

Chandra Shekhar Singh, Shri
Chaudhuri, Shri Tridib Kumar
Daschowdhury, Shri B. K.
Deiveekan, Shri
Fernandes, Shri George
Jha, Shri S. C.
Kalita, Shri Dhireswar
Kandappan, Shri S.
Khan, Shri Latafat Ali
Kirutinan, Shri
Krishnamoorthi, Shri V.
Limaye, Shri Madhu
Madhukar, Shri K. M.
Maiti, Shri S. N.
Mayavan, Shri
Meghachandra, Shri M.
Menon, Shri Vishwanatha
Mohan Swarup, Shri
Molahu Prasad, Shri
Nair, Shri Vasudevan
Nihal Singh, Shri
Paswan, Shri Kedar

Patel, Shri J. H.
Ramabadrhan, Shri T. D.
Ray, Shri Rabi
Reddy, Shri Esvara
Roy, Shri Chittaranjan
Samanta, Shri S. C.
Sambandhan, Shri S. K.
Sambhali, Shri Ishaq
Sen, Shri Deven
Shastri, Shri Ramavatar
*Sinha, Shri R. K.
Sivasankaran, Shri
Thakur, Shri Gunanand
Viswanatham, Shri Tenneti
Viswanathan, Shri G.
Yadav, Shri Jageshwar
Yujnik, Shri

MR. SPEAKER: The result of the Division is:

Ayes: 241; Noes: 45**.

The motion was adopted.

15.02 Hrs.

RAILWAY BUDGET—GENERAL DISCUSSION

MR. SPEAKER: The House will now take up General Discussion on the Budget (Railways)

SOME HON. MEMBERS *rose*—

MR. SPEAKER: Shri Lobo Prabhu.

15.03 Hrs.

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

SHRI LOBO PRABHU (Udipi): Mr. Deputy-Speaker, Sir, it is not very easy to come into the quiet waters of the Railways Budget after all the high-notes of the debate we had today. Nonetheless, this is an occasion, an exercise celebrated annually by the Railways to escalate fares and freights on one side and posts and projects on the other. This Budget raises the revenue and expenditure on the maintenance side by Rs. 45 crores. It escalates freight, expenditure to Rs. 892 crores. Somehow

it appears that the Railway Ministry thinks of crores as if they were thousands and rupees as if they were pennies. For this reason alone can one understand the increase from Rs. 243 crores in 1950-51 to this figure of Rs. 892 crores this year. These are astronomical figures, because during the same period no one, not even a dreamer on that side could believe that the railway has increased its services, or increased its capital, to that extent.

About these total figures I would make the first charge of miscalculation. The hon. Minister says that the budget of 1966-67 ended with a deficit of Rs. 24 crores, even though an over-estimate of Rs. 5.6 crores was available on the expenditure side to cancel that deficit. In the current budget he anticipates a deficit of Rs. 17.5 crores and an increase in expenditure to the tune of Rs. 244. crores. From these figures one can expect nothing but miscalculation in the budget placed before us.

I feel that I can make a contribution to this budget by examining the figures of the past three budgets with patience but

*Wrongly voted for 'NOES'.

†Sarvashri J. B. S. Bisht, R. K. Sinha, Devinder Singh and D. N. Deb also wanted to vote for 'AYES'.

**Sarvashri P. Ramamurti, S. M. Joshi and J. M. Biswas also wanted to vote for 'NOES'.

[Shri Lobo Prabhu]

without prejudice. I would like to point out that these figures disclose a spirit of complete indifference to the value of money. I would like to point out that on the earnings side, on goods earnings the Minister has admitted a fall. The figures of goods lifted are 203 million tons in 1966-67 and 201 million tons in the following year. In the current year, while it was estimated that 8 million tons more would be carried, there has actually been a decrease of 2.14 million tons. Up to date it would be more.

Now it is necessary to examine this fall for the last three years against the increase proposed in the current budget. The Minister explains that there has been a fall in agricultural production and that there has been recession in industry. Unfortunately, the figures furnished by him in other publications do not support this. In respect of industry there has actually been a rise in the indices from 187 to 192. In agriculture in the years 1965-66 and 1966-67 there has been only a difference of a few points, the indices varying from 33.6 and 33.3. According to the Economic Survey in the current year the agricultural production has gone up by 30 per cent.

15.10 Hrs.

[SHRI G. S. DHILLON *in the Chair*]

Therefore it is not the fall in agriculture or in industry which explains wholly as to why there has been a fall in goods freight. Other reasons must be found and I would like to venture a few reasons to the notice of the hon. Minister because it is important that we should remove them.

The first reason is that this fall has coincided with the suspension of the Fourth Plan. After that Plan was suspended in 1966-67, goods traffic, which before that time was bounding up every year, has been stationary and has since fallen. The reason for this is an important one which will probably be discussed at length in the Budget, but it is important even here to point out that when Government reduces its own expenditure there is a fourfold reduction in private expenditure. It is described as 'the multiplier theory' by Keynes, namely, that you cannot increase

private expenditure when you reduce public expenditure. I hope, therefore, that when the Budget is going to be discussed, the Railway Ministry will be on our side for pressing for more money being spent by Government on productive purposes, on reviving the Plan to the extent it is necessary not only to keep up the Government expenditure and the Government staff but also to keep up the whole tempo of the economy.

It is a pity that I do not have the General Budget before me to examine its effect on the Railway Budget. It is in a way rather unfortunate that we have maintained this British practice of having the Railway Budget before the General Budget. If some thought was given to this, the Railway Budget should follow the General Budget and should be more precise about its forecasts of earnings and expenditure such as may arise from changes in dearness allowance and other matters. I do hope, here also, that at some time, if not next year, sooner than later it will be possible to have the Railway Budget just as any other Demand for Grants following the General Budget.

The other influences on the fall of the goods freight have not been considered by the Railway Minister although in some respects he has an inkling of what is happening. He has noticed that there has been a fall in the goods freight because of the good monsoon, because of a reduction in long movements of grain on Government account as shorter movements by road are natural and possible. This is very important now. This is also a point which, like the General Budget, must receive the attention of the Railway Ministry. What will happen to their earnings and to their expenditure in case there is a precipitous fall in prices? This fall in prices should attract even ministers who are not in the Railway Ministry. It is a precipitous fall. Today, the general price index is 176 as against 190 at this time last year and 209 only four months ago. From 209 to 176 is a fall which should merit the attention not only of the Railway Ministry but also of the Finance Ministry. The Railway Ministry will find that this tendency of freight not being moved, as in the past, will be accentuated. The Railway Ministry will find, perhaps, a counter-vailing trend in the movement of industrial

products. But whether the two will cancel each other will depend on other factors. The Railway Ministry which is very concerned about the increase in dearness allowances may find itself in a position to reduce the dearness allowance. A new complex of factors is coming into existence due to this fall in prices. We have to see this change in Delhi. If Delhi and Kanpur can give up rationing, we may take it that within a short time, almost all other cities will have the right to have good grain and will have the right to be free from Government supply. This is not a small change. This is a great change which will affect more than one sphere of economic life of the country and I do hope that the Railways will consider this.

Other factor is in respect of goods traffic and of the Railway's making. What have the Railways done to improve the goods traffic? The Railways claim that they have speeded up their services; the Railways claim that they have introduced a container system and the Railways claim that they have introduced a special section of management or salesmanship. All these new measures have coincided with the worst fall in goods traffic. It means either these measures are useless or that they are not strong enough for a situation like this. The Railways cannot rely on them to increase their goods traffic. The Railways have, on the other hand, to consider many other things, many other factors, that have not been mentioned in the Budget. Although the speed of trains may have been improved, there is no improvement in the speed of loading and unloading or delivery. This is an aspect which, I think, will receive the attention of the Minister, not only because of the delay but also because of corruption and pilferage which are concomitant of all this. It is very important that not only the speed in the running of the trains should be improved but also in the loading and unloading and in delivery. It is also important that the senior officers should not have confidence that all is well because there are juniors who are attending to this work. I had pressed this point before also and I do hope it will be possible for the Minister to see that the surprise inspections made are complete that they include not only the vigilance part of the police force,

not only the Directorate of Investigation, but also the staff of the Railways.

The other reason or the factor which has been overlooked by the Railways is that they have been increasing the freights to the point that they have become regressive. The principle of regression is fairly well known and what has been happening? You had a Railway Rates Commission in 1958, which gave assurances that the railway freight would be more or less stable for a period of time. That assurance was broken almost at once by surcharges of 3 and 6 per cent and ultimately in 1964, the whole surcharge was commuted, was added into the freight rates with another assurance that there would be no surcharge. Almost at once, there was a surcharge of 20% on smalls, last year there was a surcharge of 6% on all goods and this year you have another 3%. The Minister is trying to correct me. Probably I am wrong; I have not taken any notes to assist my memory. But all these surcharges on railway freight are uncompetitive with private trade, with the freight carried by road. One may think that the Finance Minister is helping the railway freight by adding to the taxes on vehicles and petrol, but even then whatever help he gives falls far short of what is required because there is a bulk of freight which cannot go by road and which, therefore, does not move at all and is lost to both the types of transport. I do hope, therefore, that this would receive the attention of the Minister that, in pressing for the increase of 3% this year, he will remember that the factor of regression has arisen.

Now I come to the income from passenger fares. The position here is not so bad because according to the figures available, the kilometre miles have risen from 177 to 182 or thereabout last year, and this year, although there is an increase in the total income, it is not certain whether this is due to higher fares or due to a greater number of passengers. The income figures disclose a loss of Rs. 4.5 crores on the higher classes and a gain of the same amount, namely, Rs. 4.5 crores on the third class fares. This may mean that the higher rates imposed on the superior classes have been regressive and that the higher fares in the third class have prevented the normal rise of 3%.

Minister admitted that the staff today compared with 1950-51 is better off by 106 per cent against which the traffic has risen only by 50 per cent in respect of goods and 36 per cent in respect of passengers. Is the Ministry justified in spending so much on the staff when the income has not correspondingly risen? The actual figures of expenditure on the staff are Rs. 1,250 per head in 1950-51 and Rs. 2,540 in 1966-67. That is bad enough. That is a very steep rise. But on top of that, there is a rise in the expenditure on welfare from Rs. 34 to Rs. 144 per head. At the same time, the railways are fortunate—this is rather an exception—in having Rs. 5 crores for merely increments. Normally there is no separate provision for increments because people retire at the top making up for the lower increments below. The railways seem to have stalled on the Pay Commission report and not finalised it. They should finalise it and avoid increments due to this present indeterminate state.

Secondly, the Minister informed us that Rs. 97 crores is paid in dearness allowance only. It is a staggering figure, much higher than the figure paid in salaries in 1950-51 to all the staff. Only in dearness allowance it is Rs. 97 crores now. Add to that the expenditure of Rs. 5 crores on providing more quarters to the staff when already 37 per cent of them have these quarters, and others are receiving house rent allowance. Nobody grudges these quarters, but in a year of strain when you are asking for higher fares and freight, one has to consider whether the railway servants also should not be asked to make a small sacrifice.

Then there is the question of these passes and PTOs. A recent calculation made by a sample survey shows that it involves a total cost of Rs. 18 crores a year. Whatever it is, where is the justification in allowing officers six passes plus unlimited number of privilege travel orders? They are getting the same salaries as others with comparable qualifications, and to give them these passes seems to be somewhat of an excessive generosity by the Railway Board to the railway staff.

All this is very burdensome, very serious, but the Minister who gave us an

assurance of economy, who told us that there was a ban on recruitment, seems to have ignored one thing, that in 1966-67 there has been an increase of 734 Class I and class II officers, from 6,500 to 7,200 or so. Here is this ban if officers in one single class could be raised in that proportion, about 12% of their total? At the same time, there is no increase in Class III and Class IV, as if the railway can be run by officers alone, as if there is a demand only for these officers and there is no demand for others.

To take the different Demands, the first Demand is that of the Railway Board which should be an example to other Demands, but it is something very surprising, something very disappointing. In the old days there were four members of the Railway Board. Now, in addition to the four members, there are any number of additional members already added. But this year, after the Minister had said that there was a ban on new appointments, there are three more members being added, one permanent and two temporary, on a salary of Rs. 3,000. There is one Director on a salary of Rs. 2,500 added. There are three Joint Directors added. Is this a measure of economy, is this a sense of the necessity of spending less on yourselves when so much is being demanded from the public?

I was looking into the Telephone Directory. I think the Chairman of the Railway Board has a bigger personal staff than the Minister himself, and probably except the Prime Minister, there is no one to compete with him.

Last year, in the newspapers it was reported that he had a special bathroom constructed at a cost of Rs. 7,000. It is also reported that he installed an inter-com system at a cost of Rs. 2,50,000. It may be I am wrong, but I am only quoting from a paper, which you are at liberty to contradict. This is not economy.

In the other Demands, in Demand No. 4 there is an increase of Rs. 5 crores, in Demand No. 5 of Rs. 10 crores and in Demand No. 6 of Rs. 8 crores. And the reasons given are better utilisation of assets and higher expectations of traffic. As a matter of fact, I have already mentioned that assets this year are not going to be

[Shri Lobo Prabhu]

increased more than before, and higher expectation of traffic may also be quite an illusion of the Railway Board.

There is one other point on traffic. I hope the Ministry will apply their mind to it. Though there is no increase in goods traffic in the last two years, the cost of fuel has risen Rs. 122 crores to Rs. 140 crores and to Rs. 148 crores in this budget. It is not wholly explained by the increase in sales tax or increase in the cost of coal, because the figures are much more, and in any case there would have been some reduction from the fall in traffic. I am mentioning this, not because I want to be critical of the Ministers. In fact I am extremely sympathetic with them because they are faced with two special features among the ministries of the Government. They are faced with the Railway Board, that is, the top executive, without the intervening secretariat. The secretariat may have many faults but it is on the side of the minister as against the technocrats. By eliminating the normal secretariat, I am sorry to say, the ministers are completely at the mercy of the railway board. They may not realise it but it is the Board, which rules because the ministers are no match to technocrats. It is the common man, the public that has to pay. I should like this to be examined. The point is whether some administrative layer should not intervene between the ministers and the technocrats. Otherwise, I am afraid that ministers would be very much the prisoners of the technocrats.

I have to hurry because my time even by my own calculations is running out. It is most unfair to close down the 71 lines which they propose to close down and on the other hand open lines which, they are not very sure, are going to be very economical. The terminal lines are important to the main lines. Without them, there would be diversion of traffic to the road and the main lines will suffer in turn. These lines have created a certain economic life which cannot be dismissed simply because Rs. 6 crores are involved. You must also remember that many of these lines suffer from removable defects I mention only the Nilagiri railway over which I have travelled for the last fifty years. I can say that the train in that section is now going an hour slower than when I was a boy of ten years.

It takes three hours more to travel by train than by bus. I am also sorry to say that it is always late by two hours with the result that if anybody arrives in time, they find that nobody is expecting them because they have reckoned with the late running of the train by two hours. What are your officers doing? Why do they not remove these defects? Why have your officers not made use of the big traffic offered by the raw film factory? Why cannot they do something to reduce overcrowding in the third class? It is very unfair that you condemn a line when you yourself are to blame in not looking after the normal amenities and opportunities.

I have to jump from one subject to another for want of time. Being a ministry with socialist aspirations, it thinks that ten per cent can be added to the AC coaches. It simply means that you divert that traffic. These coaches are used mostly by government servants or by people whose expenses accounts will be passed on to others. I am entirely sympathetic with the idea that the sleeper coaches should be made to pay more. In fact there is a very justified demand that the Railway Minister should enquire from the Railway Board why they allow this 'luxury' only to those who take the trouble of reserving tickets. I do not think the country welcomes the ten per cent surcharge on luggage because this will fall on the poorer class of people, passengers who have a very low luggage allowance. A first class passenger hardly ever carries luggage which will attract this increase. I am certainly opposed to this increase of 5, 10 and 15 paise per ticket because it is a crude way of increasing the fare and there is no rationale behind it because a man who pays five paise pays a tax which is higher in incidence because his ticket is the least priced. The estimate made that this will yield an income of only 10 crores only is likely to be wrong I tried to work it out and find that it could yield at least Rs. 20 crores this year.

Lastly, the freight on goods traffic is very unfair because as I have already said the prices are falling. So, its incidence will be greater. I should imagine that if you care to, you can find economies how to avoid all these taxes.

Lastly, Sir, I would like to say one thing for my colleagues here. The Minister will

pick up for reply weak arguments or unimportant arguments which we place here. Unless we meet the Minister with a common attack on certain issues, their defence is to avoid answering the main issues. I would request my colleagues to join me in pressing these issues and of course other issues which emerge that are of common interest. These facts and figures might have wearied you. I find the House has become very thin, though nobody has challenged the quorum. But I would like to say that all these facts and figures are arrived at with a view to do something which is good and workable. You should accept these figures or you should explain them. Otherwise, you will convict yourself of miscalculating the income and expenditure of the railways, of pampering the staff, of reducing the existing facilities and of aborting the possible improvement in the economic condition of this country.

SHRI D. C. SHARMA (Gurdaspur) : Please say something about passenger amenities also because you have given so many facts and figures.

SHRI LOBO PRABHU : I am sorry; I would like to speak about passenger facilities, about punctuality and so on. But I will do it on a later occasion. But I would say that let it not be said of the Minister that he threw away the chance to improve the railways, to speed up the development of this country and to satisfy the people. I hope it will not be explained that his complaint that the railways were burnt was anything more than expressing the simple fact that of all the central services the people have the largest number of grievances against the railways. I hope it will be said of us who will criticise you constructively that we gave the railways to the country and not the country to the railways.

श्री ब्रमवन्त (भिंवंडी) : अध्यक्ष महोदय, आज जो रेल का बजट रेल मंत्रालय ने प्रस्तुत किया है, मैं उसकी कुछ सही बातों की तरफ रेलवे मिनिसटर का ध्यान दिलाना चाहता हूँ। थोड़ी तो आलोचना होगी लेकिन अगर सही स्थिति सामने न रखी जाये, तो वह अच्छा न होगा। बाम्बे ऐसा शहर है जिसकी आबादी 50 लाख के ऊपर होगी। उस शहर के तीन बाजू तो पानी है, केवल एक ही बाजू से वहाँ रेल के ऊपर से आना जाना होता है। मेरे

खयाल से लगभग 12 लाख यात्री रोजाना उपनगरी और दूसरी गाड़ियों का इस्तेमाल करते हैं। इसका मतलब यही है कि रेल के वगैर उनका चलता नहीं और न चलेगा। रोजाना सर्विस के लिए जो आते हैं उनको रेल के ऊपर ही निर्भर करना पड़ता है। इसलिए उपनगरी गाड़ियों के ऊपर बहुत ज्यादा ध्यान देने की जरूरत है। अभी अभी रेलवे मन्त्रालय ने, मध्य रेलवे और पश्चिम रेलवे जोकि बम्बई उप नगरी में आती हैं उनमें लिंक रेल बनाने के सम्बन्ध में सर्वेक्षण किया था। इसके सम्बन्ध में हमारे मुख्य मन्त्री और वहाँ के सारे मिनिसटर्स ने सुझाव दिया था कि लिंक रेल दिवा विरार के बदले दिवा उडानू लिंक रेल बनाई जाय जिससे कि, बम्बई जिसकी आबादी सन् 33 में 12 लाख थी और अब 50 लाख हो गई है, आगे के सौ सालों में बढ़ने वाली आबादी का भी ध्यान रखा जा सके तथा साथ ही साथ आगे बढ़ने वाले उद्योग-धंधों के लिये भी साधन उपलब्ध हो सकें। मेरे विचार में यदि रेल मंत्रालय दिवा उडानू लिंक रेल का सर्वेक्षण करे और उस को मंजूर करे तो बहुत अच्छा होगा।

हाल ही में पश्चिम रेलवे के मालाड स्टेशन में जो दुर्घटना हुई उस के संबंध में मैं कुछ बातें रखना चाहता हूँ। यह दुर्घटना इस वजह से हुई कि 6 डिब्बों की कई गाड़ियाँ उपनगरी में चलती हैं। बहुत सालों से यह मांग है कि जो 6 डिब्बे की गाड़ियाँ अनिश्चित टाइम में भेजी जाती हैं वह न भेजी जायें मगर किसी ने उनकी मांग पर ध्यान नहीं दिया। मालार के प्रागे मेरा निर्वाचन-क्षेत्र भी है जो कि पश्चिम रेलवे से संबंध रखता है।

मैंने अप्रैल सन् 1957 में रेलवेज के जनरल मैनेजर के पास सजेशन भेजा था कि यह जो सुबरवन ट्रेन आती है यह बजाय 6 बोगी के 9 बोगी को कर दी जाय। दिन में तीन सुबरवन गाड़ियाँ आती हैं लेकिन वह किस समय आती हैं और किस समय चली जाती हैं यह पता ही नहीं चलता है। यह

[श्री बसवन्त]

उपनगरीय गाड़ी हर स्थान पर डेढ़ मिनट तक ठहरती है। अब इस कारण सवारियों को इधर, उधर घूमने में कठिनाई पेश आती है, महिला यात्रियों को तो उस से भी ज्यादा तकलीफ होती है। हमने बोगीज की संख्या बढ़ाने का सुझाव दिया लेकिन रेलवेज ने जवाब दिया कि हमारे पास ज्यादा बोगीज न होने के कारण हम बैसा इंतजाम नहीं कर सकते हैं। एक तरफ हम रूस को 10,000 डिब्बे सन् 1971 तक भेजने का ऐलान कर रहे हैं दूसरी तरफ 6 बोगीज को बढ़ाकर 9 कर देने के लिए अर्थात् 3 बोगीज बढ़ाने के लिये हम अपनी असमर्थता प्रकट करते हैं और कहते हैं कि डिब्बे मिलते नहीं हैं तो यह कुछ अच्छी बात नहीं है। यह बात क्यों चलती है इस तरह की बात और आर्गुमेंट सड़क परिवहन में नहीं चलती। लेकिन रेलवेज में चूँकि मोनोपली है इसलिए जो चाहे वह कर सकते हैं और जो चाहे बोल सकते हैं। यही कारण है कि कोई उसकी कठिनाई को सामने रख कर वह हल करने की बात ही नहीं करते हैं।

वैसे महाराष्ट्र में हड़ताल और घेराव आदि की बात कम है लेकिन अगर वह बात आयेगी तो वह रेलवे के कारण ही आयेगी क्योंकि रेलवेज कमी जनता की मुनासिब और जायज मांग को मान कर उनकी कठिनाई को हल करने वाली ही नहीं है और रेलवेज समझती है कि जो वह कहें वस वही ठीक है और वही चलना है, दूसरी और कोई बान नहीं चलनी है।

मालाड स्टेशन पर हुई दुर्घटना के बारे में बम्बई प्रदेश कांग्रेस कमेटी के अध्यक्ष श्री हफिज खां ने भी यही बात दुहराई है कि जनता ने जो कुछ मांग किया है वह गरीब है।

रेलवे मंत्री (श्री चे० सु० पुनाचा) : क्या ऐसा उन्होंने कहा है ?

श्री बसवन्त : जी हाँ ऐसा ही उन्होंने कहा है। मेरे पास है और मैं कल उसे आप के पास भेज दूँगा। मैं कल आप को दे दूँगा। लेकिन क्या कभी मंत्री महोदय ने यह सोचा है कि ऐसी

बात क्यों करनी पड़ती है? रेलवे मंत्रालय ने कभी किसी की बात को मानना सीखा ही नहीं है इस वजह से वह हालत बन रही है।

बम्बई जैसा शहर एक ही रास्ते से जूड़ा हुआ है। आने जाने का एक ही रास्ता है इसलिए उसके लिए कोई ठीक ढंग से काम करना जरूरी है। अभी तक 9 डिब्बों की गाड़ियां चला करती थीं अब वह घटा कर 6 की कर दी गई हैं जबकि यातायात आदि पहले की अपेक्षा काफी बढ़ा हुआ है। मैं चाहूँगा कि डिब्बों की संख्या बढ़ायी जाय और 9 ही नहीं बल्कि उन गाड़ियों में उन मध्य और पश्चिमी रेलवे की सभी रेलों में डिब्बों की संख्या बढ़ा कर 11 कर दी जाय। ऐसा करने में यातायात में कुछ सुविधा मिलेगी।

बम्बई नगर के लिए मेरा सुझाव है कि 12 मील तक अंडरग्राउंड रेलवे बनायी जाय ताकि बम्बई की यातायात की भारी कठिनाई खत्म हो सके। बम्बई में 58 किलोमीटर के ऊपर जो विरार जंक्शन है वहां तक अभी दो ही लाइन जाती हैं उन को चार बनाया जाय; बोरीविनी में विरार तक 20 किलोमीटर में 4 पटरियां बिछाई जायें।

15.55 Hrs.

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

अभी सिगिल लाइन होने से रेलवेज और यात्रियों दोनों को जो कठिनाई होती है वह वहां पर 4 पटरियां बिछा देने से दूर हो जायेगी। दोनों को ही इस से सुविधा होगी।

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : When there was a total strike by the Bombay transport service, the railways did the maximum service. Without the railways, life in Bombay would have been completely paralysed. Here I am listening to the hon. member saying that the railways did not play their part and somebody else had to play his part by setting fire to the coaches.

SHRI N. N. PATEL (Bulsar) : At the same time, the railways also are responsible for it.

श्री बसवन्त : रेलवेज में बगैर टिकट यात्रा करने के बारे में मैं कहना चाहता हूँ कि मैं परसों घर गया था और मैं मंत्री महोदय का ध्यान अपनी लाइन के बारे में दिलाना चाहता हूँ। सन् 1934 से मेरा रेलवेज का मासिक पास है। अब चूँकि बतौर मंत्री पार्लियामेंट के रेलवेज का पास मुझे मिला हुआ है इसलिए मैं अभी उसे नहीं ले रहा हूँ बाकी जैसा मैंने कहा सन् 1934 के उपनगरीय रेलवे का मेरे पास मासिक पास है। इस कल्याण कमारा रेलवे लाइन पर जो उपनगरीय रेल जाती है उस में मूखी घास और जलाने की लकड़ी काफी लोग लाद कर ले जाते हैं। घास ले जाने वाले न तो अपना टिकट लेते हैं और न घास आदि का ही टिकट लेते हैं। जब मैं 18 तारीख को घर गया तो कल्याण में कमारा तक फर्स्ट क्लास के तीन डिब्बों में बैठने के लिए जगह ही नहीं मिली, सब बगैर टिकट के घास आदि गमेट बैठे हुये थे। मैं उस गाड़ी में गया ही नहीं और दूसरी गाड़ी में मुझे जाना पड़ा। उसमें जैसा मैंने कहा बैठने के लिए जगह ही नहीं मिली। सारे डिब्बे फर्स्ट क्लास समेत ठसाठस भरे हुये थे, अन्दर जाने के लिए जगह ही नहीं थी और मजा यह कि वह सब बगैर टिकट के चलने वाले हैं। अब अगर इस बगैर टिकट यात्रा करने की आदत को रोका नहीं जाता है, टिकटलेस ट्रेवलिंग को खत्म नहीं किया जाता है और यही इसी तरह से बढ़ती रही तो फिर आप के लिए एक ही रास्ता है कि हर साल अपने घाटे को पूरा करने के लिए 20-30 करोड़ के अतिरिक्त कर लगा दें।

15.53 Hrs.

[MR. SPEAKER in the Chair]

रेलवेज की पटरियों का जो डिस्पोजल होता है, लोहे की पटरियों का जो नीलाम होता है तो यह है कि एक मर्तबा 4, 5 और 10 गुना यह लोहे की पटरियां नीलाम में खरीद लेते हैं और वहां कल्याण के बाजू में 4 मील के ऊपर वह लोहे की पटरियों को पिघलाने की एक प्राइवेट फाउंडरी है वहां पर डेर

के डेर पटरियों के पड़े रहते हैं और वह चोरी छिपे लाकर उसे वहां पर पिघलवा देते हैं। इस से रेलवेज की हानि होती है। जैसा मैंने कहा उस प्राइवेट फाउंडरी में काफी रेलवे का चोरी का माल आ जाता है और वह लोहे की पटरियां पिघला कर लोहे में तबदील कर लिया जाता है। होता यह है कि एक ट्रक लोहा ले जाने का पास होता है लेकिन वह दस, दस ट्रक ले जाते हैं अच्छा पक्का लोहा पट्टी की शकल में नीलाम से ले जाते हैं और वहां जाकर पिघलवा लेते हैं। अब अगर उसको पिघलवाना ही हो तो रेलवेज खद उस को पिघलवाये और फिर दूसरों को बेच दे। मैंने इस बारे में सन् 1962 में भी रेलवे मंत्रालय की तबज्जह दिलाई थी और आज फिर दिला रहा हूँ। मेरा कहना है कि यह जो वहां पर चोरी का माल जाता है और असल माल इस तरह जाने से रेलवेज को हानि होती है उसे बचाने का प्रयत्न करना चाहिये।

मैंने इसी पार्लियामेंट में एक अनस्टांड क्वेश्चन पूछा था कि दस महीने में कल्याण रेलवे के स्टेशन को शॉटिंग यार्ड में कितनी हानि हुई? उस के जवाब में बतलाया गया कि दस महीने में एक लाख 92 हजार रुपये की हानि कल्याण यार्ड के माल-गोदाम में हुई। रेलवे बोर्डीज में जो माल भरा हुआ था उस हानि में उसका समावेश नहीं है। वह अलग है। दस महीने में 1 लाख 92 हजार रुपये की हानि हुई।

जब सन् 1856 में कल्याण स्टेशन बना था तो उस के लिए एक अलग प्लेटफार्म बनाने के लिए 11 लाख रुपये का सन् 64 में प्राविजन किया गया था लेकिन बाद में उस प्राविजन को निकाल दिया और कहा कि हमारे पास इसके लिए फंड्स नहीं हैं। पहले इस काम को हम ने बजट में लिया था लेकिन बाद में उसको छोड़ दिया गया। एक तरफ 10 महीने में 2 लाख रुपया यातायात की शॉटिंग में गुमा दिया लेकिन दूसरी तरफ जब जनता को सुविधाएं देने की बात की जाती है तो कहते हैं कि हमारे पास उस के लिए पैसा नहीं है।

[श्री बसवन्त]

आप वहाँ सुबरबन ट्रेस में घूम कर देखिये। रोहतक से बम्बई तक एक रेल के डिब्बे में 6 मवेशी ले जाने की इजाजत है, 7 मवेशी एक डिब्बे में नहीं ले जाये जा सकते हैं लेकिन दूसरी तरफ हम देखते हैं कि एक डिब्बे में जहाँ 72 आदमी बैठ सकते हैं वहाँ उस के चौगुने आदमी भरे रहते हैं। अब पशुओं के लिए तो यह सुविधा है कि इससे ज्यादा एक डिब्बे में वह नहीं रखे जा सकते हैं लेकिन आदमियों के लिए इस तरह की कोई सुविधा नहीं है और वह भूसे की तरह भरे रहते हैं। मंत्री महोदय गुस्सा न हों क्योंकि सच बात कहने पर मैं मजबूर हूँ। आखिर कहां तक सहन किया जाये? उस की भी तो कोई सीमा रहती है। हम समय रहते जनता की तकलीफों को दूर करने के कोशिश करें। मैं आशा करता हूँ कि जो बातें मैंने मंत्री महोदय के सामने पेश की हैं उन पर वह ध्यान देंगे।

एक दूसरी बात यह है कि कल्याण बम्बई क्षेत्र में 70 हजार भैंसें हैं। उस का वह दूध निकाल कर बम्बई में बेचते हैं और गोबर 100 मील के ऊपर ले जाने के लिये किसानों को सबसिडाइज्ड रेट से जो रेलवे वॉग्स अभी तक दिये जाते थे

अध्यक्ष महोदय : माननीय सदस्य अगले दिन अपना भाषण जारी रखें।

16 Hrs.

Motion Re : INSTALLATION OF SHRI MANDAL AS CHIEF MINISTER OF BIHAR

MR. SPEAKER : The House will now take up discussion on the motion to be moved by Shri Nath Pai.

SHRI NATH PAI (Rajapur) : I beg to move :

"That this House disapproves the manner and the procedure adopted by the Governor of Bihar in installing Shri B. P. Mandal as Chief Minister, as likely to bring the Constitution in contempt and danger."

SHRI R. D. BHANDARE (Bombay Central) : Sir, I rise on a point of order. I wish to draw your attention to the words

"disapproves the manner and the procedure adopted by the Governor—as likely to bring the Constitution in contempt and danger". I need not refer to the dictionary to give the meaning of these words, because my hon. friend knows it. "Disapprove" means censure, condemn. Therefore, I say that under rule 184, under which this motion has been moved. . . .

MR. SPEAKER : Where does that rule say that we cannot discuss the action of the Governor?

SHRI R. D. BHANDARE : I am coming to that. That rule says :

"Save in so far as is otherwise provided in the Constitution or in these rules, no discussion of a matter of general public interest shall take place. . . ."

Therefore, if there is no provision in the Constitution, no motion can be discussed. This is a substantive motion which seeks to condemn the conduct of the Governor. Since we have accepted a federal Constitution, I need not say that the powers are so divided between the Centre and the States.

MR. SPEAKER : He is taking away the time of the House. Let him come to the point. Does any rule prevent Parliament from discussing the Governor's action?

SHRI R. D. BHANDARE : I am referring to Legislative Assembly Debates of 1936, Volume VI, page 373.

MR. SPEAKER : That is pre-independence time. But he said something about the constitutional provisions. Could he kindly say where it is mentioned that Parliament, which is a sovereign body, cannot discuss the action or conduct of the Governor?

SHRI R. D. BHANDARE : I am coming to that.

MR. SPEAKER : Parliament has got the power to impeach the Governor. Then, how could he say that Parliament cannot discuss the action of the Governor?

SHRI R. D. BHANDARE : If they bring a motion to impeach the Governor, I will not raise a point of order. But this substantive motion is of a nature which seeks to condemn the action of the Governor and, therefore, under this authority, this decision given by the President of the Legislature at that time. . . .