैटरिंग के सम्बन्ध में बराबर शिकायत होती है कि खाना अच्छा नहीं मिलता, सर्विस अच्छी नहीं है। और मेरा ख्याल है कि जब रेलवे बजट आता है तो इस बात की ओर ध्यान दिलाया जाता है। इमप्रूवमेंट अगर कहा जाय तो जो उम्मीद थी वह इमप्रूवमेंट नहीं हुआ। इसलिए मैं मन्त्री महोदय का ध्यान दिलाना चाहता हूँ कि इस में इमप्रूवमेंट होना चाहिये जिस में लोगों को अच्छा खाना मिल सके। फ्रस्ट और सैकेन्ड क्लास के जो पैसेन्जर्स हैं उन को तो खाना और कैटरिंग वगैरह की सर्विस मिल जाती है लेकिन थर्ड क्लास के पैसेन्जर्स को कैटरिंग वगैरह की सर्विस नहीं मिलती है। इसलिये उन का भी इंतजाम होना चाहिये।

17 hrs.

एक हार्ड पावर कमेटी, जिसके कि चेयरमैन खुद डाक्टर साहब थे, उसने अपनी रिपोर्ट सबमिट कर दी है और उसमें कुछ

सिफारिशें की हैं रेलवे की सुरक्षा के लिए, कुछ इम्प्रूवमेंट के सुझाव दिये हैं। उस कमेटी पर काफी खर्च हुआ है, मैं चाहूंगा कि उन सिफारिशों के आधार पर एक कानून पार्लियामेंट के सामने आना चाहिए जिससे रेलवे फोर्स इफेक्टिव हो सके और रेलवे की सुरक्षा हो सके।

रेलवे में या बाहर भी जो पब्लिक सेक्टर या प्राइवेट सेक्टर हैं जो रेलवे के सामान बनाते हैं, जैसे डब्बे वगैरह हैं या दूसरी चीजें हैं, उनकी शिकायत यह है कि, पब्लिक सेक्टर में भी और प्राइवेट सेक्टर में भी, जितनी उनकी कैपेसिटी है उसका फुल यूटिलिजेशन नहीं होता। इसलिए मेरा निवेदन है कि दोनों सेक्टरों में जो रेलवे का सामान बनाने की फैक्ट्रीज हैं उनको पूरा काम मिल सके, और वे फुल कैपेसिटी में चल सकें, उनको मॅटीरियल आदि मिल सके, इसकी तरफ़ मंत्री महोदय का ध्यान अवश्य जायगा।

यह बराबर डिमैन्ड किया जाता है कि बिहार में एक रेलवे पब्लिक सर्विस कमीशन होना चाहिये। इसका कारण यह है कि बिहार एक पिछड़ा हुआ प्रान्त है और कलकत्ते में या दूसरी जगह में वहाँ के लड़कों को जाना पड़ता है। वहाँ उनके साथ में पूरा न्याय नहीं होता है जिसका कारण हम सब को मालूम है। इसलिए मेरा निवेदन है कि एक रेलवे पब्लिक सर्विस कमीशन बिहार में भी होना चाहिये।

ब्रौड गेज के सम्बन्ध में कई मतवा कहा गया है। एक प्रोपोजल पर यहाँ सदन में सवाल भी आया था, ब्रौडगेज समरतीपुर तक है.....

श्री रणधीर सिंह : 80 परसेंट किसान सर्विस में लिये जायें पब्लिक सर्विस कमीशन के जरिये।

श्री क० ना० तिवारी : मुझे कोई एतराज नहीं है। हम चाहते हैं कि ब्रौड गेज वाया मुजफ्फरपुर होकर नरकटियागंज तक जानी चाहिए। इस रास्ते में पुल कम पड़ते हैं,

बाढ़ का भी डर कम है, माइलेज भी कम है और खर्च भी रेलवे का कम पड़ेगा। इस ब्रौडगेज के बनने के बाद सेक्योरिटी के खयाल से भी लखनऊ से लेकर मुजफ्फरपुर को मिला दिया जाय तो नेफ़ा तक यह लाइन सर्विस दे सकती है, और इस लाइन को भी अगर ब्रौडगेज कर दिया जाय तो देश की सुरक्षा के लिए उपयुक्त होगा।

एक प्रोपोजल बहुत दिनों से चल रहा है। गंडक के ऊपर बगहा के नजदीक पुल था वह टूट गया, जिसको 45 साल हो गये और उसका कनेक्शन जो गोरखपुर से था वह नहीं है। तो भँसाओटन में जो ब्रिज बन रहा है वहाँ से यह लाइन गुजर सकती है और यदि सिसावा या गोरखपुर में मिला दी जाय तो सुरक्षा की दृष्टि से काफी सुविधा होगी।

श्री हुकमचन्द कछवाय : सभापति महोदय, सदन में गणपूति नहीं है।

MR. CHAIRMAN : The bell is being rung ...Now, there is quorum. Hon. Member may continue.

श्री क० ना० तिवारी : अभी एक गाड़ी डी-लक्स दिल्ली से कलकत्ता जाती थी। अब एक राजधानी गाड़ी चल रही है। पटना होकर कोई डी-लक्स गाड़ी नहीं जाती थी, और अब जब राजधानी गाड़ी जाने लगी तो मैं चाहूंगा एक डी-लक्स गाड़ी पटना होकर कलकत्ता तक जाये जिससे काफी सुविधा वहाँ के रहनेवालों को हो जायगी। इसलिये मैं चाहता हूँ कि डी-लक्स गाड़ी पटना होकर कलकत्ता को दी जाय।

अब मैं अपने क्षेत्र के सम्बन्ध में कुछ बातों की ओर ध्यान दिलाना चाहता हूँ। जहाँ जहाँ टेलीफोन है वहाँ जो स्टेशन हैं उनको टेलीफोन दे दिया जाय जिससे पब्लिक को सुविधा हो जाय और स्टेशन से अगर कोई बात करना चाहे तो घर बैठे वह काम कर सके। जहाँ जहाँ इलेक्ट्रिसिटी चली गयी है वहाँ जो रेलवे स्टेशन हैं वहाँ इलेक्ट्रिसिटी

[श्री क० ना० तिवारी]

का प्रोवीजन हो जाय जिससे काम करने में सुविधा हो।

मैं चाहता हूँ कि आदापुर में रेलवे स्टेशन के ऊपर एक शेड दे दिया जाय। बेतिया में एक वेटिंग रूम है लेकिन वहाँ यात्रियों के ठहरने के लिये कोई जगह नहीं है। इस स्टेशन से सरकार को काफी रेवेन्यू मिलता है। इसलिये मैं चाहता हूँ कि वहाँ एक रेस्ट हाउस का प्रबन्ध किया जाय। अगर ऐसा हो जायगा तो सरकार का रेवेन्यू भी बढ़ेगा और लोगों को भी सुविधा होगी।

मैसालोटन में काफी दिनों से लोग चाहते हैं कि प्रान्तीय सरकार की सहायता ले कर अगर रेलवे लाइन बना दें प्रांतीय सरकार मिट्टी का काम कर दें तो काफी सुविधा हो जायगी। इस पर ज्यादा रुपया भी खर्च नहीं होगा। उस पर पुल बन गया है इस लिये एक रेलवे लाइन बगहा से लेकर मैसालोटन तक दे दी जाय।

भित्तहवा, जहाँ गांधी जी ने काम किया था, तीन वर्षों से कोशिश कर रहा हूँ कि यहाँ एक हाल्ट का प्रबन्ध कर दिया जाय। मिनिस्टर लोगों के चाहने के बाद भी विभाग कोई न कोई अड़गल लगा देता है जिस का नतीजा यह है, कि मोतिहारी से दूसरा जो स्टेशन है वह पांच मील से भी कम है लेकिन कचहरी के पास हाल्ट दे दिया गया है, पर गांधी जी ने जहाँ काम किया वहाँ हाल्ट नहीं मिल रहा है, जब कि कहा गया कि हाल्ट मिल जायेगा।

अन्त में एक बात कह कर मैं अपना भाषण समाप्त करता हूँ। रेलवे बोर्ड के बारे में मुझे यह कहना है कि यह डिमान्ड बहुत से लोग करते आये हैं कि रेलवे बोर्ड को खत्म कर दिया जाय। मैं इस मत का नहीं होते हुए भी इतना ज़रूर मंत्री महोदय से निवेदन करूँगा कि समय के मुताबिक रेलवे बोर्ड का जो दृष्टिकोण है वह बदलना चाहिये और उस में काफी परिवर्तन आना चाहिये। कैसे आयेगा? यह मंत्री महोदय

के ऊपर में छोड़ता हूँ। जो छोटे छोटे कर्मचारी हैं उन लोगों की यह शिकायत है कि उन की जितनी पोस्टिंग है, सर्पेंशन है, पनिसमेंट है, पेंशनस हैं, इस तरह की जितनी चीज़ें हैं, या उन के साथ जो व्यवहार है, जो एक अच्छा व्यवहार इन्सान के साथ होना चाहिये वह नहीं होता है। इस ओर मैं मंत्री महोदय का ध्यान दिलाना चाहता हूँ। इसमें रेलवे बोर्ड का दृष्टिकोण बदलना चाहिये। यह समय का तकाजा है, इन्सानियत का भी तकाजा है और डेमीक्रेसी का तकाजा है। धन्यवाद।

श्री ओंकार लाल बोहरा (चित्तौड़गढ़) : सभापति महोदय, मैं डा० राम सुभग सिंह का जो कि पहले भी रेल मंत्री रह चुके हैं और अब फिर उन्होंने रेलवे मंत्रालय का कार्यभार सम्हाला है उस के लिए मैं उन का इस अवसर पर हार्दिक अभिनन्दन करता हूँ। उन के रेल मंत्री बनने से विशेष कर चित्तौड़गढ़ और कोटा के निर्वाचनक्षेत्र में अपार दर्प हुआ है।

मैं डा० राम सुभग सिंह को याद दिलाना चाहता हूँ कि जब वह पहले रेल मंत्री थे तो श्री माणिक्यलाल वर्मा जो कि कोटा और चित्तौड़ के क्षेत्र से यहाँ संसद में मेरे से पहले सदस्य थे वह मंत्री जी को कोटा और चित्तौड़ के क्षेत्र में ले गये थे और कई जगह जनता ने उन का अपार स्वागत किया था। उन्होंने वहाँ की स्थिति और परिस्थितियों को देख कर लम्बे समय से जो एक मांग वहाँ के निवासियों की चली आ रही थी उस का उन्होंने समर्थन किया और उस मांग को स्वीकार किया। और घोषणा कि कोटा और चित्तौड़ की नई रेलवे लाइन की शुरुआत की जायगी व उस का निर्माण किया जायगा। उन्होंने सारी परिस्थितियों को देखते हुए और पुरानी सारी जो हमारी अब तक प्रगति हुई थी उसको देखते हुए उन्होंने इस बात की घोषणा की थी कि इस नई रेलवे लाइन का

निर्माण किया जायगा। जाहिर है कि चूँकि ऐसी घोषणा उन्होंने उस समय अपने श्रीमुख से की थी इसलिए उन के पुनः रेल मंत्री होने से क्षेत्र के लोगों को अपार हर्ष व संतोष हुआ है। उन्हें पूरी आशा है कि उन के द्वारा वह जो घोषणा की गई थी वह उन के वर्तमान कार्यकाल में अब निश्चित रूप से कार्यान्वित होगी।

अब मैं रेलवे बजट के ऊपर अपने कुछ विचार रखना चाहता हूँ। जब रेलवे मंत्रालय के बजट पर चर्चा होती है तो रेलवेज की तमाम समस्याओं पर हम लोग विचार करने हैं। मैं चाहता हूँ कि हम इस बात को सब से पहले सोचें कि हिन्दुस्तान में भारत सरकार ने यह जो रेलवेज अपने हाथ में रक्खी है या जो रेलों का विस्तार हुआ है उसका उद्देश्य और नीति क्या है? हम लोग अंग्रेजों के बाद एक प्रजातांत्रिक ढाँचे में जी रहे हैं। हमारा एक उद्देश्य है और वह उद्देश्य यह है कि लाखों और करोड़ों लोगों की हम सेवा करें। केन्द्र सरकार और राज्य सरकारें इस देश की जनता की सेवा करने के लिए हैं और यही हमारे प्रजातंत्र का उद्देश्य है। मैं समझता हूँ कि शासन के हर एक घटक का और रेलवे मंत्रालय का यह उद्देश्य है कि जनता की सेवा हो।

अतः सब से पहले जिस बात पर मैं रेलवे मंत्रालय का ध्यान आकर्षित करना चाहता हूँ वह यही है कि जब कभी किसी रेलवे की मांग या अनुदान की चर्चा होती है जब कभी किसी रेलवे के सम्बन्ध में किसी चीज की प्रगति या विकास की चर्चा होती है तो प्रायः हमें यह उत्तर मिलता है कि यह अनुपयोगी है अथवा अलाभप्रद है। मैं समझता हूँ कि हम संसद् के सदस्यगण जो कि इस देश के करोड़ों लोगों द्वारा निर्वाचित होकर यहां पर आते हैं वह जन भावनाओं का यहां पर प्रतिनिधित्व करते हैं, जनता की भावनाओं का यहां पर प्रति-

निधित्व करना चाहते हैं और जब उन्हें यह उत्तर मिलता है कि यह अनुपयोगी है अथवा अलाभप्रद है तो हम लोगों को उस से एक चोट पहुंचती है। ऐसा लगता है कि हम स्वराज्य के ऐरा में या स्वतन्त्रता के वातावरण में नहीं रह रहे हैं। हमें ऐसा लगता है कि अधिकारियों की जो घिसी-पिटी रिपोर्टें होती हैं उन के आधार पर हमें यहां मंत्री महोदय की ओर से उत्तर दे दिया जाता है।

चूँकि हमारे डा० राम सुभग सिंह कार्य-कर्त्ताओं के प्रतिनिधि हैं जनता के प्रतिनिधि हैं और हम भी जनता के प्रतिनिधि के रूप में इस सदन में आये हैं इसलिए स्वाभाविक तौर से जनता के प्रति आप की आस्था है और मैं उन से यह अपेक्षा करूँगा कि यह रेलवे मंत्रालय एक अफसरी ढंग से नहीं चलना चाहिए। हमारी रेलवेज का दृष्टिकोण रेलवेज के काम के विस्तार का और जनोन्मुखी होना चाहिए, जनता का हित कैसे हो इस बारे में उन्हें निरंतर सोचते रहना चाहिए। यह तभी सम्भव है जब हम इस बात को स्वीकार करें कि हमारी जो रेलवे हैं, हमारा जो शासन है वह जनता के लिए है और तब मैं आप के द्वारा यह स्पष्ट करना चाहता हूँ कि यह अनैकोनामिक और अनुपयोगी है, यह चीजें उस के रास्ते में बाधक नहीं होतीं। रेलवेज के सरकारी उद्योग का एक ही मकसद है कि हम करोड़ों लोगों की सेवा करें।

आज बौरडर रेलवे लाइंस नहीं हैं। नागालैंड, त्रिपुरा और मणिपुर में रेलों का विस्तार किया जाना चाहिए। रेलवे मंत्रालय का यह कहना कि बौरडर रेलवे बनाम में बहुत अधिक रुपया खर्च करना पड़ता है और वह अनैकोनामिक है यह ठीक नहीं है। कोई लाइन एकोनामिक है या अनैकोनामिक है सिर्फ इसी आधार पर रेलवे मंत्रालय को फैसला उस के बारे में नहीं ले लेना चाहिए, बल्कि हमारा उद्देश्य

[श्री ओंकार लाल बोहरा]

यह होना चाहिए कि हम अपनी सुरक्षा की दृष्टि से जनता के हित की दृष्टि से, यातायात की सुविधा की दृष्टि से अपनी रेलों का विस्तार करें। इसलिए मेरी मांग है कि कोहीमा को डीमापुर स्टेशन से जोड़ना चाहिए।

इसी तरीके से असम के बौरडर एरिया में इम्फाल पहुँचने में कठिनाई होती है व असुविधा का सामना करना पड़ता है। अब हर एक आदमी विमान से तो जा नहीं सकता इसलिए मैं मंत्री महोदय का ध्यान बौरडर एरिया में रेलवे लाइनों के विस्तार की ओर खींचना चाहता हूँ क्योंकि जो समय आ रहा है उस में हमें सुरक्षा की दृष्टि से अभी से चिंतित होना चाहिए और यह नहीं देखना चाहिए कि कोई लाइन अनएकॉनामिक है या अनप्रोडक्टिव है। हमारा दृष्टिकोण राष्ट्र की सुरक्षा व जनता की सेवा होना चाहिए। इसलिए मैं ने इस बात पर जोर दिया है कि हमारी रेलवेज का दृष्टिकोण कौन लाभप्रद है और कौन अलाभप्रद है, यह न होकर जनता की सेवा और देश की सुरक्षा का होना चाहिए। हमारा और कोई तीसरा उद्देश्य नहीं हो सकता।

इस सम्बन्ध में विचार करते हुए मैं राजस्थान की भी कुछ समस्याओं की चर्चा करना चाहता हूँ। क्षेत्रफल के लिहाज से राजस्थान हिन्दुस्तान में दूसरा बड़ा राज्य है लेकिन राजा, महाराजाओं के जमाने में वहाँ कोई विस्तार, कोई प्रगति रेलों की दृष्टि से नहीं हुई है। जिस तरह से अन्य क्षेत्रों में राजस्थान पिछड़ रहा है वैसे ही रेलों के मामले में भी यह राजस्थान पिछड़ रहा है। वहाँ पर बड़ा रेगिस्तान है। वहाँ 700 मील लम्बी पाकिस्तान से सीमा मिलती है। वहाँ एक बड़ा आदिवासी इलाका है जिनमें अधिकांश लोगों ने अभी रेलवे के दर्शन तक नहीं किये हैं। अभी तक उन लोगों को यातायात सम्बन्धी सुविधाएं सुलभ नहीं हुई हैं। अब अगर इस दृष्टि से सोचें तो

राजस्थान और मध्य प्रदेश या और भी ऐसे प्रान्त हैं जिनमें रेलवे का विस्तार बहुत कम हुआ है। राजा, महाराजाओं के जमाने में वहाँ रेलवे लाइन ज्यादा बिछाई नहीं जा सकी है। मैं मंत्री महोदय का ध्यान राजस्थान की कुछ मांगों की ओर दिलाना चाहता हूँ।

उदयपुर से लेकर अहमदाबाद तक हिम्मतनगर होते हुए आदिवासी इलाके में एक लाइन प्रारम्भ की गई। वह लाइन चल रही है लेकिन उस को एक गलत योजना और गलत ढंग से निकाला गया। उस की ओर मैं रेलवे मंत्री महोदय का ध्यान आकर्षित करना चाहता हूँ। उस के कई परिणाम सामने आते हैं। जैसा मैं ने कहा उदयपुर में हिम्मतनगर होते हुए वह रेलवे लाइन निकाली गई। अब केसरिया जी जोकि जैनियों का प्रसिद्ध तीर्थस्थल है, सांवला जी बैष्णवों का प्रसिद्ध तीर्थस्थान है और जावर माईस जहाँ कि हमारे सीमे और जस्त के सब से बड़े भंडार हैं उन को इस लाइन के ऊपर रखना चाहिए था लेकिन खेद का विषय है कि हमारे रेलवे अधिकारियों ने उस लाइन पर स्टेशन नजदीक, नजदीक न रख कर 10-10, 15-15 और 18-18 मील के फासले पर रखे हैं। इस कारण लोग सड़क से बस आदि से जाना पसन्द करते हैं और यात्री बस से सीधे उदयपुर और अहमदाबाद जाना पसन्द करते हैं। इसलिए मेरा सुभाव है कि स्टेशंस नजदीक, नजदीक बनाये जायें। इसलिए जब कभी नई रेलवे लाइन निकले तो इस बात पर विचार करके नजदीक, नजदीक बनाने चाहिए। स्टेशन दूर स्टेशंस रखने से नुकसान हो सकता है। अब वहाँ का परिणाम देख ही रहे हैं कि लोग बजाय रेल के सड़क से बस आदि से जाना पसन्द करते हैं। चूँकि उस की गलत प्लानिंग हुई इसलिए ऐसा हो रहा है।

इसी तरीके से प्रतापगढ़ बांसवाड़ा आदि का वह सारा आदिवासी इलाका है जहाँ कि

60-60 और 70-70 मील तक कोई सड़क आदि की सुविधा सुलभ नहीं है और मंत्रालय को उस ओर भी ध्यान देना चाहिए।

मैं मंत्री महोदय का ध्यान पुनः चित्तौड़-गढ़ कोटा लाइन के बारे में दिलाना चाहता हूँ और चाहता हूँ कि शीघ्र ही वहाँ सर्वेक्षण करा कर नया काम प्रारम्भ करवायें। सन् 1948 में जब मेवाड़ की रियामत थी तब उस के सर्वेक्षण का काम हो चुका था। रेलवे बोर्ड ने मंजूरी दे रखी थी, सामान भी वहाँ पर पोखरन्दर में पहुँचाया गया था लेकिन बाद में उस का कार्य स्थगित हो गया और वह लाइन बननी बंद हो गयी। उस वक्त यहाँ के केन्द्रीय रेल मंत्री और बाद में डा० राम सुभग सिंह वहाँ पधारे थे और उन्होंने वहाँ के सब हालात देख कर इस बात को स्वीकार किया था कि इस क्षेत्र में चम्बल परियोजना के कारण बिजली और मिर्चाई की सुविधाएं उपलब्ध हो गई हैं और औद्योगिक दृष्टि से उत्पादन इतना बढ़ गया है और यातायात की सुविधा भी बढ़ी है और इन सारी परिस्थितियों को देखते हुए डा० राम सुभग सिंह ने उस योजना को स्वीकार किया था। लेकिन सन् 65 के अन्दर यह उत्तर मिला कि यह लाइन अनैकनोमिक है और उस पर हम काम नहीं कर रहे हैं।

मैं आप के सामने यह भी एक सवाल उठाना चाहता हूँ कि जब एक भूतपूर्व रेल मंत्री कोई घोषणा करता है तो क्या यह उचित नहीं है और क्या यह आवश्यक नहीं है कि रेलवे अधिकारियों को ऐसा सोचना चाहिए एवं उनका यह कर्तव्य है कि वह उस घोषणा को अमल में लायें लेकिन हमारे अधिकारियों की एक इस तरह से गलत ढंग से विचार करने की आदत पड़ गई है। मैं अधिकारियों का आमतौर से विरोध तो नहीं करता हूँ लेकिन यह मैं अवश्य कहना चाहता हूँ कि अधिकारियों का रवैया जनता के प्रति उदार होना चाहिए।

उन्हें समझना चाहिए कि स्वतंत्रता प्राप्त के पहले का नौकरशाही का रवैया अब बनाये रखना उचित नहीं है। जनतंत्र में विकास कार्य को ठीक से चलाने का उत्तरदायित्व केवल हम जन प्रतिनिधियों का ही नहीं है अधिकारियों को भी अपने को जनता के सेवक की भावना से सोचना और विचारना चाहिए और तदनुसार आचरण करना चाहिए वह भी उतने ही सेवक हैं जितने हम यहाँ बैठे हैं। जब वह अपने लिए बड़ा दर्जा चाहते हैं तो उनका यह कर्तव्य है कि वह देशहित और जनता के हित को सामने रख कर हर मामले को सोचें। जनता के हित को वह अपने सामने सर्वोपरि रखें। लेकिन आदत पड़ी हुई है और पुरानी आदत की वजह से वे बाज नहीं आते। परिणाम यह हुआ कि बीस बाइस वर्ष का समय बीतने के बाद भी स्वतंत्रता का जितना लाभ जनता को मिलना चाहिए उतना बड़े बड़े अधिकारियों की कृपा से लोगों की निगाह में नहीं आया है। हुआ यह है कि इसकी वजह से जन भावना और मिशनरी भावना से हमारे शासन को जो सहयोग मिलना चाहिये वह हमारे मंत्रियों को, जन-प्रतिनिधियों को और हमारी सरकारों को नहीं मिला है। इसलिये मैं बड़े अदब के साथ रेलवे के बड़े बड़े अधिकारियों और खंडेलवाल साहब तथा उनके साथियों से कहना चाहता हूँ कि वे उदार रवैया रखें और जो भी ऐसी समस्याएँ हैं उनमें जनता के हितों को सर्वोपरि समझें, तभी वह स्वतंत्रता के सच्चे जनसेवक या पब्लिक सर्वेंट कहलाने के अधिकारी होंगे।

मैं एक और बात की तरफ आपका ध्यान आकर्षित करना चाहता हूँ। पिछले साल खाद्यान्न का बड़ा अकाल था और बंगाल तथा बिहार में जो परेशानी थी उसके कहने की आवश्यकता नहीं है, लेकिन बँगनों के न मिलने के कारण गेहूँ सड़ गया। बाबू श्री जगजीवन राम जी यहाँ बैठे हुए हैं, उन को पता होगा कि बँगनों के समय पर न

[श्री ओंकार लाल बोहरा]

मिलने से या उचित टाइप के वैन न मिलने से गेहूँ का कितना नुकसान हो गया ठीक उसी तरह राज्यधान में इस समय भयंकर अकाल है, और उस इलाके में जो चारा पहुँचाना चाहिए था उस को दो-दो, डेढ़-डेढ़ और एक-एक महीने तक न पहुँचने के कारण हम मरती जा रही गायों को बचाने में मानवता का परिचय नहीं दे सके। वैनों के बिना चारा समय पर नहीं पहुँच सका। रेलवे अधिकारियों की यह सबसे बड़ी जिम्मेदारी है कि जब मानवता पुकार रही हो तब वह कानूनी कार्रवाइयों और छोटी मोटी संकीर्णताओं में और टेकनिकल बातों में न उलझे और स्वराज्य का जो सुख जनता को मिलना चाहिये उस को दिलाने का प्रयत्न करें। आज यहाँ पर अंग्रेज नहीं है, हमें देखना है कि जनता हमारी मालिक है। जल्दी से जल्दी जो वैन पहुँचने चाहिये थे वह नहीं पहुँच सके, इसका हमें सख्त अफसोस है। मुझे विश्वास है कि डा० रामसुभग सिंह के आने से स्थिति में सुधार होगा।

मैं कुछ बातें क्षेत्रीय असन्तुलन के बारे में भी कहना चाहता हूँ। हिन्दुस्तान में कई इलाके ऐसे हैं जहाँ रेलवे का विस्तार पूरा नहीं हुआ है। मध्य प्रदेश है, मसूर है आन्ध्र प्रदेश है, महाराष्ट्र है, यहाँ तक कि उड़ीसा भी है, जहाँ रेलवे का विस्तार नहीं है। हम इस को मान लेते हैं कि रेलवे के द्वारा बहुत मुनाफा नहीं हुआ है, लेकिन देखना यह है कि ऐसा क्यों नहीं हुआ है। रेलवे सबसे बड़ा राष्ट्रीय उद्योग है। हम लोग अपने खर्च को कम करें और सुविधायें ज्यादा दें, रेलों का विस्तार भी करें। अगर इसके लिये धन नहीं है तो वित्त मंत्रालय से रुपया प्राप्त करें और जो भी रेलों में क्षेत्रीय असन्तुलन है उसको दूर करें। अगर नई रेलें निकालनी हों तो उनको निकालने में पूरी दिलचस्पी लें।

आज रेलवे मंत्री ने यात्री भाड़ा नहीं बढ़ाया है इसके लिये मैं उनको साधुवाद तो देता हूँ कि उन्होंने भाड़ा नहीं बढ़ाया, लेकिन सुविधायें और भी बढ़नी चाहिये। आज तृतीय श्रेणी के यात्रियों को बहुत तकलीफ उठानी पड़ती है और उनको भेड़ बकरियों की तरह रेलों में जाना पड़ता है, यह आप से छिपा हुआ नहीं है। आज आप राजधानी एक्सप्रेस ले जाइये, कलकत्ता मद्रास, बम्बई और दिल्ली को चमन बनाइये, लेकिन कलकत्ता, बम्बई और मद्रास ही हिन्दुस्तान के प्रतिनिधि शहर नहीं हैं, आप गांवों की तरफ भी देखें। आज गांवों के अन्दर रेलें पन्द्रह और अट्ठारह मील की रफतार से चलती हैं। जहाँ बड़े शहरों के बड़े-बड़े लोगों को पहुँचाने की रफतार तेज है वहाँ गांवों के गरीब आदमियों को पहुँचाने की रफतार बहुत कम है। उनको भी तेजी से पहुँचाने के लिये गाड़ियों की रफतार बढ़ानी चाहिये क्योंकि हिन्दुस्तान केवल गांव में बसता है, शहरों में नहीं।

राजस्थान में रेलों के संबंध में एक बात और। मैं उदयपुर से दिल्ली तक नई रेलवे लाइन की मांग न करता हुआ यह कहना चाहता हूँ कि चित्तौड़ से उदयपुर तक अजमेर होने हुए दिल्ली लाइन जाती है, उसी तरह से उदयपुर से हिम्मतनगर तक टुकड़े-टुकड़े करके लाइन जाती है। जैसे अहमदाबाद से मारवाड़ जंक्शन होते हुए दिल्ली तक रेलवे लाइन जाती है, वैसे ही यह ट्रेन भी अगर सीधी अहमदाबाद से हिम्मतनगर, उदयपुर होकर चित्तौड़गढ़ अजमेर होती हुई सीधी दिल्ली तक जाये तो इससे जनता को बड़ा लाभ हो सकता है, लेकिन मुझे भय है कि इसमें अधिकारियों का सहयोग नहीं मिलेगा। मैं अधिकारियों से यह निवेदन करूंगा कि वे इस बारे में अपना सहयोग प्रदान करें।

मैं नये रेलवे मंत्री महोदय का स्वागत करता हूँ और आशा करता हूँ कि उनके

(H. A. M. Dis.)

आगमन से चित्तीड़ से कोटा तक रेलवे लाइन का सर्वेक्षण इस वर्ष हो जायेगा और अगले वर्ष उसके निर्माण का कार्य आरम्भ हो जायेगा।

इन शब्दों के साथ में रेलवे बजट का स्वागत करता हूँ।

श्री न० नि० पटेल (वलसार) : सभापति महोदय, इसके पहले कि मैं कुछ कहूँ, मैं डा० राम सुभग सिंह का, जो रेलवे मंत्रालय में वापस आ गये, अभिनन्दन करता हूँ। मुझे बड़ी उम्मीद है कि थोड़े समय पहले, जब वह रेल मंत्री थे, जो जो बातें उनके सामने हमने रखी थीं, उनकी तरफ ध्यान देकर वह हमारी तकलीफों को दूर करेंगे।

सबसे पहले मैं यह कहना चाहता हूँ कि पिछले साल 6 अगस्त को गुजरात में जो बाढ़ आई, उसकी वजह से खास कर वलसार और भड़ौच के बीच में करीब-करीब एक महीने तक वह रेलवे लाइन बन्द रही और लोगों को बड़ा नुकसान हुआ। रेलवे को भी कम से कम 3 करोड़ रुपयों का नुकसान हुआ। सूरत में तापी नदी है, तापी और वापी के जो क्षेत्र हैं उनमें दस नदियाँ हैं इन नदियों में बारह महीने पानी रहता है, यह दस नदियाँ हैं तापी, मिन्डोला, पूर्णा, अम्बिका कावेरी, खरेरा, औरंगा, पार, कोलका और दमनगंगा। जब बाढ़ आई, उस समय मैं वही पर था। वहाँ का जो सीन मैंने देखा उसकी पोजीशन यह थी सब तरफ पानी ही पानी भरा था। यह सब नदियाँ पूर्व से पश्चिम की ओर बहती हैं, और जो रेलवे लाइन का ट्रैक है वह उत्तर से दक्षिण की तरफ है। जब यह बाढ़ आई तब नदियाँ इतनी बढ़ गई कि उनका पानी निकल नहीं पाया। ऐसा लगता था एक बड़ा भारी समुद्र है और उसके बीच रेलवे ट्रैक जो है वह बाँध बना दिया गया है। वहाँ पर पानी के न निकलने की वजह से रेलों की पटरियों की जो मिट्टी थी वह सब बह गई और सब जगह फैल

गई। जो ब्रिजेज थे वह भी हिल गये। उस वक्त श्री पुनाचा से हमने कहा था कि यह जो नदियाँ हैं उनके जो स्पॅन हैं, पानी निकालने की जगहें हैं उनके ब्रिजेज और कल्वर्ट्स को बड़ा कीजिये, नहीं तो पता नहीं है कि कब बाढ़ आ जावे। अगर ऐसा नहीं किया गया तो इस समय मानसून में जो बाढ़ आई है, वह हमेशा के लिये रहने वाली है। लेकिन छः महीने हो गये, और हम देखते हैं कि अभी तक कुछ किया नहीं गया है। जिस तरह से वहाँ गाड़ियाँ चलती थीं, उसी तरह से चल रही हैं। वह गाड़ियाँ भी कैसे चलती हैं? बम्बई से जो गाड़ी चलती थीं बाढ़ आने से पहले, उनमें से हर एक का समय का एक घंटा जल्दी कर दिया गया, लेकिन दिल्ली से बम्बई पहुँचने वाली जो गाड़ियाँ है वह अभी भी एक घंटा देर से पहुँचती हैं क्योंकि वहाँ पर हमें जो काम करना चाहिए था वह हम कर नहीं पाते हैं।

MR. CHAIRMAN: Let the Hon. Member continue tomorrow. We shall, now take up Half-an-hour discussion.

17.30 hrs.

HALF AN HOUR DISCUSSION EXPORT OF PEPPER

SHRI E. K. NAYANAR (Palghat) : While replying to unstarred question No. 209 on 18 February 1969 the Hon. Minister said that the Export Promotion Council in Ernakulam would do everything to export pepper and that the Council's Foreign Officer at Brussels will do a good deal to do so. This is not the real problem. Either the Minister is ignorant about pepper export or the officers are hiding the facts... (Interruptions.) Pepper is a commercial crop and earns much needed foreign exchange to the tune of Rs. 12 crores a year. The total annual production of pepper in India is 23,000 tonnes a year. This means that Kerala produces a lion's share of pepper in the whole country, about 93 per cent, and it earns Rs. 11 crores a year as foreign exchange. Such an industry which earns valuable foreign exchange is facing a serious crisis. If the Central Government did not take