

[Shri S. Kundu]

stone walls. This time too, should it be a stone wall?.....(Interruptions)

SHRI VIDYA CHARAN SHUKLA : I only say that if he had stayed on the point on which he started it would have been good. Unfortunately he was not here when I was replying to the main debate. I had explained what we are doing and in what manner we propose to do this. I said that there is need for growth in our economic activities and we are trying to do it in a certain way. Some Members might agree with the methods that we are trying and certain others, may not agree with them, but we do agree and we all agree, on this point that the rate of economic growth must become faster for which we would like to have the co-operation and constant advice of Members like Mr. Kundu.

Mr. CHAIRMAN : The question is :

"That the Bill be passed".

The motion was adopted.

— — —

17.26 hrs.

DEMANDS* FOR EXCESS GRANTS
(RAILWAYS), 1968—69

AND

DEMANDS * FOR SUPPLEMENTARY
GRANTS (RAILWAYS), 1970—71

MR. CHAIRMAN : The House will now take up items 16 and 17, namely, discussion and voting on the Demands for Excess Grants in respect of the Budget (Railways) for 1968—69 and discussion and voting on Supplementary Demands for Grants in respect of the Budget (Railways) for 1970—71.

Three hours have been allotted for the combined discussion on these items.

DEMAND No. 16. PENSIONARY CHARGES—
PENSION FUND

Motion Moved:

"That a sum of Rs. 10,87,651 be gran-

ted to the President to make good an excess on the grant in respect of 'Pensionary Charges—Pension Fund' for the year ended the 31st day of March, 1969".

DEMAND No. 1. RAILWAY BOARD

MR. CHAIRMAN : Motion moved :

"That a Supplementary sum not exceeding Rs. 5,08,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of Railway Board.

DEMAND No. 2. MISCELLANEOUS
EXPENDITURE

MR. CHAIRMAN : Motion moved :

"That a Supplementary sum not exceeding Rs. 25,18,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of Miscellaneous Expenditure."

DEMAND No. 4. WORKING EXPENSES—
ADMINISTRATION

MR. CHAIRMAN : Motion moved :

"That a Supplementary sum not exceeding Rs. 5,87,89,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of Working Expenses—Administration."

DEMAND No. 5. WORKING EXPENSES—
REPAIRS AND MAINTENANCE

MR. CHAIRMAN : Motion moved :

"That a Supplementary sum not exceeding Rs. 14,76,89,000 be granted to the President to defray the charges which will come in course of payment during

*Moved with the recommendation of the President.

the year ending the 31st day of March, 1971, in respect of Working Expenses—Repairs and Maintenance.”

**DEMAND NO. 6. WORKING EXPENSES—
OPERATING STAFF**

MR. CHAIRMAN : Motion moved :

“That a Supplementary sum not exceeding Rs. 13,10,17,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of Working Expenses—Operating Staff,”

**DEMAND NO. 7. WORKING EXPENSES—
OPERATION (FUEL)**

MR. CHAIRMAN : Motion moved :

“That a Supplementary sum not exceeding Rs. 8,26,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of Working Expenses—Operation (Fuel).”

**DEMAND NO. 8. WORKING EXPENSES—
OPERATION OTHER THAN STAFF
AND FUEL**

MR. CHAIRMAN : Motion moved :

“That a Supplementary sum not exceeding Rs. 55,48,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of Working Expenses—Operation other than Staff and Fuel.

**DEMAND NO. 10. WORKING EXPENSES—
STAFF WELFARE**

MR. CHAIRMAN : Motion moved :

“That a Supplementary sum not exceeding Rs. 1,46,50,000 be granted to the President to defray the charges which will come in course of payment during the 31st day of March, 1971, in respect of Working Expenses—Staff Welfare.”

**DEMAND NO. 15. OPEN LINE WORKS—
CAPITAL, DEPRECIATION RESERVE
FUND AND DEVELOPMENT FUND**

MR. CHAIRMAN ; Motion moved :

“That a Supplementary sum not exceeding Rs. 3,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of Open Line Works—Capital, Depreciation Reserve Fund and Development Fund”.

MR. CHAIRMAN : The Demands for Excess Grants and the Supplementary Demands for Grants are now before the House,

Hon. Members present is the House who are desirous of moving their cut motions may please move them.

SHRI J. MOHAMED IMAM (Chitradurga) : I beg to move :

That the demand for a Supplementary grant of a sum not exceeding Rs. 5,08,000 in respect of ‘Railway Board’ be reduced by Rs. 100.

[Need to effect economy in Railway Administration. (13)]

That the demand for a Supplementary grant of a sum not exceeding Rs. 25,18,000 in respect of ‘Miscellaneous expenditure’ be reduced by Rs. 100.

[Need to extend Hospet Yeswanth Nagar Railway in Southern Railway to connect Chitradurga Chick, Jaipur Railway line. (14)]

SHRI A. SREEDHARAN (Badagara) : I beg to move :

That the demand for a Supplementary grant of a sum not exceeding Rs. 25,18,000 in respect of ‘Miscellaneous expenditure’ be reduced by Rs. 100.

[Need to introduce electric traction in Calicut-Mangalore line. (15)]

That the demand for a Supplementary grant of a sum not exceeding Rs. 3000 in respect of 'Open Line Works-Capital, Depreciation Reserve fund and Development fund' be reduced by Rs. 100.

[Need to reconstruct the Quilandi Railway Station on the Southern Railway. (16)]

That the demand for a Supplementary grant of a sum not exceeding Rs. 3,000 in respect of 'Open Line Works-Capital, Depreciation Reserve Fund and Development Fund' be reduced by Rs. 100.

[Need to construct Tellicherry-Mysore line without any further delay. (17)]

That the demand for a Supplementary grant of a sum not exceeding Rs. 3,000 in respect of 'Open Line Works-Capital, Depreciation Reserve Fund and Development Fund' be reduced by Rs. 100.

[Need to construct an over-bridge at Chirode between Badagara and Nadapuram railway station. (18)]

That the demand for a Supplementary grant of a sum not exceeding Rs. 3,000 in respect of 'Open Line Works-Capital, Depreciation Reserve Fund and Development Fund' be reduced by Rs. 100.

[Need to construct a platform roof at Chemancheri railway station in Southern Railway. (19)]

That the demand for a Supplementary grant of a sum not exceeding Rs. 3,000 in respect of 'Open Line Works-Capital, Depreciation Reserve Fund and Development Fund' be reduced by Rs. 100.

[Need to reconstruct the Goods Shed at Badagara Railway Station. (20)]

MR. CHAIRMAN: The cut motion are also before the House.

Yes, Mr. Himatsingka.

SHRI S. KUNDU: I think the Minister will speak first. (Interruption)

MR. CHAIRMAN: All right.

THE MINISTER OF RAILWAYS (SHRI NANDA): Sir, this is a simple thing. Since I am called upon to say something, I shall do so. It is a question of excess demands for grants. It is a small amount, and this matter has already been considered by the Public Accounts Committee, and they have recommended this regularisation. The money that is required for this purpose arises out of the fact that the number of those employees who have opted for pension has increased, and therefore some adjustment has to be made. There are one or two court cases. That is all. There is nothing else.

AN HON. MEMBER: What about the supplementary demands for 1970-71?

SHRI NANDA: If it is desired that I should say something about the other things, I am prepared to do so.

MR. CHAIRMAN: Yes.

SHRI NANDA: Here, there is one outstanding fact which is responsible for bringing up the proposals for supplementary demands. It is the grant of interim relief for the employees, causing an addition to the pay bill to the extent of about Rs. 41 crores, but we have asked for less this year, Rs. 36 crores, and a little more, because we hope that the balance will be absorbed in the grants that have already been made under various demands. That is the main thing which is before the House.

SHRI HIMATSINGKA (Goda): Mr Chairman, Sir, I want to bring to your notice the hopeless state of affairs in the matter of the supply of wagons. You know that there has been a great shortage of wagons. So far as coal is concerned, I understand that not lakhs but about a billion tonnes of coal are lying at the pitheads, and there has been a miserable failure in this matter of supplies of wagons for coal. Coal is mounting up, but wagons are not available. As a result, collieries have to cut down production of coal whereas the industries are suffering for want of wagons for moving the coal. The same sad story I have heard about

supply of wagons for movement of jute from the districts. As a result, prices have fallen in the districts by Rs. 4 to Rs. 5, but it has gone up in Calcutta because it has not been possible for jute to be moved from the production centres to consuming centres. The Railways thought they had sufficient supply of wagons and they deliberately cut the increase in the number of wagons. So, I cannot understand why there should be this miserable failure in the supply of wagons to industries that need them. At the same time, the minister says, there is loss. Surely if you cannot supply wagons or coaches when they are needed, income will go down.

On the Eastern Railway, from Mughalsarai to Howrah, trains were generally running on time all these years, but for some time past, almost every train goes very late not by minutes but by hours. There is not a day on which even slow-moving trains like the Mughalsarai passenger run on time. On 28th November, the train came to the platform of Howrah for departure 20 minutes after the scheduled time. Instead of 10.30, it came to the platform at 10.50 in the night. While covering 150 miles, it ran 7 hours late. It reached Chittaranjan after 12 o'clock the next day instead of 5.30 or 6 in the morning. That is happening every day in this section.

Another funny phenomenon I noticed on the Eastern Railway, which was not there before, is this. On the N. E. Railway (which used to be known as the O. T. Railway) it is a daily affair for passengers to travel on the roof of the coaches. But this has started on the Eastern Railway also now. On that train which I mentioned, when it was very cold and heavy wind was blowing, about 300 persons with tickets were travelling almost on the top of every coach. I made enquiries from one ticket inspector and he said, this is a daily affair for the last two or three years. Why cannot the Railway Board add there or four more coaches to the train? After all, the engine is powerful enough. We have heard complaints that the railways are losing because people travel without tickets. I also read the minister's statement in the papers that railways would be losing about Rs. 70 crores this year. When passengers with tickets

are traveling on the roof, that should be extra income to the railways without additional expenditure. Therefore, I feel that something should be done to see that the passengers who have purchased tickets, paid for their tickets, should get at least sitting accommodation in the coaches and, therefore, the number of coaches in these trains should be increased and provision should be made for increased capacity.

I was glad to notice that recently there has been a fall in ticketless travel because there had been very regular checking of passengers almost at every important station. Now that the checking has gone down, gradually ticketless travel will increase. Regular checking creates a certain amount of fear in the minds of the ticketless travellers and they would not like to do that if they feel that they are likely to be detected. So, checking should be increased.

Then, immediate steps should be taken to relieve difficulties of the colliery owners by supplying additional number of wagons. The same thing should be arranged for the movement of jute because both commodities are very important and they affect a large number of industries and affect the producers of jute because the price in the production centres goes down and goes up in the consuming centres. All parties are thus affected simply because the wagons are not supplied in time.

I hope the hon. Minister will consider these problems and take necessary steps.

श्री रघुवीर सिंह शास्त्री. (बागपत) : जब कभी रेलवे बजट पर चर्चा होती रही है मैं अपने इलाके में चलने वाली रेल की दुर्दशा का वर्णन करता रहा हूँ और यह माँग करता रहा हूँ कि स्थिति में सुधार होना चाहिए। लेकिन मेरे इलाके के साथ ऐसी बात हुई है जैसे एक कहावत है—चौबे जी छब्बे जी होने गए थे और दुबे जी होकर आ गए हैं। मेरी मुसॉबत यह है कि चौबे जी को दुबे जी करने में चौबे जी का भी हाथ है, हमारे मंत्री जी का भी हाथ है। कहाँ तो हम यह आशा रखते थे और कहाँ हमारा यह मनोरथ था कि हमारे यहाँ की गाड़ी की जो दोन और

[श्री रघुवीर सिंह शास्त्री]

बुरी दशा है, यह ठीक होकर जैसे भारत में और रेलें चलती हैं, वैसे चले—

श्री नन्दा : कौन सी रेलवे ?

श्री रघुवीर सिंह शास्त्री : एस० एस० लाइट रेलवे ।

उसी तरह से दनदनाती हुई चले जैसे और गाड़ियाँ चलती हैं, इसके डिब्बे अच्छे हों, इसके इंजन अच्छे हों, इसके कर्मचारियों का मुसाफिरों के प्रति ठीक बरताव हो और कहीं इमको बन्द कर दिया गया है । चौधरी रणधीर सिंह कई बार मिसाल दिया करते हैं जो मुझे याद आती है । एक चौधरायन ने चौधरी से कहा कि मेरी नय घड़वा दो । चौधरी ने जवाब दिया तुम तो नय घड़वाने की बात कहती हो, मैं तो तेरी नाक भी काटने की बात सोच रहा हूँ ताकि तेरी नाक ही न रहे । आज ऐसी ही अवस्था हमारी हुई है । जो टूटी-फूटी रेलवे थी जो किसी न किसी तरह से हम लोगों को ले जाती थी, माल को ले जाती थी, पहली अगस्त से उसको भी बन्द कर दिया गया है और आज उसको बन्द हुए चार महीने हो गये हैं । नई और बड़ी रेलवे लाइन की बात तो दूर रही जैसी रेलवे थी, वह भी खत्म हो चुकी है । हम भारत सरकार के द्वार पर जाते हैं और अपील करते हैं लेकिन कोई सुनवाई नहीं होती है । यह ठीक है कि नन्दा जी का बरताव आरम्भ से ही हमारे प्रति सहानुभूति पूर्ण रहा है और इसके लिए मैं उनके प्रति कृतज्ञता प्रकट किये बिना नहीं रह सकता हूँ । परन्तु मैं समझता हूँ जैसे भारत सरकार का ढाँचा है और जिस तरह से दफतरों में कागजी काम होता है, कागजी हुकूमत चलती है, नन्दा जी भी उससे पार नहीं पा सकेंगे । हमने माँग की थी कि कम्पनी पर दबाव डाला जाए कि इस रेलवे को वह पुनः जल्दी चलाए या सरकार इस रेलवे को अपने हाथ में ले ले । लेकिन इन दोनों बातों में से कोई नहीं हो पाई

है । चार महीने से अधिक हो गए हैं सारे कर्मचारी बेचारे जोकि पंद्रह सौ के करीब हैं, बेकार बैठे हैं, उनको तनख्वाह नहीं मिल रही है, उनको एलाउंस नहीं मिल रहा है । वे बेचारे कहीं से खायें, पियें ? जनता का भी बुरा हाल है । मेरे इलाके में आबादी का बहुत ज्यादा घनत्व है । अब इस तरह के इलाके से रेलवे छिन जाए तो उस इलाके की क्या हालत होगी, मंडियों की क्या हालत होगी, संस्थाओं की क्या हालत होगी, इसका अनुमान आसानी से लगाया जा सकता है ।

जब-जब भी हम लोगों ने नन्दा जी से बात की, नन्दा जी ने आश्वासन दिया कि यह हो जाएगा, वह हो जाएगा और कई तरह के सुझाव उन्होंने दिये । एक सुझाव यह था कि अगर उत्तर प्रदेश सरकार यह आश्वासन दे दे कि रेल-रोड का आपस में कम्पीटीशन नहीं रहेगा और उत्तर प्रदेश सरकार यह आश्वासन दे दे कि इस सड़क पर अब ज्यादा बसों और ट्रकों के परमिट नहीं दिये जायेंगे तो मैं इसका अध्ययन करूँगा कि इस रेलवे को पुनः चालू किया जाए । शायद एक दूसरा सुझाव उन्होंने यह भी दिया कि चूँकि केन्द्रीय सरकार स्वयं उस रेलवे को नहीं चलाना चाहती है, इसके लिए वह कम्पनी को मजबूर नहीं कर सकती है, इसलिए यू० पी० गवर्नमेंट इसको चलाए । यू० पी० गवर्नमेंट द्वारा रेलवे को चलाने की बात युक्तिसंगत नहीं है ।

जिस गवर्नमेंट को रेलवे के प्रबन्ध और संचालन का अनुभव नहीं है, जिसके पास कोई टेक्नीकल आदमी या मशीनरी नहीं है, उससे यह आशा करना उचित नहीं है । मंत्री महोदय स्वयं तीस हजार करोड़ रुपये का कनसर्न लिए बैठे हैं, लेकिन उनको यह सौ मील की छोटी सी रेलवे लाइन चलाना मुश्किल हो रहा है ! मैं श्री नन्दा से यह कहना चाहता हूँ कि यदि उनका यह सुझाव है, तो वह उस पर दोबारा

विचार करें, क्योंकि वह कभी कार्यान्वित होने वाला नहीं है। हाँ, यह दूसरी बात है कि यह सुझाव देकर वह लोगों को कहें कि हम तुम्हारे लिए कुछ कर रहे हैं।

मंत्री महोदय का यह सुझाव उचित है कि यू० पी० गवर्नमेंट यह आश्वासन दे कि इस रोड पर और बसों और ट्रकों को परमिट नहीं दिए जायेंगे, और यदि दिये जायेंगे तो रेलवे के परामर्श से दिये जायेंगे। हम भी यह यत्न कर रहे हैं कि यू० पी० गवर्नमेंट इस सुझाव को मान ले। श्री नन्दा का पत्र बहाँ गया हुआ है और मुख्य मंत्री इस सुझाव से सहमत हैं। मैंने 12 नवम्बर को उनसे बात की थी। उन्होंने मौखिक रूप से अपनी सहमति प्रकट कर दी थी और कहा था कि वह रेलवे मिनिस्टर को इस बारे में लिख देंगे। मैं नहीं जानता कि अभी उन्होंने लिखा है या नहीं।

श्री नन्दा : नहीं।

श्री रघुवीर सिंह शास्त्री : मैं यत्न कर रहा हूँ कि जल्दी ही रेलवे मिनिस्ट्री को यू० पी० गवर्नमेंट की लिखित स्वीकृति मिल जाए। लेकिन जिस मन्द गति से यह काम हो रहा है, उससे हमारे इलाके के लोगों में बड़ी निराशा है। वे कई बार सैकड़ों की संख्या में रेलवे मिनिस्टर के पास भी आ चुके हैं।

उस रेलवे के कर्मचारियों की भी बुरी दशा है। उनको यह आश्वासन दिया गया था कि जब तक वह रेलवे उनको पूरे ड्यूज नहीं दे देगी, उनको पूरा भुगतान नहीं कर देगी, तब तक उनको उनके क्वार्टरों से नहीं निकाला जाएगा। लेकिन आज हालत यह है कि उन क्वार्टरों का पानी काटा जा चुका है और बिजली के कनेक्शन काटे जा रहे हैं। उन कर्मचारियों को अपने क्वार्टर खाली करने के लिए बाध्य किया जा रहा है। मैं चाहता हूँ कि श्री नन्दा और भारत सरकार के लेबर मिनिस्टर उन

कर्मचारियों के साथ कम से कम यह अन्याय और अत्याचार न होने दें। जब तक डम मामले का पूरा और अन्तिम फैसला नहीं हो जाता है, तब तक उन कर्मचारियों को उन मकानों में ही रहने दिया जाए और उनको उनके ड्यूज, पेन्शन, ग्रैच्युटी और प्राविडेंट फंड आदि, जल्दी से जल्दी दिलाने की कोशिश की जाए। जब तक उनको उनके ये ड्यूज न दिलाए जायें, या उस रेलवे के बारे में कोई अन्तिम फैसला न हो जाए, तब तक उनको कोई असुविधा या कष्ट नहीं होना चाहिए। स्वयं रेलवे मिनिस्टर 22 जुलाई को शाहदरा में सब कर्मचारियों को आश्वासन दे आए हैं। मैं आशा करता हूँ कि उनको उस आश्वासन का ध्यान होगा और वह उस आश्वासन का पालन करवायेंगे और कर्मचारियों को यह विश्वास रहेगा कि जब तक नन्दा जी और उनका आश्वासन है, तब तक उनको परेशानी नहीं होगी। वह एक बहुत समृद्ध इलाका है। उसकी स्थिति को देखते हुए, और वहाँ के लोगों की असुविधा और कष्टों को देखते हुए, मंत्री महोदय ऐसा उपाय करें कि वह रेलवे जल्दी से जल्दी चालू हो जाए और कर्मचारियों को दोबारा काम पर आने का मौका मिले।

जहाँ तक इन अनपूरक माँगों का सम्बन्ध है, मंत्री महोदय ने 36,15,40,000 रुपये तो कर्मचारियों के लिए माँगा है और केवल 8,000 रुपये रेलवेज के लिए माँगा है। अगर कर्मचारियों के वेतन और भत्ते न बढ़ाए जाते, तो केवल 8,000 रुपये की रकम के लिए मंत्री महोदय को इस सदन में सप्लीमेंटरी डिमार्ण्ड रखने का कष्ट न करना पड़ता। यह सप्लीमेंटरी बजट एक चेतावनी है। जैसा कि श्री रणधीर सिंह ने भी कहा है, भारत सरकार, रेलवे मंत्रालय और अन्य सरकारी विभागों को यह समझ लेना चाहिए कि अगर उनका खर्च इस गति से बढ़ता रहा, तो इस देश का क्या होगा। कर्मचारियों की वेतन-वृद्धि के कारण 37 करोड़ रुपये का अतिरिक्त व्यय-भार अकेले रेलवे

[श्री रघुवीर सिंह शास्त्री]

मंत्रालय पर पड़ गया है। मैं गवर्नमेंट से यह कहना चाहता हूँ कि उसको इस बारे में एक निश्चित नीति निर्धारित करनी चाहिए।

यह ठीक है कि सरकारी कर्मचारी, चाहे वे किसी भी मंत्रालय के हों, संगठित हैं और सुशिक्षित हैं। वह एक प्रिविलेज्ड क्लास है। उनकी आवाज भी बहुत जल्दी इस हाउस में पहुँच जाती है। जब सरकारी कर्मचारी यह कहते हैं कि चूँकि महंगाई बढ़ गई है, इसलिए हमारी तनस्वाहा बढ़ाई जाए, तो मैं सरकार से यह पूछना चाहता हूँ कि हमारे देश की नेशनल इनकम कितनी बढ़ी है, यहाँ की प्रति व्यक्ति आय कितनी बढ़ी है। जब सरकार अपने कर्मचारियों की तनस्वाहा बढ़ाए, तो वह यह न देखे कि महंगाई बढ़ गई है, बल्कि यह देखे कि इस देश में 27 करोड़ लोग आठ आने रोज़ मे ज्यादा खर्च नहीं कर सकते हैं और 47 करोड़ आदमी एक रुपया रोज़ से ज्यादा खर्च नहीं कर सकते हैं। इम स्थिति में यह कहना उचित और न्यायसंगत नहीं है कि पाँच सौ रुपये या सात सौ रुपये प्रति मास पाने वाले सरकारी कर्मचारियों का गुज़ारा नहीं होता है। अगर सरकारी कर्मचारियों का गुज़ारा नहीं चलता है, तो इस देश के अन्य 53, 54 करोड़ लोगों का गुज़ारा भी नहीं चलता है। इस देश की सारी जनता के जीवन-स्तर को ऊँचा उठाने की आवश्यकता है।

महंगाई बढ़ने पर कर्मचारियों को सुविधा दी जानी चाहिए, लेकिन आवश्यकता इस बात की है कि उनकी वेतन-वृद्धि को नेशनल इनकम और प्रति-व्यक्ति आय की वृद्धि के साथ जोड़ा जाए। सरकार को अपने सब कर्मचारियों को कह देना चाहिए कि भविष्य में जब देश की राष्ट्रीय आय और प्रति व्यक्ति आय बढ़ेगी, उसी अनुपात से उनके वेतनों में वृद्धि की जाएगी, अन्यथा उनकी कोई वेतन-वृद्धि नहीं की जाएगी। इस देश में कुछ लाख लोगों को ही सारी सुविधाएँ प्राप्त हैं। उनके लीडरों की

ओर से बहुत जोरदार प्रचार किया जाता है, अखबारों में उनकी मांगों के बारे में शोर मचता है और वह शोर पार्लियामेंट में भी बहुत जल्दी पहुँच जाता है और हर छठे महीने उनकी तनस्वाहा बढ़ा दी जाती है। अब यह प्रवृत्ति बन्द होनी चाहिए। मैं समझता हूँ कि इन तनस्वाहों को बढ़ाने से जो व्यय बढ़ा है, वह देश की गरीब जनता पर अनुचित भार है। अब तो सरकार का कमिटमेंट हो गया है। लेकिन अगर भविष्य में सरकार कभी तनस्वाहों को बढ़ाने की बात सोचे तो वह आगा-पीछा सोच ले। अब पार्लियामेंट में यह नहीं होगा कि सरकार कोई भी डिमांड लेकर यहाँ आए और वह मान ली जाए।

SHRIMATI ILA PALCHOUDHURI (Krishnagar) : Mr. Chairman, Sir, we are really happy that the greater part of the excess grants that have been asked for, as the hon. Minister pointed out, is for the payment of interim relief to the staff according to the recommendations of the Third Pay Commission and we will gladly sanction this amount.

While giving interim relief to various categories of employees, I would like him to remember that the junior supervisory staff are designated as *mistries* and because they are designated as *mistries*, they do not get any relief and the Pay Commission have overlooked them upto this day. I think, their demand is very justified. They are the people who bring to life various designs that are made by the Designing Section and yet they are designated as *mistries*. Will they ever remain in that designation and not be able to get any relief or a higher pay scale just because they are designated as *mistries* or because they are designated by a certain name? I would earnestly request the hon. Minister to look into it. They have made representations and I have taken them myself to the hon. Minister. I hope he will see that they are included and they get some relief. Since a large amount is going to be sanctioned and all people in the railways are going to benefit, why should this section be left without any benefit?

Secondly, I would like to point out that there have been surveys made of narrow-gauge lines. Even today, there was a question in the House, and the hon. Minister said that the surveys are completed. But in Nadia district, in regard to the survey on the narrow-gauge line from Krishnagar to Nabadwip Ghat which was supposed to be an infructuous line, and the survey of which was supposed to have been completed, I do not know what has been the outcome of it. If you are going to close that line, the people will be inconvenienced. I hope, you will convert it into a broad-gauge line because there is traffic. There is ticketless travel and that is why it has become infructuous. Once you make it a broad-gauge line, I think, it will not be an infructuous line.

I would also like to bring to the notice of the hon. Minister the Martin-Burn railways. Unless these railways are nationalised, these 5000 to 6000 or more employees stand in fear of losing their jobs, if they are closed.

The hon. Minister will have to think of something because they have come all the way to Delhi. They have come to us. They do not know what tomorrow has got in store for them and whether they have to starve if the railways are not going to nationalise it and if they are not going to be nationalised, some kind of relief has to be given for the employees of the Light Railways run by Martin Burn. I think they number more than 6000, a greater number of whom comprise people living in West Bengal and in West Bengal the unemployment position is so acute that if more unemployment is created, West Bengal will explode and I think the hon. Minister must look into this aspect and not deprive people of their employment at this stage.

Lastly, I would like to make one particular request. In the name of the great leader of West Bengal and Nadia, Tarakdas Bandhopadhyaya there is a station in the Ranaghat Gede section called Taraknagar. That station is at present a halt station and the people of the area want that it be made a flag station. I would go a little further and say, 'Why a flag station or halt station in the

name of a person who served Bengal and India all his life and everybody knows him. He sacrificed his life for India and for the Independence movement. Why should not this station be made a regular station because it serves 8 to 10 big villages and a large number of people?' So, I hope this particular request will be considered and at least that station will be made a flag station and after that, into a regular station. If these points are taken into consideration, I fully support the demands for grants.

MR. CHAIRMAN : Mr. Shiva Chandra Jha. Are you speaking or not ?

श्री शिव चन्द्र झा (मधुवनी) : हमारी तरफ से श्री मोलह प्रसाद बोलेंगे ।

सभापति महोदय : नहीं, यह नहीं हो सकता, मेरे पास आपका नाम आया है । आप बोलना चाहें तो बोले नहीं मैं दूसरे मेम्बर को बुलाता हूँ । (व्यवधान) ...

MR. J. M. Biswas.

SHRI RANDHIR SINGH (Rohtak) : Mr. Jha should be black listed, Sir. It is a contempt of the House.

SHRI K. LAKKAPPA (Tumkur) : As other members are quarrelling, I may be permitted to speak.

SHRI J. M. BISWAS (Bankura) : I may be given time tomorrow and you also agreed.

MR. CHAIRMAN : You told me that you were going, but you are sitting here.

SHRI J. M. BISWAS : No, Sir. I am just going.

MR. CHAIRMAN : I have called you. You may speak.

SHRI K. LAKKAPPA : You are calling people who are not willing to speak.

MR. CHAIRMAN : No question of willingness.

SHRI J. M. BISWAS : Mr. Chairman, I heard the speeches made by the various speakers. Firstly, one of the members has pointed out that the loss sustained by the railways is due to grant of interim relief to the railways staff. I also pointed out at that time and I would like again to point out that when the Members of Parliament increased their daily allowance from Rs. 31 to Rs. 51, no such comment was made by any member and nobody, I believe, thought about the condition of an ordinary man of our country.

SHRI RANDHIR SINGH : He is always exploiting the House, Sir.

SHRI J. M. BISWAS : Sir, I don't want to be interrupted.

My point is regarding interim relief. Very recently the steel workers under an agreement have been paid Rs. 245 as the minimum wage and Government are also owning some steel plants and in the banks the minimum wage has been raised to Rs. 240 whereas in the railways before the grant of interim relief of Rs. 15-20-25, the minimum wage was Rs. 141. After the introduction of Rs. 15 as minimum interim relief, this amount has gone to Rs. 156.

Therefore, I once again appeal to the Railway Minister as well as to the Government that Railwaymen who belong to a Government sector should not be deprived of the need based minimum wage which is given to the staff of the steel plants and the banks.

I can cite lot of instances like the case of the engineering industries where need-based minimum wage is given and the worker gets Rs. 210 to Rs. 220 as minimum wage whereas in the Railways, what the worker gets is only Rs. 156 and that too, after the introduction of this interim relief. The railway workers have been deprived of their legitimate interim relief. They should have been given a minimum of Rs. 70 as the interim relief, instead of only Rs. 15 or Rs. 20 which they have been given. Since the pay Commission is going into this matter, I hope they will correctly view this thing and come to a decision.

I have received some information from Katihar station. There, the Bharat Sevak Samaj has been awarded the Railway contract. They get the contract in their name. But, they are sub-letting the contract work to some other private contractors and by that they are earning a fat amount. They are acting as middlemen, earning much money. Mr. Nanda had been there in the Katihar station and the Railwaymen and the people there have represented to him about it. Under the name for awarding contract to the Bharat Sevak Samaj, the Railway Ministry and the Railway Administration are indulging in corrupt practices. The Bharat Sevak Samaj at Katihar is run by a leader who is most corrupt man and he is in the good books of the Railway Minister. He is creating all this nuisance.

SHRI NANDA : Nobody ever told me any such thing.

SHRI J. M. BISWAS : My hon. friend Shri Himatsingka said about the late running of trains. I support him.

SHRI RANDHIR SINGH : They cannot be described as corrupt people. There are some very good people there also.

SOME HON MEMBERS rose—
(Interruptions)*

MR. CHAIRMAN : Order please. Nobody is allowed to interrupt him. यह सब कुछ रिकर्ड पर नहीं जाएगा ।

SHRI J. M. BISWAS : If Mr. Nanda is interested in seeing this, I can show some documentary evidence that I have got in support of my allegation.

I support my hon. friend Shri Himatsingka when he said that trains are always running late.

Sir, yesterday I was travelling by 1 Up Kalka mail, ex-Howrah to Delhi. That wretched train was running late by 4 hours and 25 minutes. This has come to be a regular practice. The 3-tier and 2-tier coaches

* Not recorded.

of the trains become sick and that is what happened at Gaya station. This replacement took 4 hours and 25 minutes. This is the situation in this I Up Kalka Mail which is considered to be one of the best trains in the Indian Railways and the passengers are required to pay heavy amount for travel by this train. At Gaya the two-tier bogey of this train fell sick and this replacement, as I have already stated, took 4 hours and 25 minutes.

In my division in South-Eastern Railway in Arda Division, there are trains numbered 421 and 422 which are never running in correct time. Previously this was given the number of 420. But this number was changed subsequently and now the number given is as 421 and 422. I challenge Mr. Nanda to prove whether these trains run to correct time. Every day these trains are running 3 hours to 4 hours late. They never run to right time. If Mr. Nanda can prove that they run to correct timings, then, I am prepared to withdraw my allegation. It is better to change the number of the train as 420, so that people will understand...

MR. CHAIRMAN : The hon. Member should try to conclude now. . .

SHRI J. M. BISWAS : I have taken only four minutes so far. I am here after a long time.

MR. CHAIRMAN : Then, he might continue his speech tomorrow.

18 hrs.

STATEMENT RE: COTTON SITUATION

MR. CHAIRMAN : The hon. Minister of Foreign Trade will now make a statement on cotton policy.

THE MINISTER OF FOREIGN TRADE (SHRI L. N. MISHRA) : Hon. Members will recall that in my statement...

MR. CHAIRMAN : The statement is a big one. So, he may lay it on the Table of the House..

SHRI L. N. MISHRA : I beg to lay the statement on the table of the House.

Statement

Hon'ble Members will recall that in my statement made in this House on 2nd December, 1970, on the cotton situation I had stated that I would call a meeting of the Cotton Textiles Consultative Board on 7th December so that suitable measures to ease the cotton situation could be evolved in consultation with the various interests concerned.

2. Accordingly, the meeting was held on 7th December. After hearing the views of all concerned, it is confirmed that the crop estimate is not less than 57 lakh bales during the current session. It was also agreed that it would be possible to meet the situation arising out of the shortage without any block closure. There is also no fear of dearth of physical stocks of cotton. The problem is really one of equitable distribution in the course of the next six or seven weeks, owing to adverse weather conditions which have affected the quantity and delayed the arrival of the early crop in the market.

3. We have decided to take the following measures immediately to remedy the situation :

- (i) Forward trading in kapas has been suspended.
- (ii) The period for non-transferable specific delivery contracts in domestic cotton has been reduced from six months to three months.
- (iii) The statutory stock limits are being reduced with immediate effect to one month stock in respect of mills in Bombay and Ahmedabad, 2½ months in respect of mills in Assam and the mills exporting 20% or more of their production; and 1½ months in all other cases. No change is being