

# **LOK SABHA**

## **DEBATES**

**(Fourth Session)**



*(Vol. XI contains Nos. 11-20)*

**LOK SABHA SECRETARIAT  
NEW DELHI**

## CONTENTS

*No. 20, Monday, March 20, 1978/Phalgun 20, 1899 (Saka)*

	COLUMNS
<b>Obituary References</b>	<b>1—7</b>
<b>Papers laid on the Table</b>	<b>7—9</b>
<b>Statement <i>re.</i> Treaties of Trade and Transit and Agreement of Co-operation to control Unauthorised Trade between India and Nepal—</b>	
Shri Mohan Dharia	10—12
<b>Demands for Grants (Railways), 1978-79—</b>	<b>12—87, 90—92</b>
Shri Nathu Ram Mirdha	13—16
Shri Jagannath Sharma	16—20
Shri H. L. P. Singh	20—23
Shri Dalpat Singh Paraste	23—26
Shri R. D. Ram	26—30
Shri R. Venkataraman	30—32
Shri A. K. Saha	32—34
Shri Ram Das Singh.	34—38
Shri Hari Ram Makkasar Godara	38—41
Prof. P. G. Mavalankar	41—46
Shri Harikesh Bahadur	46—50
Shri A. Asokaraj	50—53
Shri Chaturbhuj	53—58
Shri Ugrasen	58—62
Shri Vayalar Ravi	63—65
Dr. Henry Austin	65—67
Shri Kanwar Lal Gupta	67—70
Shri Rudra Pratap Sarangi.	70—75
Shri Shyamal Dhurve	76—78
Dr. Bijoy Mondal	78—80
Shri Chitta Basu	80—81
Shri Pabitra Mohan Pradhan	81
Shri Gananath Pradhan	82
Prof. Madhu Dandavate	82—87
<b>Statement <i>re.</i> Mizoram—</b>	
Shri Charan Singh	88—89
<b>Appropriation (Railways) Bill, 1978—</b>	<b>93</b>
<b>Motion to introduce, consider and pass—</b>	<b>93</b>
Prof. Madhu Dandavate	93—94

Supplementary Demands for Grants (Railways), 1977-78 . . . . .	94—95
Appropriation (Railways) No. 2 Bill, 1978 . . . . .	96
Motions to introduce and consider—	
Prof. Madhu Dandavate . . . . .	96
Motion to pass . . . . .	
Prof. Madhu Dandavate . . . . .	96
Shri Mohd. Shafi Qureshi . . . . .	97
Shri Vayalar Ravi . . . . .	97
Shri P. Venkatasubbaiah . . . . .	97
Shri H. L. Patwary . . . . .	97
Dr. Subramaniam Swamy . . . . .	98
Shri Chhabiram Argal . . . . .	98
Shri Vinodbhai B. Sheth . . . . .	99
Shri Rajaram Shankarrao Mane . . . . .	99
Shri R. L. P. Verma . . . . .	99
Shri Yashwant Borole . . . . .	99
Shri Bhagat Ram . . . . .	99—100
Shri Ramjeewan Singh . . . . .	100—101
Shri K. Mallanna . . . . .	101
Shri Chaturbhuj . . . . .	101
Demands for Excess Grants (Railways), 1975-76 . . . . .	101—103
Appropriation (Railways) No. 3 Bill, 1978—	
Motions to introduce, consider and pass . . . . .	
Prof. Madhu Dandavate . . . . .	103—105
Demands for Excess Grants (General), 1975-76 . . . . .	105—107
Appropriation Bill, 1978—	
Motion to introduce— . . . . .	
Shri Satish Agrawal . . . . .	107—108
Motion to consider . . . . .	
Shri Satish Agarwal . . . . .	107—108
Prof. G. Mavalankar . . . . .	109—111
Shri Vayalar Ravi . . . . .	111—112

## LOK SABHA DEBATES

1

2

### LOK SABHA

Monday, March 20, 1978/Phalgun 29, 1899  
(Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER in the Chair]

### OBITUARY REFERENCES

MR. SPEAKER : I have to inform the House of the sad demise of Shri Rajeshwara Patel who passed away at Pahleaghata (Bihar) on the 16th March, 1978 at the age of 67.

Shri Rajeshwara Patel was a Member of the First, Second and Third Lok Sabha during the years 1952 to 1967. A lawyer and agriculturist, Shri Patel was member of the Revolutionary Party of Bihar during 1946 to 1952. He was a widely travelled person and had been a member of the Backward Classes' Commission and General Secretary of All India Panchayat Parishad. He was an active parliamentarian and had served on a number of Committees of the House including the Estimates Committee.

We deeply mourn the loss of this friend and I am sure, the House will join me in conveying our condolences to the bereaved family.

The House may stand in silence for a short while as a mark of respect to the memory of the departed soul.

The Members then stood in silence for a short while.

MR. SPEAKER : I have also to inform the House of the sad demise of a former Speaker of this House, Shri M. Ananthasayanan Ayyangar who passed away at Tirupati on the evening of 19th March, 1978 at the age of 87.

A noted Parliamentarian, Shri Ayyangar entered the Central Legislative Assembly in 1934 and continued to be a Member for 28 years, being elected to all successive Houses till 1962. He was also a Member of the Constituent Assembly during the years 1946-50. He was elected Deputy Speaker of Lok Sabha in 1952 and served

in that capacity till 1956. On the passing away of Speaker Mavalankar in 1956, he was elected as the Speaker and served in that capacity till 1962. He was elected to Third Lok Sabha also in 1962 but resigned from Lok Sabha on his appointment as Governor and he held that office for a number of years.

He started his career as a mathematics teacher in 1912 but thereafter entered the legal profession. He participated in the non-cooperation movement and suspended practice for about a year in 1921. He offered individual Satyagraha in 1940 and suffered imprisonment in connection with Quit India Movement between August 1942 and December 1944. He served on various Commissions and Committees. To mention a few, he was a Member of the Fiscal Commission, Chairman of the Criminal Tribes Inquiry Committee, President, Harijan Sewak Sangh, President of Bar Association, Chittoor, Chancellor, Rishi-kul University, Hardwar. He was also Chairman of the Estimates Committee during 1950-54 and Chairman of the Railway Convention Committee in 1954. He led the Indian Parliamentary Delegation to China in 1956. He also participated in a number of Parliamentary Conferences, both in the country as well as abroad. He was a person who was deeply interested in the upliftment of the poor and down-trodden.

Shri Ayyangar had an amiable personality. He was deeply devoted to Parliamentary institutions and made a very distinguished contribution as a Presiding Officer in the form of decisions and rulings from the Chair. It was during his time that the first Conference of Commonwealth Parliamentary Association was held in India in 1956. The Conference was a great success under his leadership. In his passing away the country has lost a great son who devoted all his life to the service of the people and the democratic institutions.

We deeply mourn the loss of Shri Ayyangar and I am sure all sections of the House will join me in conveying our condolences to the bereaved family.

**THE PRIME MINISTER (SHRI MORARJI DESAI) :** Sir, may I join you in expressing our deep sorrow on the passing away of Shri Ananthasayananam Ayyangar, who was a Member of this House, a Deputy Speaker and then a Speaker. I had the privilege of knowing him as Speaker when he was here. He had a colourful personality and he was a person with independent views and he expressed them independently too. He was an eminent speaker and after his election again in 1962, he was appointed as Governor of Bihar where he also rendered very valuable services.

His services to the country had been varied. He took part in the non-cooperation movement, the freedom movement, and was deeply devoted to Parliament and Parliamentary practices and to democracy. In his death the country has lost a great patriot. We have this satisfaction that he served the country for many years.

I request you to send our condolences and deep sympathy to the members of the bereaved family.

**SHRI YESHWANTRAO CHAVAN (Satara) :** Sir, I join you and the Prime Minister in our sad duty of paying condolences to the memory of a man who was a very distinguished predecessor of yours.

I had no privilege of being a Member of Parliament when he happened to be the Speaker, but his reputation as Speaker has reached, I think, every part of this country. He travelled very often and as such we came in his personal contact. He was a man of great scholarly distinction and a man of very skillful parliamentary career. He was Speaker, I am told, in the real sense of the term and a person who did great service in the cause of our freedom struggle. He was a senior Congress leader in those days and as such, he was very highly respected.

Sir, looking to the work of the Parliament here one finds that the work is becoming more and more skillful and difficult as the time passes. That is because democracy is becoming more broad-based and more deepend. That seems to be the only reason. I do not know whether it was more easy in those days to control the House.

**AN HON. MEMBER :** It was disciplined House.

**SHRI YESHWANTRAO CHAVAN :** Anyway, he had the distinction of presiding over a disciplined House.

Sir, I join you in paying our tributes to this man who lived to a mature age. He was very active to the last. Only a few weeks before I had received a communication from him, giving his comments on the current political situation in the country. He was very active till the last moment, was very clear in his views and he always thought of the problems of the country to the last minute. His death is a great loss to this Parliament and to this country.

**SHRI P. VENKATASUBBIAH (Nandyal) :** Sir, on behalf of my party and on my own behalf, I join you and the Leader of the House in paying tributes to the late Shri Ayyangar. The sad demise of Shri Ayyangar is not only a great loss to this country in general but a great loss in particular to Andhra Pradesh, from which he hails. Sir, I had the privilege of being a Member when Shri Ayyangar was the Deputy-Speaker as well as the Speaker of this august body. He was a veteran Parliamentarian, who enthused many of us, young people, who entered Parliament at that time, and we have learnt many things from him.

He was not only a fine Speaker and a parliamentarian but a great patriot who participated in the freedom struggle. Though coming from an orthodox family in Tirupati, he plunged into the freedom struggle when the call was given by Bapuji, and from then on uninterruptedly he was in the very thick of the freedom struggle.

In 1934 he offered himself as a candidate for the Congress when he knew that he had to oppose a very great stalwart of the Justice Party. In those days of limited franchise, Shri Ayyangar stood as a Congress candidate and he trounced this Justice Party member, to the surprise of everyone.

He was not only the Speaker of this august House, but also an erudit scholar in Sanskrit and Telugu. Subsequently when he became the Governor of Bihar, he discharged his duties with dignity and decorum.

I once again join you in paying tributes to him and I request that our condolences and tributes may be conveyed to the members of the bereaved family.

**SHRI ABALA PAJNOR (Pondicherry) :** On behalf of the AIADMK, I associate myself with the sentiments expressed by the hon. Members of this

House. But when I express my grief on behalf of my party, I cannot claim, as the Members so far claimed, personal acquaintance and the privilege of working with Shri Ayyangar either as the Speaker or as a freedom-fighter. But I can tell you many of the stories which I have learnt from my father about the freedom fight or his work in Parliament. I remember that very often the name of Shri Ayyangar came from the lips of my father.

So, on behalf of the youth of this country and as an opposition Member I can say that perhaps Shri Ayyangar could control and manage the House as a successful Speaker because of the discipline of the Members; at the same time, he was also equally disciplined. I learn from Shri Venkataaraman, an hon. Member of this House, who had the privilege to be with Shri Ayyangar, that he always used to listen to the last Member, whether in a Committee or in the House. I think that was perhaps the reason why Shri Ayyangar was very successful. Of course, I do not blame anybody.

We all feel very proud that Shri Ayyangar, who was a very successful Speaker, came from the South. We are very much moved to hear of his sudden demise. Till the last minute of his life he was thinking only about the country. Even now his soul in Tirupati temple may be thinking of this Parliament and how we are going to save democracy for which he had worked so hard.

People say that he was a great scholar of Sanskrit and a very good orator in Telugu also. We feel proud, and this country will remember such great, eminent men, and I am sure we will also stand by the cause they fought for as mere lip sympathy will not be a correct homage to the great leaders of this country.

It has been said that he spent a great number of years in prison on the call of Bapuji. We did not have the privilege of living with him or the opportunity to know him personally, but our love and affection towards such great leaders is in no way less if anything, it is more.

With these words, I join you the hon. Prime Minister, the Opposition leaders and other Members of the House in expressing our grief. We are one with you in our sentiments.

**SHRI DINEN BHATTACHARYA (Scrapore) :** On behalf of our group in Parliament, I share the sentiments expressed by you, the hon. Prime Minister and the other colleagues, and I request you to convey our condolences to the bereaved family.

**श्री कबूलसालहैमराज जीन (बालाकांडा) :** प्रथम महोदय, रिपब्लिकन पार्टी आप इंडिया की तरफ से मैं भी दो शब्द कहना चहता हूँ। आद्यंगार साहब के निष्ठन के समाचार को रात की मैंने मुना। सन् 1962 में 14 अगस्त को मैं लोक सभा का सेशन देखने आया था और उस समय जहाँ आज आप विराजमान हैं, उस कुर्सी पर आद्यंगार साहब विराजमान थे और उस रोज गांधी, इमन और दीव के बिलयन पर यहाँ चर्चा चल रही थी उस समय पैंडित नेहरू जी भी थे। जैसे ही मैं यहाँ चुन कर आया तो मुझे उन की याद ताजा हो गई और आज ऐसे बड़े व्यक्ति को छो कर एक बार फिर उन की याद जिन्दा हो रही है। सभी पार्टियों के नेताओं ने उन के लिए जो श्रद्धांजलि अर्पित की है, मैं भी अपने दल की ओर से और अपनी तरफ से उन्हें श्रद्धांजलि अर्पित करना हूँ। ऐसे एसे महापुरुष हमारे देश में रहे हैं और हम लोगों के लिए अपनी यादगार और सेवा छोड़ गये हैं और उन की भावनाओं को ले कर अगर हम लोगों ने हम अपने देश के लिए जल्द कुछ कर पाते हैं।

मैं अपनी तरफ से और अपनी पार्टी की तरफ मे एक बार फिर उन्हें श्रद्धांजलि अर्पित करता हूँ।

**SHRI CHITTIA BASU (Barasat) :** I join the Prime Minister, the leader of the opposition and other Members of the House in paying my tribute to Shri Ananthasayanan Ayyangar. He had a chequered and colourful career as you have all mentioned. I did not have the privilege of being a Member when he was presiding over this august House, but I learnt much about him from newspaper reports and senior parliamentarians who served this House while he was the Speaker. As Speaker, he laid down certain conventions and practices and he presided in such a way that there was discipline in the true sense of the word. That is not to say that this House is undisciplined today. We should emulate his practices and serve Parliament and the parliamentary institutions of our country in the way he served.

With these words, I join you and all sections of the House in paying my tribute to the leader.

MR. SPEAKER : As a mark of respect to the deceased person, the House will now stand in silence for a short while.

*(The Members then stood in silence for a short while.)*

MR. SPEAKER : As a mark of respect to the memory of Shri Ayyangar, the House stands adjourned to meet again at 2 p. m. The Call Attention listed for today will be taken up tomorrow, and in the afternoon we are taking up legislative work.

SHRI P. VENKATASUBBAIAH : Why should we not adjourn for the whole day?

MR. SPEAKER : There is very important work

11-10 hrs.

*The Lok Sabha then adjourned till Fourteen of the Clock.*

*The Lok Sabha re-assembled at Five Minutes past Fourteen of the Clock.*

[MR. SPEAKER in the Chair]

#### PAPERS LAID ON THE TABLE

#### STATEMENT RE. NATIONAL DEVELOPMENT COUNCIL

MR. SPEAKER : The Prime Minister.

THE PRIME MINISTER (SHRI MORARJI DESAI) : Sir, I beg to lay on the Table a copy of the statement adopted by the National Development Council at the end of its meeting held on March 18 and 19, 1978.

#### Statement

The National Development Council met on March 18-19, 1978 under the chairmanship of Prime Minister to discuss the document *Draft Five Year Plan 1978-83*, prepared by the Planning Commission.

The Council approved the objectives of removal of unemployment, reduction in poverty and inequalities and continued progress towards self-reliance and generally welcomes the proposals in the Draft Plan in furtherance of these objectives. The Council approved the corresponding increased allocations for agriculture, rural development, irrigation, flood control and power and village and small-scale industries. The Council emphasised that these larger allocations alone would not benefit poorer sections of the people unless necessary institutional and administrative changes are made to ensure that benefits do indeed reach those for whom they are intended. Attention was especially drawn in this connection to the importance of speeding

up the implementation of land reforms and of mobilising peasant organisations for this purpose.

While commanding the emphasis in the document on the Minimum Needs Programme, the Council recognised that the public distribution system covering essential articles of mass consumption needs to be expanded and strengthened without any delay.

The projections of employment opportunities indicated in the Plan were discussed and it was agreed that these should be reviewed in detail in consultation with the State Governments.

The NDC drew pointed attention to the need for making effective changes in administrative and other systems to ensure the success of plan objectives, especially the employment objective and the objective of narrowing down in inequalities. The reasons why targets set in the past could not be fulfilled should be fully analysed and corrective actions taken.

The importance of ensuring that the private sector conforms to the national objectives was also emphasised.

It was agreed that the Planning Commission would hold discussions with the States in regard to the details of the Draft Plan, especially the State Plans.

The NDC welcomed the larger role the Draft Plan assigns to the State Governments in development planning and execution. Fiscal arrangements, which would reflect this development, need to be further discussed having regard to the constitutional provisions. A Committee of the NDC would be formed for this purpose. The Committee would, *inter alia*, review the Gadgil formula and the scope of Centrally sponsored schemes in the Plan.

After further discussions with the State Governments, the Plan for 1978-83 would be presented for approval to the NDC at a subsequent meeting. Before this meeting the Report of the Seventh Finance Commission would have been received and taken into consideration.

SHRI VAYALAR RAVI (Chirayinkil) : The Prime Minister has laid a copy of the statement adopted by the National Development Council on the Table of the House. We find in the newspapers that there was a lot of controversy about it and that the Chief Ministers are going to meet separately. I would request you, Sir, to kindly allow us also to have a discussion on it.

MR. SPEAKER : We shall try to find some time.

STATEMENT RE. DELAY IN LAYING  
ANNUAL REPORT ETC. OF NCERT  
FOR 1976-77

शिक्षा, स्वास्थ्य कल्याण तथा संस्कृति  
मंत्रालय में राज्य मंत्री ( श्री धर्मा सिंह  
गुलाहान ) : डा० प्रताप चन्द्र चन्द्र की ओर  
से मैं राष्ट्रीय शैक्षिक अनुसंधान तथा प्रशिक्षण  
परिषद्, नई दिल्ली के बर्ष 1976-77 के  
(एक) वार्षिक प्रतिवेदन और (दो) लेखे  
पर लेखापरीक्षा प्रतिवेदन को निर्धारित  
अवधि में सभा पटल पर रखने में हुए विलम्ब  
के कारण बताने वाला एक विवरण (हिन्दी  
तथा अंग्रेजी संस्करण) सभा पटल पर  
रखता हूँ ।

[Placed in Library. See No. LT-1837/78]

REVIEW & ANNUAL REPORT OF REHABILITATION INDUSTRIES CORPORATION LTD.,  
CALCUTTA FOR 1975-76

शिर्मण और आवास तथा पूर्ति और  
पुनर्वास मंत्रालय में राज्य मंत्री ( श्री राम  
प्रिक्कर ) : आध्यक्ष महोदय, मैं कम्पनी  
प्रधिनियम, 1956 की धारा 619 क की  
उपधारा ( 1 ) के ग्रन्तीत निम्नविवित  
पदों (हिन्दी तथा अंग्रेजी संस्करण) की  
एक-एक प्रति नमा-पटल पर रखता हूँ :—

(एक) पुनर्वास उद्योग नियम लिमिटेड,  
कलकत्ता के बर्ष 1975-76 के  
कारंकरण की सरकार द्वारा  
समीक्षा ।

(दो) पुनर्वास उद्योग नियम लिमिटेड,  
कलकत्ता का बर्ष 1975-76 का  
वार्षिक प्रतिवेदन, लेखापरीक्षित  
लेखे तथा उन पर नियंत्रक महा-  
लेखापरीक्षक की टिप्पणियाँ ।

[Placed in Library. See No. LT-1838/78]

MR. SPEAKER : I am allowing one  
statement about Mizoram.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA) : At 5 P.M.

MR. SPEAKER : All right. Item No.  
6 will be taken up tomorrow because there  
is another connected motion also.

We now take up item No. 7, Statement by  
Shri Mohan Dharia

14.06 hrs.

STATEMENT RE. TREATIES OF  
TRADE AND TRANSIT AND AGREEMENT  
OF COOPERATION TO CONTROL  
UNAUTHORISED TRADE  
BETWEEN INDIA AND NEPAL

THE MINISTER OF COMMERCE  
AND CIVIL SUPPLIES AND CO-  
OPERATION (SHRI MOHAN  
DHARIA) : Mr. Speaker, I am happy  
to inform the House that on 17th March,  
1978, I on behalf of the Government of  
India and Shri Pitamber Dhoj Khati, the  
Industry and Commerce Minister of Nepal,  
on behalf of His Majesty's Government of  
Nepal signed the following documents :

- (i) Treaty of Trade between the  
Government of India and His  
Majesty's Government of Nepal,
- (ii) Treaty of Transit between the  
Government of India and His  
Majesty's Government of Nepal.
- (iii) Agreement of Cooperation between  
the Government of India and His  
Majesty's Government of Nepal to  
Control Unauthorised Trade and
- (iv) Related Documents.

It gives me great pleasure to lay the  
above documents on the Table of the  
House. [Placed in Library. See No. LT-  
1840/78].

These Treaties and the Agreement  
replace the Indo-Nepal Treaty of Trade  
and Transit of 1971. The new Treaties  
and the Agreement have been arrived at  
after lengthy negotiations. They reflect  
the desire of the Government of India, to  
further and strengthen relations with our  
neighbours.

In December 1977 during his visit to  
Nepal our Prime Minister held extensive  
discussions with His Majesty the King  
and Prime Minister of Nepal. The Joint  
Communique, issued on that occasion stated  
*inter alia*,

"The two Prime Ministers agreed that  
separate treaties to cover trade and  
transit may be concluded expeditiously.  
It was further decided to provide, at  
the same time, for effective measures to  
control unauthorised trade from one  
country to the other."

The conclusion of the separate Treaties of  
Trade and of Transit and the Agreement  
marks the fulfilment of this intention.

Briefly I would like to highlight some  
of the features of these Treaties and the  
Agreement. The Treaty of Trade extends  
increased preferential treatment to manu-  
factured products of Nepal for import into

[Shri Mohan Dharia]

India. This has been done with the specific objective of encouraging the industrial development of Nepal. The industries that are to be encouraged would be primarily based on Nepalese and Indian raw materials. As hitherto we shall continue to meet to the extent feasible the requirements for essential commodities of Nepal. Hon'ble Members are aware that one of the features of our relations with Nepal has been the free convertibility of our currencies. In implementation of this principle bilateral trade between the two countries would continue to be conducted in Indian rupees.

The Treaty of Transit and its related Protocol provide enhanced facilities for Nepal's "traffic-in-transit" through India. This should go a long way in assisting Nepal's international trade and should encourage its economic development.

Hon'ble Members are aware of the long and open common border shared by India and Nepal which permits of free movement of persons and goods. It is a unique feature and benefits our two countries in numerous ways. At the same time it places a responsibility on both Governments to cooperate in their efforts to control unauthorised trade and to remove any inducements to the conduct of operations which are injurious to each other's economies. The Agreement also specifies that the two Governments will cooperate effectively with each other to prevent infringement and circumvention of the laws and rules and regulations of either country in regard to matters relating to Customs, foreign exchange and foreign trade. With the political will on both sides to ensure that there is no unauthorised trade, it is hoped that this problem which in the past has been the cause of some misunderstanding shall no longer remain an issue.

In order to ensure that the Treaties are harmoniously and effectively implemented both countries have agreed to meet at the official level on an *ad hoc* basis as and when the need may arise. It has also been agreed that there shall be an Inter-governmental Committee consisting of senior officials of the two countries whose primary duty would be to promote trade, facilitate transit and control unauthorised trade between our two countries and also consider such matters as may remain unresolved at the meetings of the *ad hoc* official groups. The Inter-Governmental Committee would meet on a regular basis every six months in the capital of the two countries alternately.

MARCH 20, 1978

D.G. (Rly.),

1978-79

Hon'ble Members would have noted the relaxation of the atmosphere in the Sub-Continent and the promotion of goodwill and friendship among the countries of the Sub-Continent over the past year. This atmosphere calls for greater economic cooperation and trade among the countries of the area. In order to help Nepal to develop its bilateral trade with Bangladesh and also its overseas trade and through Bangladesh we have agreed to provide Nepal an overland route to Bangladesh, when the arrangements for such purpose have been worked out between India and Bangladesh.

The new Treaties and the Agreement not only replace an old arrangement but also mark the beginning of a new chapter in the history of our relations. We look forward to speedier economic development of Nepal, as, in the ultimate analysis a stable and economically strong Nepal is the best guarantee of peace and stability in our region. The Treaties and the Agreement now concluded are a definite contribution in that process and I take this opportunity to assure His Majesty's Government of Nepal that India's cooperation to her economic development would always be available because we have nothing but goodwill for the government and the people of Nepal.

14.00 hrs.

DEMANDS FOR GRANTS (RAILWAYS), 1978-79- *contd*

MR. SPEAKER : Now we shall take up further discussion on Demands for Grants (Railways). Mr. Mirdha, you kindly confine yourself within 10 minutes.

THE MINISTER OF RAILWAYS (PRO. MADHU DANDAVATE) : I have to make one submission regarding the discussion on the railway budget. The Appropriation Bill is going to be taken up in the Rajya Sabha tomorrow. Since there is no item on the agenda, it is better that we must sit for longer time to complete the entire subject this afternoon only.

MR. SPEAKER : Is it the pleasure of the House to take up Appropriation Bill and pass it so that it may go to the Rajya Sabha tomorrow?

SEVERAL HON. MEMBERS : Yes.  
SHRI VAYALAR RAVI (Chayinkil) : We agree, but the Ruling party must give us more time.

MR. SPEAKER : No, we have already distributed it.

SHRI VAYALAR RAVI : We should get our share.

PROF. MADHU DANDAVATE : Then I shall cut down my reply.

**बी नाथ राम चिर्णा (नागीर) :** मैंने कुछ मूँह रेल मंत्री जी के सामने रखे थे और चन्द बाते और आपके माध्यम से उनके सामने रखना चाहता हूँ। हमारे यहाँ राजस्थान में साम्भर झील में बहुत पानी भर जाता है जिस की बजह से साम्भर और कुचामन के बीच नेलवे के डाइवर्सन का काम चल रहा है। इस काम को आप जल्दी पूरा कर दें। बरसात फिर गुरु हो जाएगी तो पानी भर जाएगा। इस काम के लिए जहाँ तक मेरी जानकारी है पांच छ करोड़ ही काफी होगे। इस काम को आप बदल नव पूरा बनवा सकेंगे इसके बारे में राजस्थान के लोगों को आप कुछ बता सकें तो उनका सन्तोष हो सकेगा। इस डाइवर्सन के काम को कब तक पूरा आप करें इनको आप हमें बता दें।

**बाटेकर्ज जां लेबर एगेज करते हैं उनका बहुत एक्सप्लायटेशन होता है और उनकी काफी शिकायतें हैं।** और उनके बारे में आप थोड़ा टिटेल में देखिए कि वहा पर लेबर को सिर्फ दार्द-चार्ड, दो-दो, और तीन-तीन रुपये अर्थ वर्क बैं देते हैं। मैं समझता हूँ कि आज के जमाने में यह बहुत भारी एक्स-प्लायटेशन है। यह भी दबंग कि वहा के ठेकेदारों के क्या रद्द हैं और वह कितना कम मजदूरों को देते हैं। मजदूरों की इसमें बहुत शिकायत है।

**मैं ब्राडेज के बारे में आप से जिक्र कर रहा था।** राजस्थान में ब्राडेज २० माइलेज बहुत कम है। थोड़ा गगानगर और थोड़ा इधर ग्रलवर और जयपुर होते हैं जो मैंने लाइन अहमदाबाद जाती है, जिसके बारे में ५, ६ बरसों से कह रहे हैं कि सर्वे हो चुका है, सर्वे पूरा हो गया है, लेकिन अभी तक भी आपने सिर्फ १ हजार रुपये का ठोकन

प्रावीचन इसके लिए किया है। राजस्थान में जब तक इस ब्राडेज को आप नहीं बनायेंगे, जो कि मैंने अहमदाबाद बाली लाइन है, तब तक सबाई माध्योपुर से जयपुर जो बहुत छोटा सा दुकड़ा है, सबाई माध्योपुर ब्राडेज है, इसको अगर आप जोड़ दे और किर मारवाड जेक्षन से जोधपुर को जोड़ दे तो इससे राजस्थान का बाकी काम हो जायेगा। राजस्थान वे बारे में से इसलिए जोर देना चाहता है कि यहा बड़ा भारी मिनरल पोर्टेशनल है और इन्स्ट्रियल है और आगे होने की बहुत ज्यादा गुजारी है। जब तक ब्राडेज का यह मैं लिक नहीं बने, तब तक सबाई माध्योपुर और मारवाड जेक्षन से जोधपुर जोड़ने का सवाल खड़ा नहीं होता।

**छठी योजना आप शुरू करने जा रहे हैं, पाचवी योजना इम साल खत्म हो जायेगी।** ३ बजट आप और पेश करेंगे, मेरा निवेदन है कि इस मैं लाइन पर ज्यादा बर्क भर के ग्राने वाले छठे प्लान में अगर आप राजस्थान की ब्राडेज की प्रूफर प्लान को कुछ अच्छा स्वरूप दे सके तो बड़ा अच्छा हो। इसको मैं बहुत जरूरी समझता हूँ क्योंकि इसमें राजस्थान का एम्बीएल्करल प्रोडेक्शन बढ़ेगा और इन्स्ट्रियल बेस मजबूत होगा। अगर यह थोड़ा ब्राडेज लिंक बन जाये तो राजस्थान में बाकी लाइनों के भीटेगेज का होते हुए भी राजस्थान का पूरा हिन्दून्नाम के साथ लिंक जड़ जायेगा। इसीलिए मैं जोर देना चाहता हूँ कि ब्राडेज बनाने के बारे में इस लाइन को आपकी प्रायर्टी मिलनी चाहिए।

इसके साथ ही साथ मैं एक दो और दोनों के बारे में भी निवेदन करना चाहता हूँ। जोधपुर से मेडतारोड तक एक ट्रैन आती है और बीकानेर से मेडतारोड तक एक ट्रैन आती है, फिर दोनों आधी-आधी मिलकर

जयपुर के लिए एक ट्रेन बनकर जाती है। राजस्थान में गर्भियों के दिनों में लोग काफी गंगाजी तथा तीव्रों को जाते हैं जिससे बड़ा रश हो जाता है और लोगों को कई कई दिन तक रेल में जगह नहीं मिलती है। आपने यह निर्णय कर लिया था कि बीकानेर से डायरेक्ट एक ट्रेन जयपुर के लिए जोधपुर की भलग और बीकानेर से मेडारोड, नागौर होकर एक ट्रेन चालू कर दी जाये। लेकिन इस निर्णय के बाद भी शायद कुछ लोग आपसे मिले और कहने लगे कि इस ट्रेन को भल चलाइये। इस ट्रेन को बीकानेर से चुरू और सीकर के बास्ते चलाइये। वह आप चलायें, मुझे इसमें कोई एनराज नहीं है लेकिन रेलवे बोर्ड तक जब एक दफे इस ट्रेन की मंजूरी हो गई, फिर भी उसका इम्प्लीमेंटेशन नहीं हुआ, यह आश्चर्य की बात है। मुझे उम्मीद है कि मेरी इस बात को सुनकर तो आप कम-से-कम इस ट्रेन को चलायेंगे, क्योंकि बहुत भारी रश यहां हो जाता है और लोगों को खास तीर पर गर्भियों के दिनों में बहुत परेशानी होती है। अगर यह आप कर सकें, तो आपकी बड़ी मेहरवानी होगी। जो फैसला आपका हो चुका है, उसी को इम्प्लीमेंट करने की बात मैं आपसे कह रहा हूँ।

रेलवे में हिन्दी के प्रयोग के बारे में प्रगति देख कर मुझे बहुत खुशी हुई है, लेकिन मैं कहना चाहता हूँ कि हिन्दी के जो स्टेनो-प्राक्षर्त्स और टाइपिस्ट्स हैं, उनकी कुछ कठिनाइयां हैं। उनके मैमोरीडम भी गये हैं, मैं उदादा डिटेल जो नहीं जाना चाहता, लेकिन मैं निवेदन करूँगा कि अगर उनकी तरफ व्यान दें तो रात-दिन जनता के काम में आने वाला जो यह हिपार्टेंट है, उसमें सही तरीके से देश की नीति और कानून के अनुसार हिन्दी के फैसला करने में जो रेलवे विभाग की दिलचस्पी है, उसको और भी प्रोत्साहन मिलेगा। इसलिए

उनकी मुसीबतों और कठिनाइयों का मामला मैं आपके सामने रख रहा हूँ।

एमजैसी के दिनों में द्वेषों में सफाई का काम बहुत बड़िया होता था, लेकिन आज कल वह बात नहीं है। नेरे रुपाल से स्टाफ बैसे का बैसा ही है, बल्कि थोकर स्टाफ है। पंक्तुएलिटी तो काफी बली है, एक्सीडेंट्स पहले तो कुछ हुए, लेकिन उसमें काफी सतर्कता बरती जा रही है, उसमें कुछ सुधार भी हुआ है, लेकिन रेलवे में सफाई के अभियान की ओर अगर ज्यादा ध्यान दें तो अच्छा होगा। जैसे सैकिंड क्लास के गरीब यात्रियों को रेलवे ने फैसिलिटीज दी हैं, मैं इसे ठीक समझता हूँ और यह आपका अच्छा प्रोश्रान्ति है, लेकिन इस सफाई के काम पर भी अगर स्टेशनों पर रेलों के टाइम पर ज्यादा ध्यान दिया जाये तो इससे रेलवे की खूबसूरती भी रहेगी, रेलवे के अन्दर जरा लोगों को भी आराम मिलेगा और देखने वालों की आंखों को कुछ सुख मिलेगा। मैं इस व्हाइंट पर जोर देना चाहता हूँ। खाने के बारे में कुछ कमियां हैं, उनको ठीक किया जा सकता है, फैसिलिटीज के बारे में आप ने बहुत से प्रावधान रखे हैं, जितना करें उतना थोड़ा है। जो कुछ भी आप ने अच्छा किया वह ठीक है। आगे आप और सतर्कता बरतें क्योंकि देश के हालात काफी गंभीर है। आगे भी इन तमाम जीजों में आप सावधानी बरतें और इन को देखें। इनना ही मेरा निवेदन है। समय की कमी है, मैं इन्हीं चन्द बातों को कहकर आपनी बात समाप्त करता हूँ।

SHRI JAGANNATH SHARMA (Garhwal): Sir, till now Rs. 6,400 crores have been spent by the Railways for the developmental programmes. In the First Five Year Plan the outlay was Rs. 500 crores, in the Second Plan it was

Rs. 1100 crores, in the third, it was Rs. 1325 crores and a like amount was provided in the Fourth Plan, and in the Fifth Plan it was Rs. 2150 crores. Last year total outlay was Rs. 480 crores; this year it is 535 point something and Rs. 29 crores have been provided for construction of new lines.

It appears that the entire Himalayan region does not exist in the Railway map of this country. The Himalayan border which extends from Kashmir to Assam is 2500 kilometres, but it appears that the Railway Administration have not even thought of the need of railway communication for the entire Himalayas.

I wanted to congratulate the Hon. Minister for the awareness he has shown in tackling the various problems facing this vast organisation: I wanted to appreciate him for the amenities he has provided like the Janata 'Khana' and various other facilities, the Staff and its Service conditions, safety and security, wages and employment etc., but my disappointment is slightly greater because he has not said a word about the hilly region of Uttar Pradesh which is lagging so much behind with regard to railway communications. So, I would like to postpone my congratulations for a year or two till the Hon'ble Minister has effected changes necessary for this region, which abounds in natural wealth. (*Interruptions*). The Railway Budget is a really good budget; I do not deny that. But, after all, the railways exist for the whole country. This principle should be borne in mind by the high and mighty officials of the Railway Board. The Members of the Railway Board should understand and realise the urgent and emergent need of the hill people there. They should not be so callous and treat the country as a whole. I hope the Hon. Minister would rise superior to his administrative surroundings and initiate changes considering the country as a whole for balanced development.

Sir, it is well-known fact that the Britishers were not interested in the development and planning of this country, much less to talk of the hills. But the question is as to what prompted the foreign rulers to construct the Rishikesh-Karna Prayag Railway leading to Badrinath. It must be in the Railway records; there must be cogent reasons. Even today there are pillars marked RKR alongside the bank of Alaknanda from Rishikesh to Karna Prayag. That is my constituency also. It is absolutely neglected. The hidden wealth of that Himalayan region has not seen the light of day. It is also a known fact that in that locality are situated

the famous shrines of Badrinath and Kedarnath where lakhs of pilgrims from all over the country go for salvation.

It is also a fact that it is that locality where Roopkund, Hemkund, Gaurikund and Gobind Ghat are situated. This is the place where world famous valley of flowers is situated. I do not understand, how it has not drawn the attention of the Railway Board and they have not thought of providing the required facilities for 8-10 lakh of pilgrims going to Badrinath every year. With this background, I would urge upon the Railway Minister that the Railways must give top priority to the construction of Rishikesh-Karan Prayag railway line leading to the foothills of Badrinath. This is easy specially when the blueprint is there, the survey is there. It is only the survey and the blueprint which are time consuming. The expertise needed for right alignment and easy gradient is also there. What is the difficulty in constructing that railway line which leads to this beautiful place of this country.

In the present context, it is absolutely a backward region and for its economic development, it is necessary that the railway lines should be given top priority there. At present, foodgrains, all the essential commodities, cloth, edible oils, sugar, bidi, tobacco etc. are transported to Badrinath and other hilly regions by trucks and consequently these cost more to the people there. If the railway lines are constructed in the region, the consumers would be benefited a lot in this respect.

So far as mineral resources and ores are concerned, these can never be exploited unless there is a cheap mode of transport available and that can only be provided by the railways. This also needs to be considered from that point of view as well.

Lastly, this area is a border area. The borders can be effectively administered and guarded only if there is a proper railway linkage to the foothills. I do not want to dilate too much on that. In addition to this, if you just connect Karanprayag to the interior of Almora, and Almora to Nainital and Nainital to Ramnagar, the whole system would come within the vortex of the national railway hook-up. But probably, the Railway Administration has never thought of this at all and have never visited the area.

The other thing which I would like to emphasise is with regard to a direct train from Delhi to Kotdwara. A few days go, I got a reply to my question from the Hon. Minister on the 28th February, 1978 that only 246 passengers are available by train from Delhi to Kotdwara. How fantastic, unrealistic and imaginary these

figures are when Kotdwara connects divisional headquarters of the entire Garhwal region, is the district headquarter of Pauri and it feeds a population of eight to ten lakhs. Kotdwara and Hardwar are two 'dwar' for going to Badrinath and the entire Uttarakhand. Even if you assume that only half of the pilgrims go to Badrinath via Kotdwara the figure would come to as many as five lakhs; they say, it is 246 passengers per day.

In addition, Garhwal feeds fourteen battalions of Garhwal rifles. The Headquarters of Garhwal rifles, i.e. Lansdowne, is 30 to 40 miles away from Kotdwara. Then, in that area, there are many other Border Organizations and they say that the total passengers travelling daily from Delhi to Kotdwara are 246 only. It is really surprising.

There was a request from the UP Government some ten-fifteen years back to connect Kashipur to Kalagarh. A beautiful dam has since been constructed at Kalagarh, but it without a railway line. There was a demand for extension of Dehra Dun railway line to Kalsi, because a cement factory was to be located there. A survey had been carried out by the Railways, but nothing more has been done so far. I would also request that there should be a direct train from Dehra Dun to Allahabad and the Sangam Express should be extended to Saharanpur instead of terminating at Meerut.

In the end, I would earnestly plead with the Railway Minister to start work on the Rishikesh-Karanprayag railway line immediately and start a direct train from Delhi to Kotdwara.

Now, a word about the hill concessions. Certain hill concessions have been announced by the hon. Railway Minister. It is surprising that those students and people who want to go to Badrinath have to go to Dehra Dun, first, then come back to Hardwar and then go to Badrinath and it is only then that they would be able to avail of the hill concession.

It is very strange that they cannot go directly. First they have to go to Dehra Dun and then they have to come back to Rishikesh and then go to Badrinath. But these are minor matters and I am sure the hon. Minister would kindly look into them.

There is a railway crossing near Mokhampur in Dehra Dun—a rickshaw bullock cart road existing for the last 80 years. It was previously open for traffic for 24 hours. Now it has been reduced to 12 hours though the traffic

has increased. A word, Sir, about Kotdwara railway station—I had been there on the 8th of December 1977—there was not even a drop of drinking water. I asked the railway officials and the reply I got was that water supply had been disconnected because the dues and charges for water were not paid. Today though we are in 1978, we seem to be still living in the 19th century. There is no overhead tank, no telephone facility at Kotdwara railway station and even after taking up the matter with the higher authorities, I have received no reply so far....

MR. SPEAKER : The hon. Members' time is over.

SHRI JAGANNATH SHARMA : As you have rung the bell, I will reserve my further observations to some other occasion.

श्री एच० एल० पी० मिश्हा (जहानाबाद) : प्रध्यक्ष महोदय, मदन के मामने जा रेलवे का बजट लाया गया है, मैं उम ना मर्यान करने के लिए खड़ा हुआ हूँ। प्रध्यक्ष जी, मैं विदार के गया जिले में आना दूँ। गया जिले में बौद्ध-गया ना मन्दिर मार्गे दुनिया में विकास है, जहा प्रति वर्ष लाखों लाखिन वर्षी, स्नाम, लाला, चीन ग्रोर जातन से आया रहते हैं। जब स्वर्णीग निलित वाहू रेल मंत्री थे, उन्होंने वायदा किया था कि गया से बाढ़-गया तक, जिस की केवल नात मीन की दूरी है, रेलवे लाइन बिछा दी जायेगी। म यह निवेदन कर दूँ गया प्रति वर्ष तितू-अल का मेला लगता है, जहाँ लाखों आश्मी नीरं याता के निए आया करते हैं—प्रदि इस रेल लाइन को अप्रस्था हो जाये, तो इससे यात्रियों को बहुत सुविधा हो जायेगी। मैं रेल मंत्री जी मेरे निवेदन करना चाहता हूँ। प्रदि आप इस मार्ग मीन को दूरी में, गया मेरे बौद्ध-गया तक रेल लाइन बिछा दें, तो आप का नाम इतिहास में अमर हो जायेगा।

इसी तरह राजनीत भी एक बहुत बड़ा तीर्थ स्थान है, यदि इस को रेल लाइन द्वारा गया से जोड़ दिया जाये, तो इस से आने-जाने वालों को बहुत सुविधा मिलेगी ।

बरसात से दिनों से दिल्ली ने जावड़ा जाने वाली गाड़ियों की गति जब अबरुद्ध हो जाती है, तो वे गया से पटना हो कर हावड़ा जाती है । गया ने पटना तक केवल तीन स्टेशनों के बीच डबल-नाइन करना बाकी रह गया है । मैं मानवीय मरीजी में अनुरोध करूँगा—यदि पटना से गया तक डबल लाइन कर दी जाये, तो ग्रावागमन की दण्डि में रेलवे विभाग को बहुत सुविधा मिलेगी ।

जहा तक उत्तर-बिहार की बात है, उत्तर-बिहार में रेलवे लाइनों वा काफी अभाव है, हमारे पार्लियामेंट को मेस्ट्रेजों को औ उत्तर-बिहार से आने हैं, उन्हें पटना आना पड़ता है और वहा से गारी पट्ट बर वे दिल्ली आते हैं । पटना से दिल्ली की तरफ अनेकों गाड़ियां आती हैं, लेकिन गया की तरफ से आने के लिए बहुत बहिनाई है । मेरा मध्ये महोदय में अनुरोध है कि जयन्ती-जनता एक्सप्रेस को यदि दिल्ली-गया वाया पटना होते हूँ मुजफ्फरपुर की तरफ चलाने की व्यवस्था कर दे तो इस से गया वालों को काफी सुविधा मिल सकेगी ।

राजधानी एक्सप्रेस गया हो कर जाती है । गया, जैसा मैं पहले कह चुका हूँ, एक पवित्र तीर्थ स्थान है । वहा के नामिकों की मांग है कि इस गारी को कम से कम पाच मिनट के लिए गया से रोक दिया जाये, तो इस से वहा के लोगों को काफी सुविधा मिल सकेगी ।

झज्जर जी, जहा तक रेलवे में सुरक्षा की बात है, एमजैंसी में सचमुच रेलवे से

बहुत सुधार हुआ था, लेकिन एमजैंसी के बाद गया-पटना लाइन में बीसो डकैतियां हुई हैं और रेलवे विभाग की ओर से जो सुरक्षा याकियों को दी जानी चाहिए थी, वह नहीं मिल पा रही है । इसलिए मेरा निवेदन है कि उस लाइन में कम से कम भी आर०पी० या रेलवे प्रोटेक्शन फोर्स के नौजवानों को लगाने की व्यवस्था करे, ताकि लोगों की जान भाल और इज्जत की सुरक्षा हो सके ।

रेलवे में अष्टावार कैल रहा है । खास कर दानापुर डिवीजन के अन्तर्गत जो बर्मांगी या स्टेशन मास्टर या टिकट कलेक्टर है—वे क्या करते हैं—जैसे मान लीजिए—जहानाबाद और पटना की दूरी 30 मील है, जो टिकट मुबह जहानाबाद में बितते हैं, वे पुनः पटना से पात कर के दिर में जहानाबाद में रीसेल कर दिये जाते हैं । उग ग्रोन में रेल मरीजी का ध्यान ग्रावर्पिन करना चाहता है । इस अष्टावार को रोकने के लिए वे कोई व्यवस्था कर, तेसी भैरी उन में पार्खना है ।

एवं जीज से और बहना चाहना हूँ । दानापुर में एक हरिजन जाति के कुली की बहाली हुई थी लेकिन जो एपाइण्ट परने वाले लोग हैं उन्होंने उस में घाघराली की । वहा पर हेडलर्क ने उस हरिजन बी बहाली के एक दूसरे आदमी की उम जगह पर बहाली कर दी और वह हरिजन बहा पर चक्कर काटता ही रहा । मानवीय स्टेट मिनिस्टर से मैंने इस सम्बन्ध में पवाचार किया है लेकिन आज तक उस का कोई जवाब मुझे नहीं मिला है । यह गरीब हरिजनों की बात है और उन की समस्या पर ध्यान देना चाहिए ।

एक बात में हरिजन के सम्बन्ध में भी कहना चाहुगा । गया जो जिला है उस को काट कर मुगलसराय डिवीजन

में मिला दिया गया, जो सर्वोच्च अनुचित तौर से दानापुर के साथ अन्वाय किया गया है। दानापुर डिवीजन में वह रहना चाहिए और दिल्ली से दौलताबाद और दौलताबाद से दिल्ली वाली बात नहीं होनी चाहिए। इसलिए मैं ऐसा समझता हूं कि माननीय मंत्री जी मेरे इस मुद्दाक पर ध्यान देंगे और दानापुर डिवीजन से उसे रखेंगे।

इन चन्द्र शब्दों के साथ मैं रेलवे मंत्री जी को उनके बजट के लिए हृदय में धन्यवाद देता हूं।

**श्री इलायत सिंह परस्ते (गहडोल) :** माननीय मंत्री जी के आपके माध्यम से रेलवे मंत्री जी को आगाह करना चाहता हूं कि जिस क्षेत्र में मैं आता हूं, वह वहत पिछड़ा हुमा क्षेत्र है और वहां पर रेलों की ठीक व्यवस्था होनी चाहिए।

मेरा अंत गहडोल डिस्ट्रिक्ट है और वह मध्य प्रदेश में है। वहां पर कोलमाइन्स की खदानें बहुत हैं, जिनसे राष्ट्र को बहुत ही लाभ होता है लेकिन दुर्भाग्य उस जिले का यह है कि अभी तक डन 30 लोगों के दौरान वहां कुछ जगह आजादी की नोगानी तक नहीं पहुंच पाई है। जब वहां पर सूखा पहुंच जाता है, तो लोग दाने दाने के लिए भौतिक जाते हैं।

मध्यक महोदय, हमारे क्षेत्र में आवश्यक बस्तुओं और अन्य सामान को पहुंचाने का एक मात्र साधन रेल है। लेकिन क्षेत्र में पुलों की सल्ला नगण्य है। हमारा क्षेत्र वह क्षेत्र है जिसमें बहुत से लोगों ने नो अभी तक रेल को देखा ही नहीं है। उस क्षेत्र में रेलों के पुलों की बहुत आवश्यकता है। इस सम्बन्ध में मैं दो बार रेल मंत्री जी को आवेदन दें चुका हूं, कि 6 पुलों का निर्माण शीघ्र आवश्यक है। इसलिए मध्यक महोदय, मैं आपके माध्यम से पुनः रेल

मंत्री जी से प्रार्थना करता हूं कि उस इलाके में घोवर जिज, अण्डर जिज और कार्लिन काटकों का निर्माण करें। गहडोल जिला रेलवे लाइन के द्वारा दो भागों में बंट जाता है। एक तरफ तो बाहर अस्पताल, स्कूल, कालिज है और दूसरी तरफ बाहर तथा सैकड़ों गांव हैं। इस रेल लाइन पर पार पांच मिनट में रेलों का आवागमन होता है जिनके कारण वहां के लोगों को एक तरफ से दूसरी तरफ जाने आने में बड़ी असुविधा होती है। बंटों रिक्षा सवारी तथा अन्य वाहन बढ़े रहते हैं। इसलिए मैं चाहता हूं कि वहां घोवर जिज या अण्डर जिज बनाने की कृपा करें, उनकी बड़ी दया होगी।

दूसरे मैं रेल मंत्री जी से आग्रह करना चाहता हूं कि वे दुर्ग से ले कर बनारस रेल चलाये जिसमें कि छत्तीसगढ़ के लोगों को काशी आने जाने से सुविधा हो। इस क्षेत्र के लोगों से प्राइवेट बस वाले, रेल के अधिकारी, न जाने कितना पैसा ऐसे हैं जिसका किसी को कोई पता नहीं लग पाता। यहां तक कि लोग ट्रूमों में भर कर यात्रा करते हैं। इसलिए वहां के लोगों को काशी की यात्रा कराने के लिए एक रेल गाड़ी की बहुत ही आवश्यकता है। आजकल वहां के लोगों को इसके न होने से बड़ी कठिनाई देती है।

मध्यक महोदय, मैं आपके माध्यम से, रेल मंत्री जी को बताना चाहता हूं कि गहडोल एक बहुत ही पिछड़ा जिला है। अगर आप इसकी उन्नति करना चाहते हैं तो इस जिले से जितनी सम्पत्ति राष्ट्र को प्राप्त होनी है, उसी के हिसाब से इस आदिवासी और हरिजन जिले की उन्नति के लिए साधन दिये जाने चाहिए। अन्यथा यह जिला पिछड़ा का पिछड़ा रह जाएगा।

## [श्री इलपत्र शिह परस्ते]

वहाँ सदियों से राजा-महाराजाओं का राज रहा है और वहाँ के हरिजनों और भादिवासियों को पैरों की नीचे कुचला गया है। वहाँ के लोगों को कभी भी आगे बढ़ने का मौका नहीं दिया गया। अपने शासन काल में राजा-महाराजा साफ-सुधरे कपड़े पहन कर घोड़े पर मवार हरिजन भादिवासी निकला करने वे नो उन्हें बुला कर मारा करने थे। अब वह तो है कि भाजिकल भादिवासी हरिजन भावादी की मांस ले रहे हैं। लेकिन भाजिकल के शासन से जितना धन उस सेवा की उन्नति के लिए मिलना चाहिए या वह अभी तक नहीं मिल पाया है। इसलिए मैं रेल मंत्री जी से प्रार्थना करता हूँ कि जितने भी अधिक से अधिक साधन उस जिले को दिये जा सकते हों, उन्ने साधन उम्मीदों को दिए जाएँ।

आपके माध्यम से मैं कहना चाहता हूँ कि जहाँ तक मध्य उदेश में आराम का सबल है हम लोगों को रेलवे में नीकरियाँ नहीं दी जाती हैं, हमारी भरनी के मालसे में उपेक्षा की जाती है। यदि लोग मिल भी जाने हैं तो उनको अधोग्रह कह कर भगा दिया जाता है। पहले नो यह कहा जाता है कि योग्य उम्मीदवार नहीं मिलते हैं और अगर मिलते भी हैं तो उनको अधोग्रह कह कर भगा दिया जाता है। जिन लोगों के पास खाने के लिए भोजन नहीं है, पहनने के लिए कपड़ा नहीं है ऐसे लोग कैसे अच्छी शिक्षा प्राप्त कर सकते हैं यह आप ही बताएँ। हम लोगों को आप उनके मुकाबले में खड़ा कर दें हैं जो सदियों में हम लोगों से सम्पन्न हैं, जिन में अनाता है, कैसे मुकाबला कर सकते हैं। मैं भादिवासी हूँ। मैं जानता हूँ कि मैं किन हालात में पढ़ करके यहाँ आया हूँ। मैं गरीब घराने के किमान का लड़का

हूँ। यही सभी भादिवासियों की हालत है। इसलिए मैं चाहता हूँ कि भाजिकल से अधिक संख्या में मध्य प्रदेश के हरिजनों और भादिवासियों को रेलवे में भरती किया जाए ताकि उन लोगों का उदार हो सके, वे भी आगे बढ़ सकें। साथ ही यहाँ पर उनी भावादी भादिवासियों की है वहाँ पर अवश्य ही रेलवे लाइन डानी जाय ताकि उन लोगों को आने में सुविधा हो सके और उनका स्तर घोड़ा ऊपर उठ सके।

इतना ही कह कर मैं प्राप्तको धन्यवाद देता हूँ और अपना भावण समाप्त करता हूँ।

**श्री राम देवी राम (पताम) :** मंत्री महोदय ने जो अनुदान की मांगें रखी हैं उनका समर्थन करते हुए दो तीन बारों की ओर मैं आपके द्वारा मंत्री जी का ध्यान खोंचना चाहता हूँ। पिछों मरकार के समय विव द्वाउसेज से जिन के बिम्मे डैमरेज और द्वारफेज का हजारों नहीं बढ़िक लावों करोड़ों रुपया बकाया रह जाता था उनको बसूल नहीं करनी थी। मैं कहना चाहता हूँ कि भाज भी यही त्रिप्ति है। डैमरेज और द्वारफेज का करोड़ों रुपया एक एक आदमी के यहाँ बाकी है। जहाँ तक मेरा जानकारी है एक कम्बनी के पास पांच करोड़ बाकी है। मुझे जानकारी यह भी है कि ए सी भी इस बीरह उक्त बकाया बसूल करने के बहाने उनकी गाड़ी ने चड़ कर सेर करते हैं तथा पुरामोसलम का भोजन करके उनसे माल पार्ना ले कर जले आते हैं और दैसा बसूल करने की कोशिश नहीं करते हैं। बरसों ताज इप तरह से उनके यहा करोड़ों हपया बाकी रह जाता है। एक तरक मंत्री महोदय कहे हैं कि देसे का करों की बजह से हम रेलवे लाइन का डिवेलोपमेंट नहीं कर पा रहे हैं लेकिन दूसरी तरफ यह रुपया जो बकाया पड़ा हुआ है, उसको बसूल करने

की कोविड नहीं होती है। मैंने विंस बंडी जी से कहा है कि हमारे रेल बंडी की जो स्पीड है काम करने की उम्मीद है उनको ज्यादा पैसा मिनाना चाहिए लेकिन साथ साथ मैं बंडी जी से भी यह कहता चाहता हूँ कि यह पैसा जो भाज तक बमून नहीं किया गया है इसके अपने बमून करने के पास रखना चाहता है इसके बसूर करने के लिए आप समझ रिक्षा फूर और उड़ान फैसले के अन्दर इसको आप बमून करें।

क्लास 1 और क्लास 2 में जिन लोगों को रेल विमान में बड़िया होता है उन्हाँ प्रोश्नति के लिए कोई तिवीक्षण करनेवाले वैरह की ज़रूरत नहीं नमझों जाती है लेकिन क्लास 3 में जो अच्छे अच्छे अनुरर हैं, जो बैल क्वालिफाइड हैं उनको ये नक्काशी की दिया जाता है और न उनको प्रोश्न रिया जाता है। जहाँ तक मेरी जानकारी है उन्हें क्लास 2 में प्रोमोशन नहीं देने के लिए मीनर से आदेश है और खानकहर हरिजन कर्म-चारिया के लिए। यदि मेरी यह जानकारी गलत है तो आप मुझे बताएं। मर्दी महोदय बताये कि 1977 से भाज नक्काश किनों आदिवासी एवं हरिजनों का प्रोमोशन हुआ है। जहाँ तक मेरी जानकारी है पूरे देश में एक भी आदिवासी का प्रोमोशन नहीं किया गया है।

दानापुर डिवीजन में 1975 में क्लास 59 फॉर्मरमैन प्रेड वन पोस्ट के लिए अधिकारी को मिलेकट किया गया था, जिन में से अधिकतर हरिजन थे। उन्हें ट्रेनिंग

दे कर काम पर लगाया गया और साल, डेढ़ साल तक उन्हें काम भी कराया गया। लेकिन बाद में मर्दी महोदय को बड़े भक्तपत्रों ने यह समझाया कि इन लोगों ने पिछली गवर्नरमेट के समय में ट्रेनिंग प्राप्त की है और उसी के कारण गली से उन्हें प्रोमोशन मिला है, इसलिए उन्हें डिमोट कर दिया जाये। इन्हें डिमोट कर दिया गया परन्तु फ़ैक्ट यह था कि उन लोगों में से अधिकतर हरिजन थे। उन्होंने डेढ़ माल तक काम किया और किर उह डीमोट कर दिया गया यह कहा का न्याय है। एक मार्जिश के तहत पिछली मर्कार का नाम ले कर उन हरिजनों को विकिटमाइड रिया गया है।

हम लोग विध्य रेज छोटा नामपुर के पठारी इलाके के रहने वाले हैं। मैं पिछले साल से बरवाड़ा-चौरीजी (चिरमिरो) लाइन के लिए लगा हुआ हूँ। मर्दी महोदय रहते हैं कि मैंने इस लाइन को सरके करने के लिए इनक्लूड कर लिया है। लेकिन हम लोग केवल सरके के नाम पर बोटरों को कैसे सतोष दिला सकते हैं? इस के अलावा सिर्फ़ बोटरों को बुश करने का सबाल नहीं है। उम बैकवां और आदिवासी एरिया को डेवेलप करना एक नेशनल प्रावित्य को हूँ रक्खना है। वह क्षेत्र मिनरल्म से भरा हुआ है। संकड़ बांड बार में वह लाइन फरोब-फरीब कम्पनी शन के स्टेज तक पहुँच गई थी। अगर थोड़ा सा पैसा खर्च कर दिया जाय तो यह लाइन बन जायेगी तथा उस अनुरोध बैल-ड, आदिवासी पहाड़ी एरिया का डेवेलपमेट हो जायेगा। इसलिए मेरा अनुरोध है कि इस काम में

कैली ता कर एक दो साल में उस लाइन पर नावियां चला दी जायें ।

टाटा-भरतमर में एक दिन छोड़ कर चलाई जाती है । गांव के यात्रियों को पता नहीं लगता है कि वह गांवी किस दिन आती है और किस दिन नहीं । इस लिए वे उसे चित कर जाते हैं । यह गांवी लौस पर नहीं चल रही है, क्योंकि काफी दैसेंजर्म उस पर यात्रा करने लगे हैं । मेरा अनुरोध है कि उस गांवी को डेली कर दिया जाये ।

टाटा-भरतमर में नातेहार और गढ़वा दो सब-डिविजन से पास करती है । उस के बाद वह नगर उट्टारी जाती है, जहां बसीधर का मन्दिर है, जो तीर्थस्थान डिक्सेपर कर दिया था है, और उस के नजदीक बैस्ट लाइनस्टोन पाया जाता है । परन्तु मत्ती महोदय ने कहा है कि समय की कमी के कारण यह गांवी इन स्थानों पर नहीं रुक सकती है । रेहला जब्तन पर यह गांवी प्रदृश मिनट के लिए रुकती है । मेरा अनुरोध है कि उस समय में सच्च छ मिनट निकाल कर लातेहार, गढ़वा और नगर उट्टारी पर इसे दो दो मिनट के लिए रुकवा दिया जाए ।

जहां तक मेरी जानकारी है, रेलवे विभाग म हार्जनो और आदिवासियों का कोटा न पूरा होने के कारण बहुत बैकानांग पड़ा हुआ है । क्लास बन और टू में तो उन का प्रतिनिधित्व नहीं के बिलबर है । इसलिए मेरा अनुरोद है कि बैकलांग पूरा करे तथा इनमें 3 के अफमरो में मे क्लास टू में प्रोत्तिष्ठी दी जाय ।

अन्त में, मैं मत्ती महोदय को याद दिलाना चाहता हूँ, वैसे उन को प्राधिक जानकारी भी रहती है रेलवे म रेलवे मन्स फैडरेशन और जितनी यूनियन है उन में कास्ट हिंदूजा और बड़े लोगों का प्रविकार है । उन की तरफ से हरिजन और आदिवासियों को सुरक्षा

नहीं मिलती है । इसलिए मैं आपसे यानुरोद्ध करूँगा कि योद्युस्त कास्ट एंड योद्युस्त द्वाइव की स्थाया को भी आप मान्यता दें . . . (अवकाश) . . .

एक माननीय सदस्य : प्रेसीडेंट क्या मत्ती महोदय एव्वाइट करेंगे ?

श्री राम देवी राम : देश भर में इनकी भी स्थाया है । इनके हित के लिए पैरेलेल एसोशिएशन लूटी आहिए । आप देश के पैमाने पर देख लें, कही भी हरिजन आदिवासी सेटिस्टाइट नहीं है । कलकत्ता तथा हूसरी जगहों में भी जा कर मैंने देखा है उन्हें न्याय नहीं मिलता है । इसलिए इन की स्थाया को भी मान्यता दी जाय । इन्हीं शरदों के साथ मैं अपनी बात समाप्त करता हूँ ।

SHRI R. VENKATARAMAN (Madras South) : Mr Speaker, Sir, I rise to emphasise the two cut motions which I have given cut motions Nos 199 and 200. Here I wish to urge on the need for constructing a broad gauge line to the major port of Tuticorin which is under construction now. Actually that is going to be an inner and outer harbour in Tuticorin and it is expected that a lot of goods will be exported through the harbour, particularly those produced in the hinterland like cement etc. At the moment we are exporting cement through that area but the bottleneck of a narrow gauge makes transport difficult as well as costly. There is also under erection in Tuticorin a power station of 400 MW for which enormous quantities of coal are required. Thus coal has again to come through the broad gauge up to Madras and then go through the marshalling yard and brought over to Tuticorin in the metre gauge. All these add to the cost and also to the delay in the supply of materials. At the time when the major port of Tuticorin was contemplated it was expected that it would serve as an outlet for all the South East Asia region by Lanka, Singapore and other areas. Therefore, I would like to emphasise that along with the construction of the major port, a broad gauge line to Tuticorin harbour is an absolute necessity. If the broad gauge line is not established, the port itself will not become

viable and people who sanctioned the port would be criticised for having sanctioned the port which is not economically viable.

There are a number of industries in that area, the Madras Cements and Alangulam Cements which is a State enterprise, and these enterprises are not able to transport their goods easily and in bulk because of the lack of a broad gauge line.

I may also mention that at a time when industrial development was not of the order of the present day, when industrial units were of a smaller size, Madurai began to industrialise faster. But after the size of these units became bigger, Madurai has stagnated and no major industries have developed in that area. If a broad gauge line is established from Trichinopoly to Tuticorin because we have a broad gauge line from Erode to Trichinopoly, then it will take care not only of the industrial development of that area, the southern part of Tamil Nadu, but also help to make the Tuticorin port viable. There was some survey about connecting Karur with Dindigul. That was before the major port of Tuticorin was conceived and sanctioned. Therefore, my suggestion to the Railway Minister is that he may take up this scheme of the construction of a broad-gauge line from Trichinopoly to Tuticorin. Then he may be able to connect Tirunelveli to Trivandrum via Kanyakumari line. For the development of industries in the south, particularly in the Madurai region, this broad-gauge line is absolutely necessary and it should be given the highest priority.

15.00 hrs.

My cut motion No. 200 deals with the electrification of the suburban areas around Madras. In spite of 2.7 million people inhabiting the city, Madras still continues to be a spread-out city without much pollution, because the city has spread on the north upto Ennore, on the West upto Avadi, in the south upto Tambaram and so on. Thanks to the South Indian Railway, which has a private enterprise, in the thirties electrification was carried up to Tambaram. The result was, instead of the city becoming crowded and multi-storeyed buildings coming up, the city extended southwards right upto Tambaram.

It has been the demand of the people of Madras for a long time that there should be electrification of the line from Madras, if not upto Arkonam, at least up to Tiruval-

lur, a distance of 30 miles and from Madras to Gudur or Nellore in the Calcutta line. If that is done, it will relieve the congestion in the city. Electric trains with frequent service will help to spread the population. By this process, we can eliminate all the difficulties which arise out of congestion and help reurbanisation, that is, urbanisation of the rural areas.

These are the two points which I want to urge. These suggestions have been before the Railway Board for a number of years, but no action has been taken. I would request the Minister at least to give some reaction to these proposals. I hope the Railway Minister will give its serious consideration to these proposals.

SHRI A. K. SAHA (Vishnupur) : Mr. Deputy Speaker, Sir, with your permission I will speak in Bengali.

\*The Railway Minister has presented the demands of the Ministry of Railways which is being discussed in this House. While going through the provisions of the Railway Budget one would concede that there has been no increase in the fare or freight charges of the railways and even though some benefits have also been given to the Class II passengers, yet, in my opinion there is nothing radical in the Budget. Sir, I would like to remind the House that in 1974 the railway employees had gone on a nation wide strike and they had demanded two things in particular, i.e., minimum needbased wages and payment of bonus. Members will also recall that the present Railway Minister Prof. Madhu Dandawate, seated on this side of the House had supported the demand but I do not find any mention of these items in the budget nor any indication in his speech. I would, therefore, urge upon the Railway Minister to kindly take necessary steps to ensure payment of needbased minimum wages to the Railway Employees and also consider sympathetically the demands for payment of bonus.

I would now like to say a few words about the development of backward areas but nothing has been done for such areas in this budget. It has been repeatedly said that Government would pay urgent attention for the development of the backward areas. I come from Bankura in West Bengal which is a backward area. Adjoining to it is Purulia which also comes under the category of backward areas. It is too well known Sir, that the economic development of an area, to a great extent, depends on development of railway line. Because of lack of adequate rail facilities in this area, both Bankura, and Purulia could not

\* The Original speech was delivered in Bengali.

prosper whereas places little beyond, are industrially well developed because these regions are well connected with railway line. The situation in Bankura and Purulia is so deplorable that it takes nearly 12/13 hours to reach Howrah. I would therefore urge upon the Railway Minister to kindly sanction an express train which will start from Purulia and reach Howrah via Bankura in the morning and come back to Purulia in the night starting from Howrah in the evening. Such a train when provided to a long way to relieve the difficulties of the people of this region. I would take this opportunity to impress upon the Railway Minister the necessity of converting the narrow gauge line to broad gauge of Bankura Damodar railway line for which survey has already been done and also to create a new line that will connect Mejia and Haldia. I make this demand on the basis of the fact that recently rich deposits of coal have been found in Mejia and if the place can be linked with Haldia, it will immensely help the region through proper exploitation of coal in the area apart from facilitating easy movements of passengers and goods.

A few words about the Bankura-Damodar Railways. I have been continuously speaking on this issue, given cut motions & met the Minister but nothing has been done. This section of the railway line needs to be converted from narrow gauge to broad gauge along with this I would request him to kindly connect it with Tarakeshwar by extending the line from Krupa. If this is done, it would shorten the journey time to Howrah and it will take only 3/4 hours to reach Howrah. I would now come to Adra Division. Apart from being located to the backward area, Adra is a big railway junction. There are many staff quarters in the Chandrakona Station in Adra Division, S.E. Railway but the House will be surprised to learn that arrangements for supply of water is very pitiable. I would therefore urge upon the Railway Minister to provide a well or a deep tube-well for supply of water to the Staff quarters located in Chandra Kona Station as it is the minimum necessary thing for keeping and leading a healthy life. In the Garbeta Station in Adra Division, the employees are suffering from lack of medical facilities. It is very necessary that a health Centre should be provided at this place. There is also a crying need for primary school in the Adra Division. I would also demand that electricity should be provided in all railway quarters. I would now like to touch upon the question of promotional avenues for railway employees. 7 posts of Station Masters are lying vacant in the Agra Division since June, 1977. Under the plan that the Railways are currently

ever staffed, these posts are not being filled and as a result frustration is being caused to senior employees who have put in long years of service and are eligible for promotion. Similarly posts of 8 Cabin men from Indrabali to Godaprasad in Adra Division, are lying vacant. These are very junior posts and when filled will only help some Class IV railway employees. I see no justification for not filling up these vacancies. In this connection, I would like to say it very clearly that despite clear Government directive about recruitment of Scheduled Castes and Scheduled Tribes candidates in railways the administrative authorities do not show zeal to fill up such vacancies and as a result the directive and frequent assurances remain unfulfilled. Something urgent and drastic should be done in this regard. There is also a need to upgrade the Bishnupur and Garbeta railway station.

The construction of a double line between Sealdah-Barasat is hanging fire for long. We have drawn the attention of the Railway Minister to this issue on many occasions. Our Chief Minister had also urged the Railway Minister and discussions were also held with Shri Lakdawalla of the Planning Commission. I would therefore urge upon him that something needs to be done and sooner the better.

Agartala is a land locked area. The Chief Minister of Tripura has also pleaded for a Railway line from Dharamnagar to Agartala. There was also Tripura Bandh to focus the need for railway link with Tripura. We are happy that the Railway Minister has said something about it but I would say that it should be followed up with early action and then only aspirations of the people will be met.

Lastly I would say a word about my constituency Bishnupur. Recently I was there. People and the Railway employees have been complaining about the behaviour of one Shri B. Bhattacharya LR/ASM. This gentleman treats the railway employees shabbily and our leader Shri Samar Mukerjee has already taken up the issue with the Railway Minister. I hope and trust that suitable action would be taken in this regard also.

With these words I conclude.

श्री रामदास सिंह (गिरिधीर) :  
उपायक भूदेव, ये रेलवे के अनुदानों की  
जो अनुपूरक मार्गे हैं इस के जो आइटेंस

है, उन में बारें तो बहुत अच्छी लिखी हुई हैं लेकिन मैं दो, तोन विषयों के बारे में प्लाइट मार्गट करना चाहता हूँ।

जहाँ तक रेलवे कर्मचारियों की सुविधाओं का प्रश्न है, उन की पेशन आदि का प्रश्न है, उन के बारे में जो अवस्था है, उस में प्रबन्ध का काम बहुत ही ज्ञाता है। मैं आप को यह बताऊं कि गिरिधीर है में जो कर्मचारी 1970-71 में रिटायर हुए थे, उन को आज तक पेशन नहीं मिली है। प्राइम मिनिस्टर से मैं कर रेलवे मिनिस्टर तक उन्होंने एप्लीकेशन्स दी हैं और उन के पास 15, 15 एप्लीकेशन्स हैं जिन को से कर दे यहाँ आए हुए हैं लेकिन 7 वर्ष के अन्दर उन की पेशन के बारे में आज तक कोई सला नहीं हुआ है।

दूसरी बात यह है कि बजट में अस्पष्ट रूप से इस बात का उल्लेख है कि जो पहाड़ों जगहें हैं, हिली एरियाज हैं उन में हम सुविधा देंगे लेकिन 1969 से वहाँ के लोग मांग करते चले आ रहे हैं कि गोमो से बढ़काकाना तक एक शटल ट्रेन चलाई जाए और 1971 में रेल भवानीलय ने जबाब दिया था कि दोहरी लाइन डालने के बाद वह शटल ट्रेन चलाई जाएगा लेकिन आज जब हम 1978 में इस बारे में पूछते हैं, तब हमें वही जबाब मिलता है जो 1973 में जबाब मिला था। 1976 में रेलवे लाइन बिछाने का जो काम था वह पूरा हो गया है। हम सोचोंने पता लगाया कि चन्द्रपूर से गोमो हो कर बढ़काकाना तक रेल चल सकता है या नहीं तो सभी जगहों के स्टेशनों के स्टाफ से यह पता लगा कि गाड़ी आसानी से चलाई जा सकती है। 11 बजे दिन में चाहे कलकत्ता की तरफ से या दिल्ली की तरफ से कोई पैसेन्जर आता है, तो गोमो में उसे दिन भर और रात भर पड़ा रहना पड़ता है क्योंकि उस को अगले दिन हो गाड़ी मिलने

बालो होता है और बीच में कोई गाड़ी नहीं है। यह कहा जाता है कि माल गाड़ी चलता है, इसलिए दूसरी गाड़ी बेता मुश्किल है। मालगाड़ी के चलने से जाइन बला नहीं रहता है जब कि वहाँ के लोकल अधिकारी यह बात स्वीकार करते हैं कि वहाँ से आसानी से सुबह गाड़ी चलाया जा सकती है जब कि तोन घंटे में गोमो जंक्शन पहुँच सकता है और वहाँ से दूसरी गाड़ी मिल सकता है। यह वहाँ के लोगों की बहुत दिनों से मांग रही है।

तीसरी बात मैं बड़काखाना में जो रेलवे की जमीन है जिस पर कि लोगोंने 1925-30 से भकान बनाए हुए हैं और उनमें रहते हैं उस जमीन को ग्रांथीता जा रहा है: उनके घरों को गिराया जा रहा है: हमने आपके रेलवे विभाग के चौथीरी साहब से जब इस बारे में कहा कि क्या रेलवे को इस जमीन की जरूरत है तो उन्होंने कहा कि नहीं इस जमीन की रेलवे को जरूरत नहीं है। उसके बाद उस जमीन को बेच दिया गया। हमने इसके बारे में रेल मंत्री जी को लिखा तो हमें बताया गया कि हमारा आरोप गलत है, मैं उस जमीन की जो रजिस्ट्री हुई है, उसको ले कर आया हूँ जिससे यह मालूम होगा कि वहाँ के अधिकारियों ने उस जमीन को बेचा है। मैं कल सभा पट्टल पर उस रजिस्ट्री को रख दूँगा। वहाँ लोगोंने थोटेभोटे घर बना लिए हैं और तीस-चालीस सालों से वहाँ पर रह रहे हैं। वे उस जमीन का किराया भी देने को तैयार हैं लेकिन रेल अधिकारी लेते नहीं हैं और कह देते हैं कि वे लोग किराया नहीं देते। हम स्वयं वहाँ गये और उन्होंने हम से कहा कि लीजिए आप किराया मेरी लीजिए। इस सबको कहने का करा मतलब यही है कि इस बजट में मंत्री जी ने रेलवे की अवस्था को सुधारने के लिए कोई प्रावधान नहीं किया।

रेलवे में कोयले की बुराई के सम्बन्ध में एक नया सिस्टम चला है। चन्नपुरा से बढ़कालाना तक जो कोयला लादा जाता है वह बोर्टों में भर कर डिब्बों में लादने का सिस्टम शुरू किया गया है। 56 टन की केपेसिटी वाले डिब्बे में केवल 28-30 टन कोयला लादा जाता है और डिब्बे में दस-बारह बोरे कोयले के लादे जाते हैं जिन्होंने भी भरा जाता है। इस तरह की अव्यवस्था भी रेलवे में चली आ रही है। इस सब को भी ठीक करने की जरूरत है।

इस अनुदान मांगों का तो हम समर्थन करते हैं लेकिन हम मंत्री जी से प्रार्थना करते हैं कि रेलवे में जो इस प्रकार की बुराइयां हैं उनको दूर करें और रेलवे की अव्यवस्था में इस प्रकार का सुधार लायें जिससे ये बुराइयां फिर न न परें। हम मंत्री महोदय को पढ़ लिखते हैं। वह कलकत्ता में जनरल मैनेजर के पास तो जाता है लेकिन घनवाद में जो रेलवे का रीजनल अफिस है वहां तक हम लोगों की बात पहुंचती ही नहीं है। पुराना जो सर्वे दुश्मा था, जो कि 65-70 में हुआ था उसी सर्वे के आधार पर हमें जवाब मिल जाता है। जो जवाब हमें 1973 में मिला था वही जवाब अब भी मिल जाता है। मेरा मंत्री जी से निवेदन है कि छोटा नागपुर का एक जंगली और पहाड़ी इलाका है। हजारीबाग एक प्रमुख और अव्यावसायिक शहर है। वहां आज तक रेलवे लाइन की सुविधा नहीं पहुंचाई गई। उसके बारे में एक बार नहीं पांच-पांच बार प्रपोजल बने लेकिन वहां रेल लाइन नहीं आ सकी। हजारीबाग कमिशनरी है। वहां के लोगों की बहुत दिनों से यह मांग रही है कि वहां रेलवे लाइन बिलाई जाए। वह एक बैकवड़ और जंगली इलाका है। बजट में तो यह दर्शाया जाता है कि हम पिछले इलाकों के लिए इतना कम्युनिकेशन

रहे हैं जब कि रेलवे लाइनें उन्हीं इलाकों में बनती हैं जहां पर कि पहले से इनकी सुविधा है। मैं आप से कहता हूँ कि मिरीही है जिसे, हजारीबाग जिले में रांची से ले कर कोई भी ऐसी रेलवे लाइन नहीं है जिससे कि लोग यात्रा करके जा सकें। वहां बाहर से आ कर पचास हजार लोग नौकरी करते हैं। उनके परिवार मिला कर उनकी चार लाख आबादी हो जाती है। लेकिन उनके लिए द्रेन की कोई सुविधा नहीं है। उहोंने ऐसी द्रेन बीं जाए जिससे सफर कर पूर्व और पश्चिम जाने वाली गाड़ियों को पकड़ सकें। उसी तरह से दस बजे दिन में उत्तरने के बाद दूसरे दिन तक गोमो स्टेशन पर उनको ठहरना पड़ता है तब पांच बजे सुबह उनको एक ट्रेन वहां भिलती है। मेरा निवेदन है कि जो वहां की अव्यवस्था में बुराई चली आ रही है और जो वहां कर्मचारियों तक के पास बहुत दिनों से काम पड़ा हुआ है उसकी अव्यवस्था को सुधारने का आप प्रबन्ध करें। जंगलों और पहाड़ी एरिया में लाइन बिलाने के लिए भी आप विशेष अव्यवस्था करें। हजारीबाग से होते हुए एक लाइन आप दें और गोमो से भड़का के बीच में रेलवे लाइन की अव्यवस्था करें।

इन्हीं शब्दों के साथ मैं आपके माध्यम से मंत्री महोदय का ध्यान इन चीजों की ओर झीचना चाहता था। जहां तक इन अनुदानों का सम्बन्ध है उनका हम सामर्थन करते हैं, इन को स्वीकार करने में हमें कोई एतराज नहीं है।

कौं। हरी राम लक्ष्मासर गोदारा (बीकानेर) : आपने सूरतगढ़ और भाटिंडा के बीच में एक नई लाइन बनाई है। लेकिन बीच में आप ने कोई कार्सिंग नहीं दिया है। सब जगहें आपने बन्द कर रखी

[चौंह द्वारा राम मंडप सर रखोदारा]

है। इसका नतीजा यह होता है कि लोगों को, किसानों को जिनके बीच आस पास होते हैं उनको चार चार और पांच पांच भील का चक्कर काट कर माना जाना पड़ता है, अपनी फसल बर्गेर को कि जाना पड़ता है। इस कारण से बहुत सी दुर्बंधायें भी हो जाती हैं। मैं आपसे प्रार्थना करता हूँ कि आप बीच में जगह जगह पर कासिंग दें ताकि लोग आ जा सकें और अपना माल से जा सक और ला सकें।

हनुमानगढ़ जंक्शन के पास एक बिज होना चाहिये। वहां पर चार सड़कें गुजरती हैं और तीन रेलवे लाइनें, गंगा-नगर, बीकानेर और साइलपुर की गुजरती। लेकिन वहां पर कोई पुल की व्यवस्था आपने नहीं की है। मेरी आप से प्रार्थना है कि आप हनुमानगढ़ में पुल बनाने की व्यवस्था करें।

बीकानेर की चार लाल्ह की जन संख्या है। वहां पर रेलवे लाइन बीच में से गुजरती है। उस कारण से वहां भी बहुत सी दुर्बंधाएं हो जाती हैं। मंदी महोदय का पत्र आया है कि 21 किलो-मीटर लम्बे रास्ते का खर्च राजस्थान सरकार दे। आप ही बताएं कि राजस्थान सरकार इतना खर्च कहां से दे सकती है। इसका खर्च आपको देना चाहिये और रेलवे ही इस काम को अपने बच्चे से करे।

अनूपगढ़ में फालोदी नक्का वाया कोला। यह छोटी लाइन होनी चाहिये। वहां नए नए विकास के काम हो रहे हैं। वहां पर पचास पचास भील तक कोई लाइन नहीं है। वहां के लोगों को राहत मिल सके और उनका भी भला हो सके। इस बास्ते वहां एक छोटी लाइन आपको देनी चाहिये।

सिन्धरी का खाद कारखाना बड़ी लाइन पर है। बीकानेर से सूरतगढ़ तक की लाइन को भी बड़ी लाइन कर दिया जाए ताकि वहां का कच्चा माल जो सिन्धरी जाता है वह सीधा चला जाए और बीच में द्वांसिंगमेंट की जल्दत न पड़े। यह कच्चा माल वहां तथा दूसरे स्थानों में भी इस तरह से आसानी से जा सकता है। इस ओर भी आपका ध्यान जाना चाहिये।

जनता सरकार ने यह बायदा किया था कि रेलवे लाइन के आर-न्पार चक्कों के पुराने रास्ते दे दिये जायेंगे। आज स्थिति यह है कि लोगों को वे रास्ते नहीं नहीं हैं। कांग्रेस सरकार ने भी इस बारे में कुछ नहीं किया। मुझे आशा है कि जनता सरकार इन रास्तों के बारे में कदम उठायेगी।

रेलवे लाइन के बीच से बाटर कोंस मुजरते हैं, जिस में डाई, तीन क्लूसेक पाली गुजरता है। उन की मरम्मत के बहाने किसानों से सालाना चार, पांच सौ रुपये की लेदी ले ली जाती है। मैं कहना चाहता हूँ कि बाटर कोंस का खर्च रेलवे विभाग को देना चाहिए और इस लेदी को बन्द करना चाहिये। कांग्रेस सरकार ने तो इस तरफ कोई ध्यान नहीं दिया, लेकिन अब जनता सरकार को यह काम करना चाहिए।

रेलवे लाइन की दूसरी साइड पर चार पांच हजार एकड़ जमीन है। हजारों आमों को इस की बजह से बहुत परेशानी का सामना करना पड़ा रहा है और लोगों में हाहाकार मचा हुआ है। उन्हें अपना माल से जाने के लिए आठ दस भील का चक्कर काटना पड़ता है। जनता सरकार को इस की तरफ ध्यान देना चाहिये। अगर मंदी महोदय,

यह काम करेंगे, तो लोगों को संतोष होगा।

**PROF. P. G. MAVALANKAR:** (Gandhinagar): Mr. Deputy-Speaker, Sir, in the morning today the House paid its tributes to the late Speaker, Shri Anantasyanam Iyengar. I was, unavoidably, absent at that time; therefore, I would start by paying my tributes to him. I am reminded of the many occasions when he as Deputy-Speaker and as a Member of this House used to speak on several subjects, including Railways; with a tremendous speed, good sense and good humour he would go on making points one after another—at a terrific speed, almost at the Rajadhani Express speed, if I may put it that way; I recall those occasions having listened to those speeches from the Speaker's Gallery above in this House. Therefore, I do wish to begin my brief intervention on the discussion of the Demands for Grants in respect of Railways by paying very warm tributes to him. He was Deputy-Speaker when my father was the Speaker, and after my father's demise, he became the Speaker. Naturally I knew him very well, and my affection and regards for him grew very much.

I have already moved 18 cut Motions, Nos. 1 to 18, List No. 1, to these Railway Demands. I do not want to repeat the subjects which are included in those Cut Motions; I hope the Minister will answer to those Cut Motions as well, in the same manner in which he has promised that he would answer to the other points we made in our speeches on the Budget earlier in this Session.

I want to start by referring to the railway administration and the railway finances; although they are now under the very able and dynamic Minister, my friend, Prof. Madhu Dandavate, I would like him to go deep into the whole problem and find out whether he cannot devise some urgent means to streamline the financial operations of the Railways, first, by having effective economics and, secondly, by reorganizing the structure and the administration in such a way that the limited resources—although the resources are large, they are all the same limited—are spent in a more intelligible and just manner for the whole country.

I do also wish to tell him—because I come from Ahmedabad and Gandhinagar which I have the honour to represent—that he should come to Ahmedabad and Gandhinagar as early as he can and look into some of the pressing problems. A few days ago, his colleague, the

Minister of State, Mr. Sheo Narain, went there; if only he had informed me, I would have accompanied him and given him a cup of tea in my house and would have taken with him a cup of tea at the railway station and then he would have found the difference between the two.

Anyway, an important point is that I want the Railway Minister Prof. Dandavate to come to Ahmedabad and Gandhinagar districts and find out for himself whether these two important cities—one is of course an important city and the other is the Capital city, now, of Gujarat—are really properly served by the Railway Administration in terms of facilities, railway whether the passengers have the necessary facilities for travel between Ahmedabad and Gandhinagar, within the district of Ahmedabad and within the district of Gandhinagar and between Ahmedabad and Baroda and back again from Baroda to Ahmedabad. All these are good and potential possibilities now, because of the electrification that has taken place. When this electrification has taken place, I do not know why the Railway Minister is not going ahead in the direction of doing these things.

You will recall that we had a very distinguished Independent Member, whom I have the honour of having succeeded, in this very House. I am referring to late Shri Indulal Yajnik. When, to the previous Railway Minister I made a request, he had agreed and now I am making this request for the first time to the new Railway Minister, namely that he should go ahead with the changing of the name of Nenpur Station—which is near Mahemdavad and not far from Ahmedabad—into Indulal Yajniknagar. I had already made this proposal and I hope the Railway Minister will agree to it and that he will persuade the Home Minister also to agree to such a name.

**PROF. MADHU DANDAVATE:** This is completely within the jurisdiction of the State.

**PROF. P. G. MAVALANKAR:** My friend says it is completely within the jurisdiction of the State and the State says it is within the jurisdiction of the Central Government

**PROF. MADHU DANDAVATE:** If I may clarify the position, the provision is that the State Government makes a recommendation and ultimately the Railways accept the name in consultation with the Union Home Ministry.

**PROF. P. G. MAVALANKAR:** I am glad he has now clarified the position.

[Prof. P. G. Mavalankar]

I have done the first two parts: I have got the confirmation of the State Administration and I also wrote to the previous Minister of Railways, who agreed to it. I hope he will also now tell the Railways to get sanction for this.....

PROF. MADHU DANDAVATE : No name of a leader is given to a railway station.

PROF. P. G. MAVALANKAR : I can point out any number of railway stations in India named after individual leaders. I do not want to take up the time of the House by giving you a list of them, but I cannot accept this point when he says that no leaders' names are given to railway stations. I can point out any number of stations—Gandhinagar, Patchnagar, Rajendranagar, to begin with, and I can cite many more. But I will not enter into a dispute about this as I have some more important points to make.

Now, about railway lines, I want him to urgently go into the question of Bhavnagar-Tarapur railway line. When everything is settled, I do not know why the Railways are delaying this project. And what is the reply given in regard to Modasa-Kapadvanj line? It should be started as early as possible.

Also, about conversion, will he not tell us when the conversion will start? His stock reply—and his sincere, stark reply—is that the Planning Commission is not giving the allocation. Well, we are prepared to support you in your demand for more allocation from the Planning Commission, but do not give us the same excuse and the same reason again and again. Please try to see to it that these railway lines which have already been sanctioned, for which engineering survey has been made and for which the State Government is prepared to pay some percentage of the deficit, are expedited. If you go on delaying, the cost will increase. If the same railway lines, instead of being started now are started ten years later, it will run into several hundreds of crores more. Is that what the Railway Ministry wants? Is that what the Planning Commission wants?

Only three more points, and I have done. One is regarding the State Transport in Gujarat. After all, the various States in India have a nationalised State transport which has been working well—I think the State Transport authorities give 66% and 33% comes from the Central allocation. The ratio is 2:1 but I think the Railways have not paid large amounts to the Gujarat State Transport on this account. The Railways were paying the dues regularly till about 1970-71 (*Interruptions*)

PROF. MADHU DANDAVATE : I have already replied to that point in this House.

PROF. P. G. MAVALANKAR : I want you to consider this matter again a fresh. Your reply is again the same answer that the Planning Commission does not give us more money and therefore we cannot give more money. But if the State Transport Authority has already paid 66% of the amount, the Railways have to pay the promised one-third. The figure is now staggering. The figure now is that the Railway Ministry of the Government of India have to pay to the Gujarat Government or the State Transport Authority an amount of capital contribution of nearly Rs. 362-60 lakhs. This is a huge amount. When that amount is not available, a result is that the Gujarat State Road Transport Corporation, which wants to buy more buses, for example they want to buy one thousand bus chassis, but without these new buses, they are not able to extend their operations, particularly to the rural areas. This is because they are not in a position to buy buses. I know, in my State, even in my constituency in the Gandhinagar and Ahmedabad districts, there are areas where the State Road Transport cannot go because the buses are not available in good number. I want the hon. Minister to expedite this matter of giving the arrears to the Gujarat State Transport as early as possible.

Two more points and I have done. The Railway Minister, as a matter of fact, the Janata Government in general, are very sincerely and keenly suggesting that they want to go into the question of employment and rural development and also development of backward areas, and Adivasi areas I would like to make one suggestion to the hon. Minister; I would not be able to give all the details at this stage. The hon. Minister knows that in Dahod in Panchmahals district, vast land is available to the railways. It is a huge Western railway centre and it is on the border of Gujarat, Rajasthan and Madhya Pradesh and connects various trunk lines. There is a locomotive in Ahmedabad and in Bombay, Parel; these are over-crowded beyond capacity. Why not use the facilities at Dahod and examine the possibility of additional construction of loco shed in Dahod? If it is properly done and the details are worked out, it will perhaps give employment to several hundreds of Bhils and Adivasis of that area. There are a number of skilled and unskilled Bhils and Adivasis in Panchmahals district. If the Railway Minister takes up this project—and I would earnestly request him to do this—perhaps four to five thousand Adivasis

who are forced to go out of their respective areas to distant places for employment etc. would not go out. Once they go out, they spend more money, they are away from their families and they fall in bad habits of drinking etc. If we are really interested in the uplift of the rural and backward areas, I hope, the Railway Minister will look into this question of a locomotives at Dahanu.

Finally, I find that the railways are often very very late in sanctioning special trains for students and other institutional organisations. I have a concrete case of Gujarat State Balkan-Ji-Bari. Like them, the other State Balkan-Ji-Bar organizations are also celebrating the 50th anniversary of the foundation of this association. I am a member of the Advisory Board of the Balkan-Ji-Bari in Gujarat State. I know that most of the children who are members of the Balkan-Ji-Bari organisation belong to the scheduled caste and backward classes. They have no money and have no opportunities to go out at all. Now, they want a special train to go to Kashmir as a part of the celebration of the 50th anniversary. The stock reply of the Railways has been: Pay the deposit in time, do this and do that. But even after you have done everything, they say: We cannot guarantee you that a special train would be made available. How can you finalise the arrangements in such a case?

**PROF. MADHU DANDAVATE:** Without guarantee, it will be made available.

**PROF. P. G. MAVALANKAR:** I am very happy; it is very nice of him. He himself is a professor and I am not surprised for this concern of his for students. I hope, that not only the Balkan-Ji-Bari, but whenever people are able to apply in time and pay the deposit in time and meet other requirements, and ask for railway assistance, this would be made available without any delay. I can understand their saying one or two coaches less, or it would take one or two weeks more, but how can we organise the whole trip of students and other people, if we do not know until the last minute, whether the train would be available or not? Then, this last minute business means corruption. Let me tell that also to the Minister. You have organised a tour, you cannot wait; you have to go ahead somehow or the other, pay something to somebody get the sanction and go ahead. I, therefore, want the Railway Minister to look into this question also carefully.

Prof. Dandavate may not like the point, I am making now in the end, because he has already replied in one of the

answers to my question, that it is not possible to shift the Western Railway headquarters from Bombay to Gujarat. He has given many reasons and I see the force of his arguments also. But I do not want the hon. Minister to have a closed mind on this question, let him have an open mind. He is an experienced man and as all the professors are generally with an open mind, let him have an open mind on this question.

**PROF. MADHU DANDAVATE :** My mind is so open that your thoughts enter my mind and they go away immediately.

15:00 hrs.

[**SHRI RAM MURTU** in the Chair]

**PROF. P. G. MAVALANKAR:** That is my difficulty. I know that he is too open. I want him to be open and not too open and not also open on both sides. Therefore, let him go into this question of practicability and feasibility. When all the Western Railway operations are mostly in Gujarat, I do not know why the headquarters should be in Bombay. Perhaps it is because of the historical background and past precedent, etc. that it is continued in Bombay. I hope he will consider the matter in the new light that I have tried to put before him.

**श्री हरिकेश बहादुर (गोरखपुर) :** मात्यवार, रेल मंत्रालय की अनुदान की मांगों पर बोलने का आपने जो मोका मुझे दिया है, सब से पहले मैं उस के लिये आपको धन्यवाद देना चाहता हूँ। रेल बजट पर बहस के समय मुझे मोका नहीं मिला था, लेकिन आज अनुदान की मांगों पर बोलने का मुझे मोका मिला है, इसलिये मैं यह कहना आवश्यक समझता हूँ कि माननीय मंत्री जी ने जो बजट पेश किया था, वह सचमुच मैं प्रशंसनीय बजट था, तारीफ-के-काबिल बजट था। लेकिन कुछ बातें मैं चलूर कहना चाहूँगा। माननीय मंत्री जी ने इस बजट को पेश कर के देश की जनता को काफी सुविधायें देने का प्रयास किया है और इस से देश की जनता को अवश्य लाभ पहुँचेगा, लेकिन कुछ बातें ऐसी हैं, जिन पर उन को विशेष ध्यान देना चाहिये।

सब से पहली बात तो यह है कि द्वेष को समय पर बलाने के लिए मंत्री जी को अपने विभाग में कुछ भविक सक्ती करनी पड़ेगी। बास तौर से रिचर्ड हुए हिस्तों में जो गाड़ियां चलती हैं या जो पहाड़ी इलाकों की तरफ जाने वाली गाड़ियां हैं, वहां के लोगों की आम तौर पर यह विकासत रुहती है कि बहां पर गाड़ियां समय पर नहीं चलती हैं। मैं मंत्री जी से अनुरोध करूँगा कि वे इस विभाग में व्यापार वै और गाड़ियों को समय से बलाने के लिये अपने विभाग को उचित निर्देश दें।

इस सदन में कई बार रिजर्वेशन में अच्छाकार की बातें आई हैं। माननीय मंत्री जी ने जो जवाब दिये हैं, वे भी काफ़ी संतोषजनक रहे हैं, मैं उन की भी तारीफ करना चाहता हूँ। लेकिन इस बात को भजवूती के साथ देखना होगा कि जो भी नियम इस के लिये लागू किये जाते हैं, उन का सही ढंग से पालन होता है या नहीं। यदि इस विभाग में सरकार ने उचित कदम उठाये हो मग्न विकास है कि जनता का बहुत बड़ा सहयोग रेल विभाग को बलाने में मंत्री जी प्राप्त कर सकते हैं।

माननीय मंत्री जी ने रेल के अफसरों के लिये यह कहा था कि यदि अब वे कही जायेंगे, मेरा तात्पर्य है कि ड्यूटी पर जायेंगे, तो पहले उन के परिवार के सभी लोगों को उन के साथ जाने की इजाजत भी, अब उस तुलिष्य में कमी कर दी गई है, अब उन के बच्चे उन के साथ नहीं जा सकते। लेकिन मैं यह कहना चाहता हूँ कि यदि वे ड्यूटी पर जाते हैं, तो उन को अपेक्षा जाने की इजाजत होनी चाहिये, किसी अन्य को उन के साथ जाने की इजाजत न दी जाये, क्योंकि मैं समझता हूँ कि इस की कोई आवश्यकता नहीं है...

बी कंबर लाल गुप्ता (दिल्ली उपर) : इस में याए को क्यों एतराज़ है ?

बी हरिशंकर बहानुर : मंत्री जी ने द्वेष में एकोपोडेशन देने की वृष्टि से ऐसा कहा था। लोग पहले ड्यूटी पर जाते थे, तो पूरे परिवार को से कर जाते थे, इस लिये इस तरह से पूरे परिवार को से जाने की इजाजत देना या अन्य लोगों को से जाने की इजाजत देना उचित नहीं है, इस में कभी की जानी चाहिये।

बी कंबर लाल गुप्ता : मंत्री जी भी तो शाम को अपने घरवालों के पास जाते हैं।

बी हरिशंकर बहानुर : ठीक है, तो गवर्नरमेंट आफ़ इण्डिया भी अपने सभी विभागों के अफसरों को ऐसी इजाजत दे दें, तब तो ठीक है, लेकिन रेलवे के अधिकारियों को ही इस तरह की इजाजत दी जाय—इस से मैं सहमत नहीं हूँ।

बोनस का मसला भी बहुत गम्भीर और प्रहम है। भूतलिगम कमेटी बैठी हुई है, उस की रिपोर्ट आने के बाद मंत्री जी उस रिपोर्ट पर सहानभूत प्रबंध विचार करेंगे। मैं मंत्री जी से यह निवेदन करना चाहता हूँ कि यह रेलवे कर्मचारियों की बहुत पुरानी मांग है, इस को मानने की कोशिश की जानी चाहिये, क्योंकि यह ऐसी मांग है जिस के साथ जनता पार्टी के नेताओं के सेन्टीमेन्ट्स जुड़े हुए हैं, देश के तमाम लोगों के सेन्टीमेन्ट्स जुड़े हुए हैं।

अब मैं कुछ लोकल समस्याओं के सम्बन्ध में कहना चाहता हूँ—नार्थ इस्टने रेलवे में बाराबंकी से बोरखापुर भीटर नेज को बाह-नेज में कन्वर्ट करने का प्रयास चल रहा है। इस काम को शीघ्रतापूर्वक

करने की कृपा करें, ताकि जनता को अच्छी सुविधा प्राप्त हो सके।

मैंने कहा वार मंडी जी से बात की है कि बोरब्युर के सहजनवा स्टेशन पर अबड़-तिरहुत येल गाड़ी रोकी जाती थी, इस से बहाने के लोगों को बहुत सुविधा थी। मैंने इस सवाल को माननीय मंडी जी के साथने उठाया था और उन्होंने तमाम तरह की कठिनाइयों का जिक्र किया था लेकिन मैं माननीय मंडी जी से यन्त्रोदय करना चाहूँगा। कि उस स्थान पर जो सुविधाएं पहले से उन लोगों को मिली हुई थीं अगर उन सुविधाओं को बत्तमान सरकार छीन लेगी, तो इस से जनता में नाराजगी होना स्वाभाविक है। माननीय मंडी जी ने मुझ से व्यक्तिगत रूप से बात करते हुए इस बात का धार्वासन दिया था कि अप्रैल के महीने में जो नया टाइम ट्रेनल लागू होगा, उस में विशेष रूप से इस बात का प्रयास करेंगे कि वह ट्रेन सहजनवा पर रोकी जाए। मैं आया करता हूँ कि माननीय मंडी जी अपने उस धार्वासन को कार्य रूप में परिणत करेंगे।

अन्तिम बात मैं यह कहना चाहता हूँ कि रेलवे में जो कुछ समय पहले एस्सी-डेंट्स हो रहे थे, वे पहले काफी संख्या में हुए के बारे यह एक बहुत गम्भीर बात थी, क्योंकि इस के कारण कपी-कपी लोग दूनों में सफर करने में अपनीत होते थे लेकिन सरकार ने जो कदम उठाए हैं उन से लोगों को सहाय मिला है और लोगों का साहस बढ़ा है। मैं ऐसा समझता हूँ कि जो कुछ भी कदम उठाये गये हैं उन को प्रभावशाली ढंग से कार्यान्वित करने का प्रयास रेलवे विभाग करेगा।

इन शब्दों के साथ मैं अनुशासन बाबों का समर्थन करता हूँ और उन्हें रेलवे बंडी जी को बध्यवाद देता हूँ।

\*SHRI A. ASOKARAJ (Perambalur): Mr. Chairman, Sir, I am thankful to you for giving an opportunity to say a few words on the Railway Demands on behalf of my party, the All India Anna Dravida Munnetra Kazhagam.

Sir, I would like to recall the Railway Minister's assurance he gave to this House last year that it would be his prime endeavour to open up the backward areas of the country by having railway lines. I wonder how he is going to keep up his social commitment to the nation through his second Railway Budget. I need not tell him that railway communication alone will remove the stigma of backwardness from many parts of our country. The Railway Minister, who is a Socialist of international reputation, knows that the Railways, like the rainbow, connects the horizons of backwardness and progress. I am sure that he will be true to his conviction that and sanction new railway lines for backward areas of the country. The Railways, being the biggest and the only public sector undertaking, is primarily a social utility service and profit motive cannot rear its ugly head here.

I will now come to particular problems. In my constituency, Perambalur, there is a sugar mill in Eraiur. A sugar mill can survive only if there is adequate arrangement for transportation of the end-product. It is an imperative necessity that Eraiur and Pennadam should be connected by a railway line and Eraiur and Perambalur should also have a rail link. Similarly, from Ariyalur there should be a railway line to Athur via Perambalur and Thuraiyur.

I have to regrettfully point out that 35 square miles around Perambalur there

is no railway line. The youngsters can understand what is a Railway line or a Railway engine by only seeing the picture. Besides serving movement of people from one place to another, the Railways are the mainstay of all business and trading activities. The agriculturists and the rural trade are greatly handicapped for lack of transport facilities like the Railways. Again I have to reiterate that the industrialists do not like to go to rural areas because they are to face the hardship of transportation of their products. That is how I am repeating that in my constituency these areas must be served by a railway line at the earliest.

Sir, the track between Villupuram and Tirchirappalli must be electrified. In the absence of mass rapid transport system in the metropolitan city of Madras, electrification of railway lines around the city of Madras must be taken up on a war footing. Otherwise, the transportation and traffic inside Madras city is going to come to standstill. For example, I am unable to understand the delay in the electrification of Madras-Trivellore line sanctioned in 1973. I agree that so many hundreds of crores of rupees would be required for the mass rapid transport system in Madras. But the electrification of railway lines around the city of Madras will not need such huge investment. If the growing population of Madras city is to be taken out of the city limits, then they must have quick transportation facility for coming to their places of work. I humbly appeal to the Railway Minister that he must order the electrification of all railway lines around the City of Madras, besides the present electric trains. The State of Tamil Nadu is served only by metre-gauge track. Madras being the port town should be easily and quickly accessible for the trades people and businessmen.

In my constituency, there is an unmanned gate near Mathur and Sendurai. This remains closed most of the time, causing great hardship and bottleneck for road transport. This unmanned gate should be converted into a manned gate, so that this problem is removed for the road traffic.

Sir, the Egmore Station at Madras is becoming fast an architectural monument. There is immediate necessity for taking up repair work, if it is to be saved from further dilapidation. I am sure that the Railway Minister has seen the present condition of Egmore Station and I hope that he will do the needful in this matter.

The hon. Railway Minister, I hope, has not changed his attitude towards the Railway Workers, whose cause was so dear to him when he was sitting on these

benches. He was with them when they struck work in 1974 for Bonus. His Colleague, Shri George Fernandez, also was with them. Now, I do not think that along with their changing role they have changed their commitment of bonus to the Railway workers. Though this Budget has satisfied a section of the population, especially the section which will benefit by no increase in freight, this has disappointed the Railway Workers who have not been given bonus by their owner Leader-Minister.

When Railway Advertisements come, we find that that there is a proviso "if suitable" Scheduled Caste and Scheduled Tribes candidates are not available, these posts will be filled up by others." I want to say that this gives an impression of foreclosing the issue. If you do not get suitable candidates, you are at liberty to fill up these posts by other candidates. There is no need to have this rider even in the advertisement, which in fact, has a dampening effect. I request the Hon. Minister to remove this rider from the Railway Advertisements.

Similarly, the Railway employees in Class IV and Class III can never become economically self-sufficient in the present circumstances of spiralling prices. I demand that that they should get 45% reservation for promotions to higher posts. All these Class IV and Class III posts must be exclusively reserved for Scheduled Caste, and Scheduled Tribes.

The Railway Board has ordered that Compulsory Deposit payment must be made without delay. I am sorry that this order has not yet been implemented and while the Railway employees are facing great hardships, it must be ensured that this order for the repayment of Compulsory Deposit is implemented forthwith.

Sir, the employees engaged in signalling and other allied jobs in D.S.T.E./W/T.E.M., S.Rly, are working as temporary hands for the past three to ten years. They have also submitted memorandum to the Hon'ble Minister. They must be immediately confirmed. They are spending sleepless nights because of the Democles' sword of suspense hanging over their heads.

In many of the stations, the Railway Officers respect people according to their status in life. If they know that I am an M.P., immediately I am shown all kindness and courtesies. In fact, all the Railway passengers should get equal respect and courtesy. I request that the hon. Minister should have re-orientation courses for the railway staff so that the railway passengers are not treated like cattle. Similarly, the

Railway stations must be kept clean; they should not be centres of communicable diseases.

With these words I conclude my speech.

**ओ चतुर्थजः (आलावाडः) :** अध्यक्ष महोदय, एक वर्ष के अन्दर, आज पहली बार मुझे अवसर प्रदान किया गया है। बजट पर बोलने का तो मुझे अवसर नहीं दिया गया था। यह मुझे पहला अवसर दिया गया है जिस के लिए मैं आपका आभारी हूं और साथ में मंत्री जी का भी आभारी हूं। (अवक्षण)

रेलवे का 1883 में प्रारम्भ हुआ था। क्या जनता पार्टी की सरकार के माध्यम से रेलवे की शास्त्री मनाधी जाएगी? अप्रेज़ो के बाद से देश में जो रेलवे वा विस्तार हुआ, वह चक्राच्छ करने वाला था लेकिन काप्रेस के शासन से ऐसा दिखायी देता था कि रेलवे की जितनी भी सुविधाएं प्रदान की जा रही है वे सब काप्रेसियों को ही खुश करने के लिए प्रदान की जा रही है। रेलवे के जितने रेस्टोरेंट और टी स्टाल प्राप्ति है वे सब के सब उपभोक्ताओं के लाभ के लिए रखे जाते हैं। एमरजेंसी के दौरान कुछ को अपने चिन्हे भाइयों को दे दिया गया था और उन रेस्टोरेंट्स को जहां पर यह समझा जाता था कि ये संग विरोधी दलों के समर्थक हैं, उनसे छीन लिया गया था, उन को हटा दिया गया था। ऐसे व्यक्ति जो एमरजेंसी के अन्दर उनको चला रहे वे लेकिन जिन को हटा दिया गया था और अपने चिन्हे भाइयों को उनको दे दिया गया था, मैं मार द्या रहा हूं कि वे उनको दुबारा दिलाए जाएं और उन लोगों के साथ एमरजेंसी में जो ज्यादाती हुई थी, उसको दूर किया जाए, उन को अग्रह दिलाई जाए।

कामेल की सरकार तीस साल तक रही। उस ने कुछ नहीं किया। जनता पार्टी की सरकार ने मैं समझदाहूं कि जनता की आकांक्षाओं की पूर्ति जो बजट करता है ऐसा बजट प्रस्तुत किया है। यह बजट अपने आप में विजेता लिए हुए है। यह बजट जिन आकांक्षाओं की पूर्ति करने वाला बजट है। या रेल कर्मचारियों और क्या रेल उपभोक्ताओं दोनों को यह सुविधा और राहत प्रदान करता है। बोनस के नाम पर काप्रेस की सरकार ने रेल कर्मचारियों को जैलों में दूसरी दिया था। जनता सरकार ने उन कर्मचारियों को दुबारा बहाल किया और कर्मचारियों के दिलों में विश्वास की प्राप्ति जाएगी। जनता पार्टी की सरकार कर्मचारियों के साथ किसी भी प्रकार का अध्याय नहीं करता चाहती है। उसने भूर्तीलगम कमेटी का निर्माण किया है और जो विषय उस ने उसके विचारार्थ रखे हैं उस से कर्मचारियों की आशाएं जगी है। रेलवे में जो चतुर्थ श्रेणी के कर्मचारी काम करते हैं उन के अन्दर भी आशा जगी है। कुल मिला कर इस बजट को जनता पार्टी का एक बढ़िया बजट कहा जा सकता है, ऐसा बजट वहा जा सकता है जो जन आकांक्षाओं की पूर्ति करता है और जनता पार्टी की सरकार अपना सिर ऊचा करके जनता के बीच में जा सकती है। |

मैं एक निवेदन छोटा भा करना चाहता हूं। मैं आलावाडः से चुन कर आया हूं। आलावाडः और आलावाडः मुख्यालय के बीच अठारह किलोमीटर का फासला है। यहां पर केवल तीन करोड़ रुपये का ही अर्थ बैठता है। इनने पैसे में इन दोनों को रेल से जोड़ा जा सकता है। यह इलाका बैकवर्ड और आदिवासी इलाका है। पिछ़ा

हुआ है। राजा महाराजाओं के जगते से यह पिछड़ा चला गा रहा है। कांग्रेस सरकार ने इस की ओर कोई व्याप नहीं दिया। अब लोगों की आशाये जरी हैं और वे समझते हैं कि उनको कुछ राहत प्रदान की जाएगी। मैं इस बत्त आप से यहीं रेलवे लाइन की मांग नहीं कर रहा हूँ। मैं केवल माल आपसे यहीं प्राप्तवासन चाहता हूँ कि इस लाइन का आप सब इस साल मैं अवश्य करवा लेंगे। इस से वहां जनता को संतोष हो जाएगा।

कोटा से बाराएँ एक शटल जाती है। इस के बारे में मैं एक सुझाव देना चाहता हूँ। इस में आपका बच्चा बिल्कुल नहीं बढ़ेगा। आपको अपने कर्मचारियों की संख्या को भी बढ़ाना नहीं पड़ेगा। लोगों को सुखिया भी हो जाएगी। इस लाइन को अगर गुना तक बढ़ा दिया जाए तो लोगों को बहुत अधिक संख्या में राहत मिल सकती है। इस में आप का कोई अर्थ नहीं आएगा। न कर्मचारियों और न ही अफसरों की संख्या में आपको बढ़ादिया जाएगा। मैं चाहता हूँ कि इसके बारे में आप चिन्तन करें।

मैं यह भी समझता हूँ कि रेलों को मुख्य रूप से चलाने के लिए गम्भीर चिन्तन भी होना चाहिये। ऐसा अगर किया जाए तो लोगों को बहुत राहत मिल सकती है। इस सम्बन्ध में मैं यह भी कहना चाहता हूँ कि अधिकारियों और कर्मचारियों में नैशनल करेक्टर पैदा करने की जरूरत है। इसकी कमी दिखाई देती है। मैं एक छोटी सी मिसाल देता हूँ। इंजनों का उत्पादन आप करते हैं। उसके कारबाने आपने लगाए हैं। 1966-67 में जितने हजार बनते थे 1976-77 में उनकी संख्या घटी है। इसकी आप जांच करों। क्यों इनका उत्पादन कम हुआ है इसका पता आप लगाएं। आप

अफसरों तथा कर्मचारियों को अपनी उन्नति होने रहे हैं, उनकी सुख सुखिया का व्याप रख रहे हैं—तो यहा कारब नहीं है कि इनका उत्पादन कम हुआ है। मैं समझता हूँ कि नैशनल करेक्टर की कमी के कारण ऐसा हुआ है कि फिर वाहे वह अधिकारी या कर्मचारी बर्य हो। जन नेताओं में भी मैं समझता हूँ कि कभी भाई है। इस कमी को दूर करने के उपाय होने चाहिये। इसके बारे में भी चिन्तन होना चाहिये। नैशनल करेक्टर को ऊपर उठाए और राष्ट्र निर्माण के काम पूरे नहीं हो सकते हैं।

16.00 hrs.

अगर जालावाड़ को बाया बारा पुरी से मिला दिया जाये, तो मध्य प्रदेश और राजस्थान के विकास और समृद्धि का मार्ग प्रस्तुत हो जायेगा, जो इस समय अंधकार में रह रहे हैं। वह सारा आदिवासी और जंगली क्षेत्र है। अगर मरीं महोदय इस लाइन का सबंह कराने के बाद उपर्युक्त समझें, तो वह इस रेलवे लाइन को बिछाने की अवस्था करें। अगर रेलवे का सरबे विभाग इस लाइन को उपर्युक्त नहीं समझे, तो मैं इस बारे में आग्रह नहीं करूँगा।

मैं यह भी कहना चाहता हूँ कि मध्य प्रदेश और राजस्थान को जोड़ने के लिए जालावाड़ से भोपाल रेलवे लाइन बनाई जाये। वह आदिवासी और जंगली क्षेत्र हैं, जो बनिज सम्पदा से भरा हुआ है। इन दो लाइनों को बनाने से उसका विकास होगा। यदि सरकार बड़े बड़े उद्योगों के क्षेत्र मैं ही रेलवे लाइन बनाती जायेगी तो उन क्षेत्रों का तो विकास हो जायेगा, लेकिन जो बहुत पिछड़े हुए क्षेत्र हैं, जहां आशा की एक फिरण भी नहीं है, अगर वहां पर भी रेलवे लाइनों के द्वारा आवागमन के साधन उपलब्ध न किये

मधे, तो उनका विकास नहीं हो पायेगा, और इस सरकार ने देश के गांगों से लेकर दिल्ली तक एकलक्षणा स्वापित कर के राष्ट्रीयता का जो स्वरूप बनाने का संकल्प किया है, वह नहीं बन पायेगा । यदि सरकार बदलीनारायण से रामेश्वरम् और हारिका से जगदीश, इन चारों दांतों को मिलाते हुए काशीर की भी जोड़ने के लिए पश्च उडायेंगी, और अगर रेलवे विभाग देश में एक सुन्दर संचार व्यवस्था उपलब्ध करेगा, तो बहुत द गति की आशा की जा सकती है ।

मंत्री महोदय ने दिल्ली से अहमदाबाद बड़ी लाइन के बारे में आश्वासन दिया है । इस लाइन पर १२ लाख रुपये वर्ष में होंगे, लेकिन इनके लिए केवल पांच लाख रुपये दिखाये गये हैं । ऐसा मालूम होता है कि यह एक आश्वासन माल रहेगा । मंत्री महोदय को इस लाइन की ओर उचित ध्यान देना चाहिए ।

मवाई भाष्योपुर ने जयपुर तक बड़ी लाइन की व्यवस्था करने से लाखों लोगों को कायदा होगा । जयपुर हमारे प्रवेश की राजधानी है । इसलिए कोटा-सवाई माधोपुर-जयपुर रेलवे लाइन का बनाना बहुत आवश्यक है ।

मेरा यह भी सुझाव है कि कोटा-चित्तीड़-बूदी लाइन और कोटा-बूदी-भजपेर लाइन का भी निर्माण किया जाये । इन तीनों इलाकों में बड़े बड़े कारखाने हैं । वहां होने वाली आमदानी से रेलवे का वर्चा पूरा हो सकता है ।

मैं मानता हूँ कि रेलवे में अनुशासन आया है, प्रशासन की सजगता से एम्बेट कम हुए हैं, चोरियां भी कम हुई हैं और ओर पकड़े भी जाने लगे हैं । लेकिन मैं इस सम्बन्ध में अपना उदाहरण देना चाहता हूँ । मंत्री महोदय, भी के० के० गोयल, और मैं फ़स्ट लास भी सोये हुए थे । चारों

ने हमें भी नहीं बच्चा । । वहां को कंस्ट्रक्टर बैठा हुआ था, उसने कहा कि यहां से कोई नहीं गया है । इसे साक़ चाहिए होता है कि रेलवे विभाग चारों ओर डक्टरों से मिला हुआ है । इसलिए रेलवे की मुख्या व्यवस्था में सुधार किया जाना चाहिए । दिल्ली के बुकिंग आफ्सिस में जहां माल लदान होता है, अगर वहां बैकिंग कराई जाये, तो चारों को पकड़ा जा सकता है । मंत्री महोदय स्वयं प्राइवेट तौर पर बुकिंग करवा कर देखें कि ओर पकड़ में आसे या नहीं ।

अगर मंत्री महोदय इन मुश्किलों को निवार करेंगे, तो अभी तक उहें जो सफलता मिली है, उसमें चार चांद लग जायेंगे और उनके माध्यम से जनता सरकार को भी चार चांद लग जायेंगे, और जनता की आकांक्षाएं भी पूरी होंगी ।

भी उपरेक्षण (देवरिया) । सभापति महोदय, सब से पहले मैं यह प्रगतिशील और जनकल्याणकारी बजट और अनुदानों की मांगों को लाने के लिए मंत्री महोदय को बधाई देना चाहता हूँ । वह आजांद भारत के पहले रेल मंत्री हैं, जिन्होंने लगातार दो बजट ऐसे पेश किये हैं, जिनमें न तो माल-माड़ा में और न याकी-किराये में एक पैसे की भी बढ़ि हुई है । इसलिए वह बधाई के पात्र हैं । मैं रेलवे के उन मजदूरों और कर्मचारियों को भी बधाई देना चाहता हूँ, जिनकी मेहनत से बिना इमज़ेसी के, और सारे जनराजिक भविकार देने के बाद भी, पहले वर्ष में ३५ करोड़ रुपये और दूसरे वर्ष में ४५ हारोड़ रुपये हा शुद्धालम दिखाया गया है । इस के लिए मंत्री महोदय और रेल कर्मचारी दोनों बधाई के पात्र हैं ।

1974 में जो रेल हाहता हुई थी, उसके समर्थन में हम भी जड़े थे और मंत्री महोदय भी जड़े थे। आखिंदिया रेलवे मैन्स फैड-रेलवे ने जो उँचाई सूती कार्यक्रम रखा था, उसमें मुख्य बातें ये थीं। बोनस, वैज्ञानिक आवार पर बेतनों का निर्धारण और आठ घण्टे का दिन। मैं मंत्री महोदय से आप्रह करना चाहता हूँ कि वह इस बजट में इन बातों को लायू करें। कम से कम आठ घण्टे का दिन रेलवे में हो, इस में तो किसी को एतराज होना ही नहीं चाहिए। विदेशों में जो बहुत प्रगतिशील देश कहे जाते हैं उन के यहां आगे चल कर 6 घण्टे के दिन की कल्पना की जाती है तो कोई वजह नहीं है कि मंत्री महोदय के विभाग में 6, 7 या 8 घण्टे का दिन न हो। इसलिए मैं उन से कहूँगा कि वह आपने यहां 8 घण्टे का दिन कर दें।

रह गई बोनस की बात। उस के लिए हमारी सरकार ने बूथानिम कमेटी बनाई है। वह कमेटी उस पर विचार कर रही है, क्या करेगी मैं नहीं जानता, लेकिन रेल के मजदूर इस पर बहुत आनंदालन कर रहे हैं। मैं मंत्री महोदय को याद दिलाना चाहूँगा कि एक लाख मजदूर आल इंडिया रेलवे मैन्स फेडरेशन के ज्ञाने के नीचे यहीं इनी बॉट क्लब में इकट्ठे हुए और मैंने तो उनके बीच में भाषण दिया। मैंने उन से कहा कि आगले मार्च आते-आते आप को बोनस मिल जायगा। यह बोनस कोई उनको पुरस्कार नहीं है, यह तो उनकी स्थगित की हुई मजदूरी है जो उनको मिलनी ही चाहिए। एक तर्क यह दिया जाता है कि डिफेंस के मजदूरों को क्यों न मिले, यी ऐंड टी को क्यों न मिले? मिले, सबको मिले लेकिन आगर रेल के मजदूर इसकी मांग कर रहे हैं तो देने का विविसिना चानू किया जाय और रेल के मजदूरों में इसे चानू किया जाय। मैं समझता हूँ कि माननीय मंत्री जी का इधर ध्यान है, मैं इस बात को अच्छी तरह से जानता हूँ।

एक बात के लिए मैं मंत्री जी को और बधाई दूँगा। मंत्री जी ने कहा कि अफसर लोग बधूनी पर जाएंगे तो आपने बच्चों को नहीं ले जायेंगे। मंत्री गोरखपुर के संसद सदस्य हरिसेण बहादुर ने कहा कि वे आपने बच्चों को न ले जायें। अच्छा है, अकेले जायें। हम सोग अकेले बसते हैं और सर्विस ट्रेन से चले जायें। इस के अलावा जहां जायें वहां उनकी जिम्मेदारी फिल कर दी जाय। उनको जिम्मेदारी दे दी जायें और आगर वे आपनी जिम्मेदारी से चूक जाते हैं तो इस के लिए उनको सजा होनी चाहिए। मगर क्या बताएं? इनके लिए गेस्ट हाउसेज हैं। सबसे तकलीफ की बात यह है कि सेलून के लिए मंत्री जी ने कहा कि सेलून निरीक्षण-याम बना दिए जाएंगे और ये प्रब निरीक्षण याम की तरह काम करेंगे। लेकिन ये सेलून में ठहर जाते हैं। इनके लिए रेस्टरूम है, उस में टेलीविजन है, सारे एसो आराम के सामान इन के लिए मुहैया कर दिए जाते हैं लेकिन फिर भी ये सेलून में ठहर जाते हैं। मैं सुखाव देता हूँ आमदनी बढ़ाने का। जो ये सेलून है इन को आज बदल दीजिए। आप भारत के लिए जो डिब्बे देते हैं रिजर्व करके उस के लिए इन कैरिजेज को बना दीजिए और उस से पैसा कमाइए। लेकिन अभी मैंने देखा गोरखपुर के जनरल मेनेजर साहब का सेलून परसों चौथे दिन लखनऊ में बड़ा था और वे सेलून में ठहरे थे। सबैरे उठ कर बोल्प खेलने चले गये। मैं आप को बताता हूँ लोक नायक जयप्रकाश जी के कहने से मैंने आल इंडिया रेलवे मैन्स फेडरेशन में सन् 50 से काम करना शुरू किया। एन ही रेलवे के हेडकवार्टर की सारी लड़ाई हम लोगों ने शासन के साथ लड़ी। उन दिनों हम भाषण किया करते थे कि अंग्रेजी राज सब जगह से चला गया लेकिन रेलवे से नहीं गया। मैं आज भी वह कहना चाहता हूँ

कि अभी भी रेलवे मे नौकरशाही ही है । उसके लिए हम भाग किया करते थे कि रेलवे बोर्ड को तोड़ दिया जाय । आल इडिया रेलवे बेस्ट फोडरेशन की यह भाग भी और हमारे मली आवार शाहब थे । अभी रेलवे बोर्ड ने सुझार हुआ है लैकिन इस सुझार से काम नहीं होगा । आज जो मैं इसी राय का हूँ कि रेलवे बोर्ड को हटा देना आ चाहिए और उसकी जगह एक आनंदार डोस्टोकेटिक सेट आप का इस्टीच्यून बना करना चाहिए । उस मे रेलवे बेस्ट फोडरेशन के प्रतिनिविधि को भी भी जगह मिलनी चाहिए । तब जा कर जनताविक पद्धति आ सकती है । रेलवे बोर्ड के सम्बन्ध मे मैं एक बोर्ड अधीकरना चाहता ० । रेलवे बोर्ड के लाग बहुत अच्छे भागदी हैं । बहुत लाग हमारे बित्त थे किसी जगाने मे, अच्छे लोग हैं लेकिन उनके लिए यह और अर्थ है —

“साहित के तमाचाई अकसोम तो करते हैं,  
पर दूबने वालों की इमादाद नहीं करते  
है ॥”

ये रेलवे बोर्ड के लोग सारी चीजों का समझते हैं लेकिन मेरे पास बड़े बड़े सवालात हैं, मैं रेलवे मे बीसो साल से काम कर रहा हूँ, जुझे जानकारी है कि जिनको तरकी हानी चाहिए, उन की तनजुली हो गई । दुख की बात यह है कि हमारे पूरी इलाके के जब रेल मली थे तो रेल के कर्मचारियों का ज्यादा कले आम हुआ । मेरे शुरू लोहिया जी कहते थे कि अधर भागन मली और राष्ट्रपति दक्षिण के हो जाय तो उत्तर का भला हो जायगा । सयोम से प्रवान भवी और राष्ट्रपति दक्षिण के हो गये तो अब पूर्वांचल का और पूर्वी उत्तर-प्रदेश का, उत्तरी इलाके का भला होना चाहिए । मुझे पूरी उम्मीद है कि पूर्वांचल के गोरखपुर, कलिया, देवरिया, कालगढ़, बहस्ती प्राविं के जिले जो “पूर्वोत्तर रेलवे मे इस्ते

है उन के अन्दर बड़ी भाइन, फैल जावाई । मैंने बुद देखा है कि सोनम्पुर तक भड़ी भाइन गई हुई है । उसको पहलेजा बाट तक बडाइए और गोरखपुर से मिला दीजिए । फिर 30 डाउन बेस जो दिल्ली से चलती है वह सीधे सोनम्पुर समस्तीपुर जा कर निकलेजी बोगेगांव में गोहाटी तक मैंने देखा है वहाँ भी रेल लाइन बिलाने का काम हो रहा है । तो हम दिल्ली से बैठें और जा कर गोहाटी उत्तरे तो भजा आ जायगा ।

मैं रेल मली जी से कहना चाहता हूँ कि रेल उद्योग के लिए एक स्वतन्त्र स्वायत्तता-प्राप्त निगम बना दिया जाये और उसमे कर्मचारियों के प्रतिनिधि रख जायें । उस स्थिति मे जितना प्रोडक्शन होता है वह सही भायने मे जाने बढ़ सकेगा ।

जहाँ तक रेलवेमेन यूनियनो का सवाल है, आप एक यूनियन का जन्म दीजिए । आल इडिया रेलवेमेस्ट फोडरेशन और उससे सम्बन्धित जितनी यूनियन हैं, हम जनताविक आधार पर उसका प्रतिनिधित्व करने वाले हैं । अभी एक भिन्न कह रहे हैं कि हरिजनों की यूनियन बना दी जाए लेकिन मैं समझता हूँ यूनियन मे जाति बिरादरी नहीं देखनी चाहिए । रेल मजदूरों की मांगो का समर्थन करते हुए मैं उम्मीद करता हूँ कि जब अगला रेल बाट प्रायेगा तो उस मे रेल मजदूरों को बांस दिया जायेगा और सन् 1974 मे निकाले हुए मजदूरों को रखा जायेगा तथा रेलवे बोर्ड, रेल सगठन का जो डिसेप्लाइज-जेशन हुआ है—जह जनताविक आवार घर प्रतिस्थापित होगा ।

इन शब्दों के साथ मैं रेल मली द्वारा प्रस्तुत रेलवे के अनुदानों की मांगो का समर्थन करता हूँ ।

SHRI VAYALAR RAVI (Chirayinkil): Mr. Chairman, Sir, I think the Railway Minister generally gets both bouquets and brickbats. I hope I can give him more bouquets than brickbats.

First of all, I disagree with the hon. Member Mr. Ugrasen who expressed the view that the Railway Board should be scrapped. I am afraid the hon. Member is guided by certain misgivings in regard to the Railway Board. I was one of those who criticised the Railway Board in the forum of the House. Even I called it a white elephant once upon a time. But I feel that the Railway Board officials are not outsiders. When I have a close look, I find that they are technical people who have come from the bottom and every member of the Railway Board is fully equipped with the problems of the Railways and if any body comes from IAS or any other cadre, it is objectionable. The Railways is one of the first and the biggest public sector undertaking in this country and it works as an independent authority. So it is not wise to plead for scrapping of the Railway Board, but if he says about restructuring, modification and more efficiency, I will appreciate. I feel that this slogan-mongering for scrapping the Railway Board is not fair. But I am afraid there is a tendency on the part of the Government to bring people from outside into the Railway Board. This tendency has already started in the P.T. Board. The Chairman of the P.T. Board is always a technical man who comes from the Posts & Telegraphs itself. Today the latest development is that the IAS cadre man who does not know the ABC of Posts & Telegraphs becomes the Chairman of the Board. It is an unfortunate development. I know your opinion about it is the same as mine because of the same reason. So, this tendency of bringing IAS cadre people to the P.T. Board has a demoralising effect and it should not be there in the Railway Board. Its functioning should be kept as it is and should be made more efficient.

The important thing in the railways is efficiency, but more important is the safety and security of the passengers. I do not want to blame the hon. Minister directly for this. Of course, he has the main responsibility. The increasing accidents have created panic among the people. They have lost the confidence in the railways in regard to safety and security. Naturally it has affected the whole of railways. The Indian people who are travelling frequently in the trains need always safety and security. Even recently, a few days ago, the Jayanti Janata Express in which a friend of mine was travelling met with

an accident. Then, from Kerala, a lot of telephone calls came to me about his safety. We did not know what happened. Fortunately he survived. Whenever I go to different areas, people ask me: "Can you travel in train?" So, I appeal to the Minister—I do not criticise him—to please remove this fear complex of the people. I know there are certain forces working in this country. It may be true. You please expose them. If anybody is deliberately attempting to create chaos or if anybody is attempting to create a feeling of insecurity, it is your duty to expose him. It is not my duty. Since the Minister has made a public statement that certain elements are working against the interests of the railways, please come in the forum of Parliament and expose them before the Indian people, saying these are the people who are creating a crisis.

Many members have referred to the *janata* food. This is something which was introduced earlier. Please improve the food which you are already giving, especially in the fast trains.

Coming to thefts in trains, of late it has increased very greatly, particularly in the long distance trains. One reason is that in some of the long-distance trains there is no conductor. Further, when a compartment has only long distance passengers, say booked from Kerala to Delhi, why do you open the door at every station and allow people from intermediate stations to get in? Many passengers coming by Kerala-Karnataka Express have complained to me that many passengers get into the train at Nagpur, take away the luggage of other people when they are sleeping, and get down at Bhopal. So, there is no security for the luggage of the passengers. Now it has become a regular occurrence in the KK express and Jayanti Janata and the police is not co-operating with the passengers even when a complaint is made. I would say that the long distance passengers should be given all the facilities. Merely providing them with a pillow or a cushioned seat is not enough. You have to devise a method by which people getting into the trains at the intermediate stations in the case of long distance trains are given a separate compartment and not seats in the compartments fully booked from Trivendrum or Ernakulam to New Delhi. Further, a conductor must be there throughout to ensure that other passengers do not get into such compartments. I hope the Minister will not put me to the necessity of repeating these things next time but will take necessary steps.

There is one serious case which I want to bring to the notice of the Railway Minister. A boy named Job Joseph travelled from Bombay to Delhi by first class, for which he had reservation, and came here on the 10th March. As soon as he got down at the railway station, the police picked him and said that he is a ticketless traveller and took away Rs. 2000 from him. Even though he protested and pleaded with the police, it was of no avail. Finally, the police forced him to plead guilty and he was sentenced to imprisonment for ten days. Such incidents are happening. It is a conspiracy by a few officers of the railways and the police to give a bad name to the railways. This is happening at the railway station and it is a very serious matter. This kind of framing false charges, fabricating cases and putting innocent passengers in jail should be stopped forthwith.

Coming to electrification of trains, we have always been pleading for electrification of trains in Kerala because it will give them more capacity and also cheap availability of electricity. The Trivendrum-Mangalore line is one of the busiest lines. Yet, only for half the route the trains are disclassified. Either it should be fully disclassified or, alternatively, one more train should be introduced.

In the budget speech there is no mention of the Alleppey-Ernakulam line. I appeal that it must be given priority.

In most of the stations in Kerala, particularly in Quilon, the stations are overcrowded. The whole platform is full of goods and there is no moving space. Though I have made a complaint, it has not been looked into. Now the whole goods are kept in the platform. Please see that something is done to avoid overcrowding at the platform with these goods.

There are occasionally lightning strikes on the railways which affect the passengers. Please find out some method so that the passengers are not affected on such occasions.

There is one railway station called Perunguzhi in my constituency. The building has been completed. Please instal the machines and make it a full halt station.

DR. HENRY AUSTIN (Ernakulam) : I am very thankful to you for giving me a few minutes. I wish to highlight one or two points which largely concern my constituency and my state.

The people of Kerala are very thankful to the hon. Minister for having promised in his last year's Budget the Ernakulam-Alleppey railway line, but in the

present Budget no provision has been made. It is rumoured that it is because of the Planning Commission's reluctance to sanction the amount. This has created a lot of confusion in Kerala. People are thinking that it will not come about at all. So, I would appeal to the hon. Minister who knows the situation there to assuage their feelings and assure them that this will after all come about. There is no point in saying that Government want to take it up but the Planning Commission is not sanctioning the money. The better thing would be to get the Planning Commission's sanction and then announce it. Otherwise it is a reflection on the good intentions of the Railway Minister.

PROF. MADHU DANDAVATE : Even in the last year's Budget I had specifically said that these were the lines that had been referred to the Planning Commission for clearance.

DR. HENRY AUSTIN : But you know that our people take it that it is going to come. So, kindly try to expedite the matter which is pending with the Planning Commission and see that it is taken up.

The hon. Minister for Petroleum and Chemicals has announced that prospecting of oil in Kerala State would start in a couple of months from now and that the preliminary surveys have shown that there is very good scope for prospecting oil there. If that comes about, Cochin is likely to be become a major harbour, an oil town. This revives the demand of the people for a railway connection from Madura to Cochin. To go to Madura now they have to take a circuitous route via Coimbatore or Quilon. Of course, there are certain difficulties, the terrain is bad, but nevertheless the connection with the hinterland of Tamil Nadu has been a long-felt need. I hope the Minister will bestow some attention on this.

I am very thankful to the Minister for the assurance that the class IV employees, particularly the caterers who are working on commission, will be absorbed on a regular basis. Most of them are from my State and on their behalf I want to convey to him their happiness at his promise. This is a very good thing. I congratulate the Minister.

In Kerala we are building a number of hydro projects, particularly the world famous Idukki project, which is one of the biggest in Asia. In view of the near completion of these projects and the availability of surplus electricity, there is a demand in Kerala for the electrification of trains. Suggestions have already been made that at least the major cities like Cochin, Trivandrum and Calicut should be connected by electric trains. There is

also insisted demand for circular railway. In Cochin, my constituency, we have got the Greater Cochin Development Authority. They have passed several resolutions to have circular railways in its jurisdiction. The Idukki project is in the neighbouring district.

**SHRI VINODEBHAJI B. SHETH (Jamnagar):** In Idukki, three turbines are still to be commissioned.

**SHRI VAYALAR RAVI:** Yes, they want Rs. 10 crores more for that.

**DR. HENRY AUSTIN:** Reference has been made by my hon. friend Shri Vayalar Ravi to the inconvenience experienced by long-distance passengers. There seems to be a proposal to ask the officers of the long distance trains such as KK Express to terminate their duty at a certain way-side station or on the boundary of a particular zonal railway. That means, every now and then, some new officers will come and disturb the passengers. The long distance passengers want that they may not be disturbed every now and then. The officers are also wondering as to what will happen to them. This is a very serious matter. I hope, the Minister will look into the matter. There may be some vested interest behind it.

When the Afghan delegation came to India, they had discussed the problem of inland transport with our government. We are cultivating friendly relations with Iran. If we have a railway link with Iran and Afghanistan, that would further consolidate our relations with Iran and Afghanistan. Our relations with Pakistan are also getting normalised. Our Railways should look outward also. If there is a railway line from Delhi to Iran via Pakistan and Afghanistan, naturally there will be connection to Western Europe also.

**PROF. MADHU DANDAVATE:** But not at the cost of Alleppey—Ernakulam line!

**DR. HENRY AUSTIN:** The main purpose of my brief intervention in this debate was only to request the Minister to do something about the Alleppey-Ernakulam Railway line. I hope, the Minister will look into it.

**श्री कंबर सास बूस (दिल्ली सदर) :** प्रध्यक्ष भ्रातोदय, भूम केवल तीन-चार बाटे कहनी है। एक तो यह है कि जिन्हें

मेट्रोपोलिटन सिटीज हैं, उनके लिए मंत्री महोदय ने अण्डरग्राउण्ड रेलवे का प्रावधान किया था और उसके लिए इस सदन में भी कहा था। कलकत्ता और दूसरी जगहों पर तो अण्डरग्राउण्ड रेलवे का काम समाप्त करके कोई दूसरी योजना लायी जा रही है: दिल्ली के लिए एक कमेटी बिठाई गई है जिसमें ट्रांसपोर्ट, रेलवे और बस हाउर्सिंग मिनिस्ट्री के लोग हैं और उसने कोई रिपोर्ट भी दी है। उस सम्बन्ध में मैंने मंत्री महोदय को लिखा था कि जो रिपोर्ट बन रही है उसके बारे में दिल्ली के पालियामेट के मेम्बरों से भी बात की जाए। लेकिन उनसे कोई बात नहीं की गई।

दिल्ली में काफी कालोनीज हैं और बड़ी बड़ी कालोनीज हैं। यह मैं मानता हूँ कि यहाँ पर अण्डर ग्राउण्ड रेलवे नहीं बन सकती है, क्योंकि इन्हें साधन नहीं है। फिर आप रिपोर्ट बनाइये जिसका मैं स्वागत करूँगा: इस के साथ ही दूसरी कालोनीज है—जैसे रमेशनगर, कीर्तनगर, जनकपुरी, आदि—जिनकी आवादी दो-दो लाख है। अगर उनको निकल नहीं करें तो वहाँ के लिए भी एक समस्या उत्पन्न हो जाएगी। अगर आप उन्हें केवल बसों से ही निकल करते हैं तो आपके पास रोड कैपेसिटी इतनी नहीं है कि उन कालोनीज की आवश्यकताएं पूरी हो सकें। आपके पास लिमिटेड रोड्स हैं जिन पर ट्रैकिं का जाम होगा। इसलिए मैं मंत्री महोदय से निवेदन करूँगा कि जो योजना दिल्ली के लिए बनाई जाए उसमें यहाँ के संसद सदस्यों से भी विचार-विमर्श किया जाए और फिर जो भी करना हो वह करें।

हूँसरे, मैं यह कहना चाहता हूँ कि दिल्ली में रेलवे यातायात बढ़ता जा रहा है। जिससे यहाँ पर कार्तिंग की समस्या है, प्लाटफार्म्स की समस्या है, लोडिंग और

प्राप्तोदिग की समस्या है। दिल्ली में पर्टिकुलर जंक्शन्स पर इतना कंजेशन रहता है कि उन्हें दूर करना बहुत आवश्यक है। मैं चाहता हूँ कि इस बारे में दिल्ली के लिए आप एक मास्टर प्लान बनाइये जिसके अधीन यह सर्व हो कि यहाँ के स्टेशनों पर किसवे पेसेंजर्स आते-जाते हैं, यहाँ पर कितने प्लेटफार्म की जरूरत है, कितने-कितन स्टेशनों पर कितना-कितना सामान उत्तराचढ़ता है। मैं चांगा कि जो गुड्स ट्रेस है वे दिल्ली और नई दिल्ली स्टेशनों को छोड़ कर आसपास के स्टेशनों पर लांडिंग और अनलोडिंग करे। प्रगत आप इस तरह की व्यवस्था कर सके तो इसमें दिल्ली की कंजेशन कम होती। प्लेटफार्म पर जो कंजेशन रहता है, मकाई नहीं रहती है उसकी भी जाव मट्री महावय बरे। मास्टर प्लान दिल्ली के बारे में आप बनाए। इसको आप असी करे। पात्र दस मात्र के बाद दिल्ली में रिंग रोडवे आप बनाने की काशिश करें तो आप नीं बना पाएँगे क्योंकि दिल्ली कैपिटल दुनिया वे सब कैपिटलज़ वे सबावने में प्रापांनेटनी उगादा तेजी में आगे बढ़ रहा है, इसकी आवादी बहुत तेजी में बढ़ती जा रही है। इस बास में आप प्रगति नाए।

हरियाणा के बारे में एक बात में बहना चाहता हूँ। वह बहुत बैकबैंग ना य है। उसके बहुत बोंडे हिस्से में रेलों की सुविधा आपने प्रवान नी त्रि। हरियाणा का भी सर्व आपको करवाना चाहिए आर पता चलाना चाहिए कि कहाँ-कहाँ रेलवे लाइनों की बहा आवश्यकता है।

जितनी भी आपकी स्कीम है, जैसे इलेक्ट्रिफिकेशन की स्कीम है तथा दूसरी है उनको आपको विदिन टाइम खात्म करवाना चाहिए। ऐसा आप नहीं करते हैं तो उसका परिणाम यह होता है कि जितने फैपये की स्कीम होती है उस पर उससे

कहीं ज्यादा पैसा खर्च हो जाता है और चीज भी देरी में होती है।

आपने अफसरों की कुछ सुविधाएं काट दी हैं। ये रेलों में पहले से मिलती था रही थी। आई ए सी आदि में जो काम करते हैं उनको कुछ विशेष सुविधायें मिलती हैं जो दूसरों को नहीं मिलती। कुछ रेलवे बालों को मिलती है और दूसरों को नहीं मिलती है। मेरी राय यह है कि हार्ड बनिग हो न हो इसके लिए यह जरूरी है कि गवर्नमेंट आफ इडिया एक कमेटी बनाए जो देखे कि रेल बालों को क्या सुविधायें मिलती हैं, हवाई जहाज बालों का क्या मिलती है और बाकी जो अफसर आदि हैं उनको क्या मिलती है और क्या मिलती चाहिए, आर बितनी बितनी जरूर है। उसके बाद आप कुछ करेंगे तो ठीक होंगा। पापुलर स्लोगन के सहारे ही आप चलेंगे तो बहुत ज्यादा लाभ मिलने बाला नहीं है। उसके बारे में भी आप विचार करे।

श्री शह प्रताप चांदी (जमगेदार) ने रेलवे बजट वास्तव से बहुत बढ़िया बजट है। मदन में और मदन के बाहर भी इस की बहुत प्रगति हुई है। डस के निए मक्की मराय बधाई के पाव हैं।

लेकिन आज हमारे जो रेल कर्मचारी हैं इस बजट पर उन की क्या प्रतिक्रिया है इस चीज को भी हम लागो का नज़रन्दाज नहीं करना चाहिये। ऐसा हम ने किया तो यह हमारे निए एक गलत बात होगी। रेल कर्मचारी इस बजट से खुश नहीं हैं। इस में बोनस के बारे में कोई जिक्र नहीं किया गया है। 1974 में बोनस के मामले को लेकर हम लागो ने कर्मचारियों से हड्डताल करवाई थी। हमारे मट्री महोदय इसके भगुआ थे, हम लोग भी भगुआ थे। वह बहुत बड़ी हड्डताल हुई थी। अगर हम उन की उस बात के बारे में फैसला नहीं करते

## [अधीक्ष प्रताप बाड़ी]

हैं तो क्या यह नहीं कहा जाएगा कि राजनीतिक लाभ उठाने के लिए हम ने उन को हड्डताल पर आने के लिए उकसाया था । ऐसी भावना पैदा हो गई तो यह हमारे लिए अच्छा नहीं होगा । अगर हम बोनस के बारे में फैसला नहीं करते हैं तो हम इसकी सफाई नहीं दे सकेंगे कि वह हड्डताल हम लोगों ने क्यों करवाई थी । भूत्तिगम कमेटी स्थापित हुई । यह कहा जाता है कि उस कमेटी की रिपोर्ट आने के बाद उस पर विचार किया जाएगा और बात की जाएगी । मैं जानना चाहता हूँ कि अगर उस कमेटी ने यह कह दिया कि बोनस नहीं देना चाहिये तब आप क्या करेंगे ? क्या तब आप नहीं देंगे ? इस बास्ते यह भावना पैदा नहीं होनी देनी चाहिये कि राजनीतिक लाभ उठाने के लिए हम ने इस माग को उठायाया था और हड्डताल करवाई थी । अगर राजनीतिक लाभ के लिए यह चीज़ की गई थी तो भविष्य में यह अच्छी बात नहीं होगी । मैं भवी जी से अनुरोध करूँगा कि बोनस के बारे में जब पहली की थी तो आज हम को ईमानदारी के साथ विचार करना चाहिये क्यों कि जा आज कराडो ५० का लाभ रेलवे को हुआ है ता कमंचारियों की भेनत से ही हुआ है ।

एक बात और है जिसका बजट में कोई वर्णन नहीं है और वह यह कि रेलवे कमंचारी 30, 35 साल की नौकरी के बाद रिटायर होते हैं लेकिन उस के लड़के को रेलवे विभाग में लिया जाय ऐसा कोई प्रावधान हमारे नियमों में नहीं है । मैं एक सवाल भवी जी से पूछना चाहता हूँ कि एक आदमी जिसने 30, 35 साल नौकरी की है, उस के पत्नी और एक ही लड़का हो तो बुझपे में अगर आप उस के एक भान्ड लड़के को नौकरी नहीं देंगे तो उसकी

रोटी का प्रबन्ध कौन करेगा ? इसलिये जिस तरह और प्राइवेट कम्पनियों में है कि इतने साल नौकरी करने के बाद जब रिटायर होता तो उस के लड़के को नौकरी दी जाती है, उसी तरह रेलवे में भी अवस्था होनी चाहिये । क्योंकि जो रेल कमंचारी ईमानदारी से काम करते हैं अगर हम उन को इतनी सुविधा भी नहीं दे सकते तो हो सकता है कि वह ईमानदारी से काम न करे जो हमारे लिए भविष्य में खराब होगा ।

इस बजट में आज रेल अधिकारियों द्वारा जो कमंचारियों पर जुल्म और अत्यधिकार हो रहे हैं उस पर अकुश लगाने का आपने कोई संकेत नहीं किया । मैं बालटेयर की बात कहना चाहता हूँ जिस बात को ले कर हम 3 एम०पी० आप से मिले थे और बनाया था कि जी०एम०एस०ई० रेलवे के अधिकारी ने गलत कह कर हमको गुमराह किया है । मेरे पास वहा से वेटीशन आयी हुई है, मैं आप से अनुरोध करना चाहता हूँ कि आप उस वेटीशन को पढ़ ले और ईमानदारी से जाच करवा ले । और अगर यह गलत निकले तो मैं सदन से त्याग पत्र दे दूँगा, अन्यथा जिम ने गुमराह किया है आप जी० एम० को सजा दे । अगर इस तरह गलत बात कर के एम०पी०ज० को गुमराह करें तो यह बड़ी दुर्भाग्यपूर्ण बात होनी ।

आज बालटेयर डिवीजन के सिरकाकूलम बोके में 179 आदमियों को निकाल दिया गया, इस बात को लेकर वह हड्डताल पर हैं । इन को छत्तरपुर ले जाया गया । यह कैज़ब्ल लेबर है, जब कि नियमानुसार उनका ट्रांसफर नहीं होता है । और छत्तरपुर का काम खत्म होने के बाद उन को बैठा दिया गया, जब कि सिरकाकूलम में काम है

और हो रहा है और वहाँ अधिकारियों ने अपने लोगों को रख लिया है। यह जो आपके पी० डब्लू० आई०, और आई० ओ० डब्लू० विभाग है जहाँ कि चार हजार से ज्यादा लेबर काम करता है। आप देखेंगे कि यह लोग अधिकारियों के बोरो पर काम करते हैं, उनके कर्पड़े थोड़े हैं, रोटी बनाते हैं, बच्चों को स्कूल लाते और ले जाते हैं लेकिन अगर वह यह काम करने से इन्कार करते हैं तो उनको निराल दिया जाता है इसलिए कि वह कैंजुअल है। उनकी बात न आप सुनते हैं और न ही सुना पाते हैं।

इसी तरह से 179 कैंजुअल लेबर को डी० ई० एन०, खुर्दा ने 1-2-1978 को निकाल दिया। वह अनशन किए हुए हैं, इसकी मच्छाई की आप जाच करे। मैं यह पत्र आप को दे दूगा आप इसकी सत्यता का पता लगाये और भगव यह सत्य है कि रूपया लेने के लिये नये आदमी भर्ती किये गये हैं तो आई० ओ० डब्लू० के लोगों ने जो रूपया लेकर ऐसा किया है, उनके लिये आप उचित कार्यवाही अवश्य करेंगे, ऐसा हमको विश्वास है।

इसी तरह से बालटेयर में श्री आर० महापाल, जो आर० पी० एफ० के है, जिनकी 14 साल की नौकरी हो गई है, उनको भी नौकरी से निकाल दिया गया।

**रेल नंगी (प्रो० नवु बंडले) :** इडिविजुअल कम्प्लेन्ट आप लिख कर दे दीजिये।

**श्री चक्र प्रताप बांडली :** मैं आपको लिख कर दे दूगा। यह बेचारा महापाल खुर्दी में घर गया था वहा घर के लोगों को बेचक निकल आयी जिस में उसके पिता का देहान्त हो गया और उनके किया कर्म के लिये उसको वहाँ 10, 12 दिन रहना पड़ा। उसके बाद वह खुर्दा रोड गया।

उसने दरक्षास्त दे कर वह, बारह दिन की खुर्दी के लिये आवेदन किया। लेकिन उसको नौकरी से निकाल दिया गया है। तेरह बीबह साल की नौकरी को छल्स कर देना, यह देख कर मुझे तो लगता है कि रेलवे में कोई कानून नियम नहीं चलता है, बल्कि जो अफसर चाहते हैं, वह करा लेते हैं।

खुर्दा रोड में डी० पी० ओ० के चीफ कलर्क, श्री एम० आर० पटनायक, की 40 बरस की नौकरी हा गई है, वह डिविजन के सीनियर मोस्ट चीफ कलर्क है और इस मई का रिटायर करेंगे। उन को दोष यह है कि उन्होंने डी० पी० ओ०, त्रिपाठी के खिलाफ अष्टावार का आरोप लगाया।

**प्रो० मधु बंडले :** सभापति महोदय, इस सदन में यह प्रथा रही है कि चर्चा में हम किसी मुलाजिम या अधिकारी का नाम नहीं लेते हैं, क्योंकि उन्हे इस सदन में आ कर अपनी बात कहने का अधिकार नहीं होता है। इस लिए मेरा निवेदन है कि माननीय सदस्य हमारा नाम ले, लेकिन उह अधिकारियों का नाम न लें।

**सभापति महोदय :** सब जगह यही परम्परा है।

**श्री चक्र प्रताप बांडली :** रेल मवी 9-9-78 को खुर्दा रोड गये थे, तो उस चीफ कलर्क ने उन्हे डी० पी० ओ० के विश्व अष्टावार के बारे में आवेदनपत्र दिया था। माननीय मवी ने उस आवेदनपत्र को एनक्वायरी करने के लिए ए० पी० ओ० को भेज दिया। इतनी बड़ा बुद्धिमानी का काम किया कि डी० पी० ओ० के बारे में एनक्वायरी करने के लिए आवेदनपत्र को ए० पी० ओ० खुर्दा रोड, को भेज दिया। इसी लिए श्री पटनायक को चीफ कलर्क के पद से हटा कर हृदय कलर्क बना दिया गया।

## [श्री चरण प्रताप चाहोरी]

आरो श्री० एक० टाटानगर के श्री० के० राज की नौकरी इमज़ैसी में बदल कर दी गई थी। रेल मंत्री महोदय की तरफ से इह बारे में जबाब आया था कि विवाहीय जांच के बाद उन को निकाल दिया गया था, हालांकि बास्तव में जांच नहीं हुई थी।

रेल मंत्रालय में राज मंत्री (श्री शिव नारायण) : इस बारे में लिख कर दे दीजिए।

श्री चरण प्रताप चाहोरी : हम ने हजारों पत्र दिये हैं, लेकिन कुछ नहीं होता है। अफसर जो कुछ लिख कर देते हैं, वही हमें भेज दिया जाता है। इस से हमें कोई फायदा नहीं होता है।

हाजीपुर में इस सरकार के समाजवाद का बहुत परिचय दिया गया है। बीम पच्चीस बरस में छोटे छोटे गरीब बैडर फल-फून बैचते थे। जनता पार्टी की सरकार की तरफ से गरीबों का बहुत ढोरा पीटा जाता है, कहा जाता है कि समाजवाद की ओर बढ़ रहे हैं। लेकिन जब जनता पार्टी की सरकार आई, तो उन बैचों बैडर्ज का ठेक खत्म कर के एक लक्ष्यपति का दे दिया गया। यह समाजवाद का कितना बड़ा परिचय है। अगर सरकार इसी नीति पर चनती रहेगी, तो लोग समाजवाद से डरने लग जायेंगे।

इन शब्दों के साथ मैं रेलवे बजट और डिमांडज का सम्बन्ध करता हूँ। मैं निवेदन करूँगा कि कम से कम रेलवे में बोनस दिया जाये। शिव नारायण जो तो राजी हो ही गये हैं। अगर श्री मन्त्र दंडबते भी राजी हो जायें, तो रेलवे में रेल कर्मचारियों को बोनस मिल जायेगा।

श्री श्यामलाल छुर्ण (मंडला) : सभापति महोदय, मैं रेलवे मंत्री महोदय द्वारा रखी गई अनुदानों की मांगों का सम्बन्ध करता हूँ। इस के साथ ही मैं अपने पिछड़े हुए जिले के बारे में जानकारी देते हुए कुछ मांग भी करता चाहूँगा। मध्य प्रदेश में वह जिला है माडला। देश में सब से पिछड़ा हुआ प्रदेश मध्य प्रदेश है, और मध्य प्रदेश में सब से पिछड़ा हुआ जिला माडला है, जो आदिवासी-बहुल है। इमज़ैसी पीरियड में पांच छः महीने के अन्दर मडला जिले में चालीस हजार नसबदियां हुई। वहां पर केवल आदिवासी गोड जनता रहती है। वह बहुत भोली-भाली जनता है। वे लोग पद्धत पद्धत दिन तक जंगलों में भागते रहे, लेकिन, इस के बाद भी नहीं बच सके। नसबदी के कारण सैकड़ों लोगों की वहां मृत्यु हुई है। इस से आप का मालूम होगा कि बास्तव में वह कितना पिछड़ा हुआ हिस्सा है। मध्य प्रदेश बास्तव में देश का मध्य है। उस का हम देश का हृदय स्थल भी कह सकते हैं। जैसे शरीर का हृदय स्थल मध्य में होता है इसी प्रकार से यह मध्य प्रदेश देश के मध्य में है। यहां इतनी बन-सम्पदा, इनना खनिज पदार्थ भरा हुआ है लेकिन इसके बाद भी रेलवे लाइन के अधार में यह प्रदेश पिछड़ा हुआ है। सही रेलवे लाइन न डालने के कारण वहां पर उद्योग नहीं डाले जा सके। तांबे का भडार बालाघाट और बैहर में है जिस से सैकड़ों वर्ष तक काम चल सकता है। लोहे का भण्डार बालाघाट और प्रदेश के ही बस्तर जिले में है। हीरे का भण्डार पश्चा जिले में है और कोयले का भण्डार छिदवाड़ा, शहडोल और मंडला आदि जिलों में हैं। इस के अलावा बीकासाइट का भण्डार खास हमारे भंडला जिले में है। इसके बाद भी वहां पर कोई

## [শীস্তাব্দ লাল বুর্জ]

কারখানা নহীন খোলা গয়া । হুমেঁ বড়ী আশা কী কি গত সরকার তো আবিবাসিয়ো কে লিএ লিংক কোথাকা করতী কী কি হম আবিবাসিয়ো কে লিএ যহ করনে জা রহেই, বহ করনে জা রহেই, গরীবী মিটানে জা রহেই লেকিন জনতা কী গরীবী তো মিটী নহীন, গরীব লোগ হী মিটা দিএ গএ, যহ এমজেসী পীরিশ্বক কে অন্তর্ভুক্ত দুম্বা ভগৱ হম উম্বীদ করতে থেকি হমারী জনতা সরকার অবশ্য উন কে লিএ কাম করেণো । মুঝে তো বড়ী আশা কী কি ইস বজট সত্ত্ব মেঁ হমারে আবিবাসী মডলা জিলে কো প্ৰশান্ততা ব মান্যতা দে কৰ মন্ত্ৰী জী বহাঁ কে লিএ রেলবে লাইন দেংো জহাঁ ইননী বন-সম্পদা ভৰী হুই হৈ । হৱা গোদ, সালবীজ আৰ বৌঁকপাইট কা বহা ভণ্ডাৰ হৈ, সকেদ সীমেণ্ট কে পত্থৰ কা ভণ্ডাৰ ভৰা দুম্বা হৈ । ইস তৱহ সে নানা প্ৰকাশ কে খনিজ পদাৰ্থ কা ভণ্ডাৰ বহাঁ ভৰা দুম্বা হৈ লেকিন সরকার কী আৰ সে ফিৰ ভী কোই উদ্যোগ বহাঁ নহীন খোলা গয়া হৈ । আৰ ন দুসৱে অৰ্থিত হী রেল কে অস্ত্বাব মেঁ উদ্যোগ খোলন্তে হৈ । মুঝে বড়ী আশা কী কি হমারী জনতা মৰকার ইস আবিবাসী পিছড়ে জিলে কো প্ৰাথমিকতা দেকৰ বহাঁ রেলবে লাইন বিছায়েগী । লেকিন মেৰী আশাগুৰো পৰ পানী ফেৰ দিয়া গয়া । ফিৰ ভী মেঁ রেলবে মন্ত্ৰী সে প্ৰাৰ্থনা কৰতা হুঁ কি আগামী বজট মেঁ] ইস কো প্ৰাথমিকতা দে কৰ নৈনপুৰ সে মাংডলা, মাংডলা সে হিডোৰী, কৰৱা, অমৰকণ্ঠক হো কৰ পেণ্ডা তক রেলবে লাইন বিছানে কী অবশ্য স্বীকৃতি প্ৰদান কৰেণো । অগৰ নৈনপুৰ সে মাংডলা আৰ মাংডলা সে পৈঁচী তক রেলবে লাইন বিছায়ী জায় তো কোই বহুত লম্বা মাৰ্য নহীন হোগা, সবা সৌ মীল কা দুকড়া যহ হোগা । অগৰ ইস কো জোড় দেতে হৈ তো বহাঁ বহুত সে উদ্যোগ লগ সকলৈ হৈ ক্ষয়ো কি সালবীজ কা ভী বহাঁ বহুত ভণ্ডাৰ হৈ, কোথাকা কা ভী ভণ্ডাৰ হৈ, লোহৈ কা ভী ভণ্ডাৰ হৈ আৰ সকেদ সীমেণ্ট

কে পত্থৰ কা ভী ভণ্ডাৰ ভৰা পড়া হৈ । অবৰ যহ রেলবে লাইন বহাঁ ডাল দী জায়েগী তো বহাঁ জো বিকিত বেড়োজবাৰ হৈ, আবিবাসী আৰ জো দুসৱে পিছড়ে লোগ হৈ উন কো কাম মিল সকেগা আৰ উন জিলে কা উদ্বাদ হী সকেগা । রেলবে লাইন ডাল দেনে সে আৰ সাধন উপলব্ধ হৈনে সে বহাঁ সাসকীয় উদ্যোগ ভী ডালে জা সকেনে আৰ প্ৰাইভেট উদ্যোগপতি ভী বহাঁ অপনা উদ্যোগ ডালনে কে লিএ তৈয়াৰ হৈ সকেনে । প্ৰাপ্ত যাতাযাত কে সাধন কে অস্ত্বাব মেঁ কোই বহাঁ উদ্যোগ ডালনে কে লিএ তৈয়াৰ নহীন হোতা । বহাঁ ইতনা মাল হৈ, ইতনী বন সম্পদা হৈ, ইস কে বাদ ভী বহ বাহৰ লে জায়া জাতা হৈ । মেৰে জিলে মেঁ বৰ্কসাইট কা ভণ্ডাৰ হৈ লেকিন কারখানা বিলাসপুৰ কে কোৱা মেঁ খোলা গয়া হৈ কেবল যাতাযাত কা সাধন ন হোনে কে কাৰণ । আশী হমারে রাজ্য মন্ত্ৰী শ্ৰী ধনিক লাল মণ্ডল হমারে জিলে কে দৌৰে পৰ গৱ থে । উনহোনে দেখা আৰ বড়া দুৰ্ব প্ৰকট কিয়া কি বাস্তব মেঁ যহাঁ ইতনা খনিজ পদাৰ্থ আৰ ইননী বন সম্পদা হৈ, ফিৰ ভী ইস জিলে কী উপেক্ষা কী গৈই হৈ । মেৰী মাংগ কো উনহোনে ভী স্বীকাৰ কিয়া আৰ কহা কি সৈ ইস মাগ কো যৈসন মেঁ রখুোগা । তো মেঁ চাৰুংগা কি মাননীয় মন্ত্ৰী জী আগামী বজট মেঁ মেৰে জিলে কো মান্যতা আৰ প্ৰাথমিকতা দে কৰ বহাঁ অবশ্য রেলবে লাইন বিছানে কী কৃপা কৰেণো আৰ মণ্ডল প্ৰদেশ, জো রেল কী দৃষ্টি সে কাকী পিছড়া দুম্বা হৈ, উসকা রেল কী দৃষ্টি সে পিছড়াপন দূৰ হোগা । অগৰ বহাঁ রেলবে লাইন বিছ জায়েগী তো মেৰে জিলে কা উদ্বাদ হো জায়েগা । বহাঁ কী দৱিতা দূৰ হো জাএগৈ । ইহীনী শব্দো কে সাথ জো বজট পেশ কিয়া গয়া হৈ উস কা মেঁ সমৰ্থন কৰতা হুঁ ।

DR. BIJOY MONDAL (Bankura) : Mr. Chairman, Sir, I rise to congratulate the Railway Minister for presenting a very colourful budget, but at the same time, I am very sorry to say that it has not taken care of the under-developed areas like Bankura and Purulia in West Bengal, i.e. my constituency. In that way, it is a colourless budget. These two districts

are the poorest districts in the whole of India there is no industry in that area; there are four to five lakhs of people who are landless and have no job throughout the year except the harvesting season. The area has no link with the northern bank of river Damodar where all the industries exist. I would, therefore, urge that there must be a rail-cum-road bridge over the Damodar river via Mazia at Raniganj and at Diserghar ghat in Sanktoria, and conversion of narrow gauge to broad gauge from Purulia to Kotihilla.

Coal deposits have been found at Mazia in Bankura district. A survey was made regarding the construction of a new line from Bankura to Mazia. The construction of that line should have been included in this budget proposal, but that has not been done. The metergauge line from Bankura to Rainia also needs to be converted into a broad-gauge line. That also needs to be taken up immediately.

I would also request the hon. Minister to consider the electrification of the entire railway line from Adra to Kharagpur and it should be done immediately, if possible. One fast moving train also needs to be introduced from Purulia to Howrah.

I would also like to mention that nothing has been done for the railway employees in this budget. I would join with the other hon. Members that the demand of the railway employees for payment of bonus to them should have been considered in this budget. That has not been done. No proper provision for other amenities to the railway workers has been made. Proper attention has not been paid to the education of their children, provision of accommodation at different stations etc. There are no adequate health facilities for the employees.

The employment facilities for the wards of the retired railway employees have also been withdrawn, the retired employees have been denied this facility. This was being done during the previous years. I suggest that at least one of the wards, son, daughter or any relative of the retired employee, must be provided with some sort of employment, so that this right is restored to them and they are not deprived of this.

Now, a word about the railway employees unions. There still exist certain unions, who had supported the earlier regime of dictatorship. They are being treated at par with the other unions. The bureaucrats are in collusion with those unions and are unnecessary harassing the employees. As was pointed out by an hon. Member, suitable action should be taken in this regard.

With these words I am concluding. I again support the Railway Budget presented by the Railway Minister and I congratulate him and request him to kindly look into the matter regarding the employees because he is a man who is rather very, very sympathetic to the employees and take a decision which will prevent the recurrence of such things that harass the employees.

**SHRI CHITTA BASU (Barasat) :** I rise only to draw the attention of the Railway Minister..

**PROF. MADHU DANDAVATE :** I can tell you what you are going to say.

**SHRI CHITTA BASU:** That is very good. I know the dynamism of the hon. Minister and I hope he will not forget the interests of West Bengal.

My purpose is only to ascertain information regarding the doubling of Barasat-Scaldah-Bangan section of the Eastern Railway. There was a techno-economic survey and a project for Rs. 11 crores was also estimated and it has been referred to the Planning Commission and the Finance Ministry. On the ground that the line is not remunerative again the Planning Commission requested the Government of West Bengal to identify the priority and because the priority was not being identified by the State Government, I was told the matter could not be cleared. Very recently the West Bengal Chief Minister has cleared it.....

**PROF MADHU DANDAVATE :** You please excuse me. I have made a specific reference to this issue while giving the 55 minute reply to the main debate in the first stage.

**SHRI CHITTA BASU:** And in spite of the fact that the West Bengal Government has given it the topmost priority having in view the miseries of the people of that area, it has not yet been included in the Annual Plan of 1978-79 although the Railway Board Chairman, Mr. Rajan was pleased to write to me that the Railway Ministry was willing to include this particular project in the Annual Plan of 1978-79.

In this connection may I also draw the attention of the Minister himself that although he has assured that the matter is before the Public Investment Committee, may I request him on this occasion to really have a sympathetic view and clear it so that the people of that area can be relieved of the miseries they have been subjected to.

Incidentally I would like to mention another matter. That is about broad-

gauging Kotsila-Purulia line which is very important. As I am given only two minutes, I am not touching other important points which I would very much like to.

I once again request you to kindly see that these two projects are cleared at the earliest possible time. In this connection I want to make a comment that the Planning Commission could not sit in judgment over the performance of the Railways.

MR. CHAIRMAN : Shri Sakti Kumar Sarkar—not here. Then Shri Pradhan.

SHRI PABITRA MOHAN PRADHAN (Deogarh) : Everybody is much concerned about the railway accidents. The matter was raised in the Consultative Committee also and the Railway Ministry was kind enough to give facts and figures regarding incidents for the last 15 years consecutively and from that it has been proved that the number of accidents this year under this Janata Ministry is less than the number of accidents that took place in the previous 14 years barring only in one year. So I say that the Railway Ministry, nay, the country should not only be much concerned about the railway accidents but also they should also be very cautious about the accidents so that in future so many frequent accidents do not occur.

27.00 hrs.

I know come to Orissa.

If you look at the railway map of India, you will find that through Orissa only two Railways pass i.e. Calcutta-Madras and Calcutta-Bombay and no other Railway. Other Railways pass a few miles here and there only and, therefore, I demand that the Ministry of Railways should give due attention to construct railway link linking Talcher Sambalpur, Talcher Bimlagarh, Khurda Road Balangir, Berampur Rairagarh so that Orissa should get justice from the Government of India.

Other hon. members desire that the Railway Board should be abolished. I am not in favour of that. The Railway Board should be there. If there is anybody who is doing something bad, he may be removed. But the Railway Board instead of being abolished may be reconstituted and it should be made active so that the lacuna in the Railway Deptt. should not be there.

With these words I again reiterate my demands about Talcher Bimlagarh, Talcher Sambalpur links and other links which I stated earlier.

With these words, I support the Budget.

\*SHRI GANANATH PRADHAN (Sambalpur) : Sir, I have been much disappointed by this Railway Budget as I expected much from the Railway Minister so far as the allocation of new railway lines to backward states like Rajasthan and Orissa is concerned. The people of Orissa have been much disappointed by the meagre amount that has been allocated to my State in this year's Railway Budget, although 63% of the South Eastern Railway lines pass through Orissa. The people of Orissa have been deliberately neglected in the sphere of giving jobs to the people of the State. The statistics say that only 13% Oriyas have been absorbed in Class I jobs and 61% Class II and 34% in Class IV. Sir, you are aware that a great number of people are below the poverty line in the State of Orissa. The destitution of the poorer sections of the people in Orissa is further aggravated when they are deprived of the rightful quota of jobs in the Railways. The Railway Minister allocated only 1 crore 12 lakh rupees both for Jharkhanda and Bargarh rail lines and Talcher Sambalpur rail lines. Although Orissa is the only state in the country which is endowed with 54% of the country's entire mineral wealth, the total mileage of railway lines falls far short of its requirements. I demand that immediate steps should be taken to allot more funds for construction of new rail lines Talcher and Bimlagarh. I further demand that there should be direct express train from Titlagarh to Bombay and Calcutta through Sambalpur. I finally urge the Minister of Railways to declare on the floor of the House that the legitimate demands of the people of Orissa would be met without further loss of time.

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) : Sir, in my reply to the Debate at the first stage, I had already covered many important points which some of the Hon. Members have raised here. Sir, it is generally customary that those issues which are raised in the Debate at the first stage are not repeated during the Debate on the Demands. But many Hon. Members have raised the same issues. I do not blame them. Some of them might have been absent during my hour-long speech when most of the issues were covered. I will not therefore try to venture to go into such issues, but I will make only a cursory reference to them.

Sir, the common theme of almost all the Members has been introduction of certain new lines. I wish to make it very clear that as far as new lines are concerned

\*The original speech was delivered in Oriya.

the position is that we conduct the surveys, work out the cost aspect, and then the matter is referred to the Planning Commission. I do not blame the Planning Commission at all because, they have to take an overall view of the entire economy of the country. They have to see how much allocations are to be made to the Railways, and how much for the other projects etc. They have to weigh various claims. Naturally, we expected that there will be tremendous financial constraints and that the Planning Commission could permit only a few lines and decide on the finalisation of the schemes. We know that this is not at all a super-Cabinet or a Super Government, but, it is their duty which the Planning Commission is performing on behalf of the entire Government and for the general welfare of the economy. Because, if we give more attention to the Railways other projects would suffer for want of finances. For example, if power projects and other projects do not get adequate finances, as a result of which you find inadequate generation of power in the country and soon, ultimately it would be the Railways, as well as the other sections who are likely to suffer. Therefore, I do not blame the Planning Commission at all. I am not trying to pass on the baby to the Planning Commission. We always discuss such matters with the Planning Commission. We try to establish the priority of certain lines. Mr. Mavalankar referred to the Tarapore line. I would tell him that when one particular project in Gujarat has already been cleared, (and that is to be started in the month of April), one cannot expect that the same State will be given yet another project. That is not likely to happen. So, these are the constraints. But I can assure Hon. Members that I have found out a *via media*. We are already exploring the proposal with the Finance Ministry and the Planning Commission. To-day, our difficulty is this. In the present financial year we expect to mop up a surplus of Rs. 80 crores. Even in the next financial year we expect a surplus of Rs. 65 crores. Naturally you may raise the question : When such an amount of surplus has been mopped up, why is it that a substantial portion is not diverted for the construction of lines ? To this, my answer is that because of the past failures, there have been tremendous backlog of debts in the past which have been created, because, the previous Administration failed to meet the dividend obligation to the General Revenues. As a result of that, Sir, more than Rs. 360 crores of debts are there.

17.08 hrs.

[SHRI DHRIENDRANATH BASU *in the Chair*]

So, whenever we mopped up certain surpluses, they are all utilised only for

eliminating or for repaying a part of the backlog of debts. Therefore, on the first of April, we begin with a scro. Now, that is the difficulty, though you may feel that our surplus is of the order of Rs. 80 crores and not a pie out of that Rs. 80 crores is available for the construction of new lines. I have already explored the possibility of having a new deal of financing and we are suggesting to the Finance Ministry that the following two things can be taken up.

17.09 hrs.

[MR. SPEAKER *in the Chair*]

Firstly, it should be possible for us to convert these 'debts' into 'capital-at-charge'. On this 'capital-at-charge' we can pay six per cent dividend. This is one possibility, Sir. The second possibility is that from our surpluses we should be allowed to build up development fund and from that Development Fund, a definite proportion should be made available for the new lines. In the case of new lines that are to be constructed, at least a major portion of them can be taken up in most of the important provinces.

AN HON. MEMBER : What about Eastern UP ?

PROF. MADHU DANDAVAT : I am going to that. If you will carefully go through my printed speech you will find that there are four types of works—(1) there are certain number of works which are to be accelerated; (2) new lines are to be undertaken, (3) some surveys are to be conducted and (4) certain conversion projects are to be taken up.

If you go through my budget speech, you will find that all the provinces like Assam, Orissa, U.P. Bihar, Tamilnadu, Gujarat and Maharashtra have been covered. To some places, we have given conversion projects and, at other places, we have taken up the extension of project and at some other place construction of new lines. And in some places, we have taken up new surveys in the backward—adivasi—areas. That is how we have spread the net. I can assure you that if the new policy which we are enunciating and which we are discussing with the Finance Ministry and also with the Planning Commission ultimately comes through, then it will be possible for us to devote greater amount for the construction/Conversion activities.

SHRI NATHU RAM MIRDHA : (Nagaur) : But, what about Rajasthan ?

PROF. MADHU DANDAVATE : I am coming to that. Our friends have forgotten that one of the schemes which is under investigation and examination about which we are having a favourable outlook is the conversion of the gauge which passes through Rajasthan and goes to Ahmedabad. You have already made a reference to it.

SHRI NATHU RAM MIRDHA : Six years have passed. We are getting the same reply.

PROF. MADHU DANDAVATE : At least see what has happened in these six years ?

SHRI NATHU RAM MIRDHA : Survey has been done. You have to provide for that.

PROF. MADHU DANDAVATE : Probably you were not present when I replied to the budget debate. At that time I had indicated that already all these schemes are being considered. I can assure you Sir, that we are already considering one of the projects of conversion. Therefore, I do not want to go into details of the individual problems that are raised.

During my last reply on the general demands and during the last budget session, I introduced the practice of dealing with the basic policy issues during the debate and when local issues are raised by Members of Parliament during the debate I write elaborately replies to the individual Members giving our responses to the specific schemes that are suggested and various grievances that have been raised. I can also assure all the hon. Members that the individual issues that have been raised by them will all be replied to and we will try to meet their arguments at least half-way.

I am sure this will satisfy most of the Members. A number of Members have also raised the question of unmanned crossings. I am very happy to announce that so far, whenever I wrote to the individual Members, I had to point out to them that, according to the existing provisions, the entire burden of working expenditure regarding manning of unmanned gate has to be undertaken by the local authority or the State Government. In my budget speech I have already announced that the railways would like to undertake hundred per cent. responsibility of manning the unmanned gates. To that extent, I am sure that accidents may be reduced to the barest possible minimum. (Interruptions) I have already mentioned in my last speech that there are 22,000 unmanned gates. As far as the utilisation of wagons is concerned, I have already

replied in the course of the debate last time--I would like to point that out again--that as far as distribution and allocation of wagons is concerned, to-day the difficulty is not about the inadequacy of wagons. We have about 4 lakhs of wagons. Actually, the difficulty is about equitable distribution and allocation of wagons to various sectors. Our difficulty is that there are a number of stations where the wagons are not actually emptied immediately and therefore the turnaround decreases. To that extent there is a greater degree of inefficiency. When they are spread to different areas, we do not get the correct information at the Data Centre very quickly. It may take ten to fifteen days. Therefore, I am trying to introduce a new system. We are trying to have an integrated computer programme with the help of which, from all the areas, the data will be fed by the computer to the Centre and, within twenty-four hours, this information will be available to the Central Data Centre and then the allocation of wagons can be made in a better way.

Therefore, we will have a better utilisation or optimum utilisation of all the wagons and if that is done, a lot of our problems will be solved. I am very happy to tell you that the railways are already placing before the Planning Commission, as also before the Finance Ministry, a scheme in regard to development of three captive plants. We are trying to improve the installed capacity of the fourth plant. If we are able to have three captive plants, of course I do not want to go into details of it, because I have given them in the Rajya Sabha —each captive plant having 220 m.w. energy—and if that is done, to a very great extent, we will be able to meet the internal requirements on our railways.

Many friends have referred to the question of abolition of Railway Board. Sir, even when I was in the opposition I never demanded the abolition of the Railway Board. What is needed is not the abolition of the Railway Board but re-structuring, rationalisation and streamlining of the Railway Board. The Railway Board is a machinery or functional organisation and we find that there are five important disciplines which are covered by the Railway Board. The Members are from the Operating and Commercial category, Mechanical Engineering, Civil Engineering and Signalling, Finance and Accounts and also the Personnel Department. They come from the bottom—first they are the technicians, engineers and then they become the General Managers and only senior among the General Managers are picked up and brought to Railway Board. Therefore, the Railway Board is not an organisation of bureaucrats. It is an organisation which is a functional organisation of various disciplines and that

particular structure should be retained. All we need is re-structuring in terms of size but in terms of devaluation of power. I do not want to go into details. I have already said about it in an elaborate manner. We have already worked out the devolution and delegation of powers in terms of administrative powers and financial powers. We have taken them to the divisional level and will be able to give good results.

Sir, reference has been made to arrears in demurrage amount. Someone pointed out that it is the big industrial houses that are accumulating large arrears. Unfortunately, our own experience shows that there are a number of public sector undertakings which have not been able to pay the demurrage amount. We have taken up this issue.

Sir, I will end my speech by making a cursory mention about the underground projects. Suggestion was made for taking up the under-ground project in Delhi, Bombay and Madras. I can tell you the experience of Calcutta. We have already spent over Rs. 31 crores and the total expenditure will be Rs. 230 crores. As such, in Calcutta we will go ahead. Already Bombay Corporation has said that they do not want the white elephant of under-ground project as that will destroy all their small schemes. Therefore, I can assure my friends from Delhi not to hanker after the mirage of under-ground schemes. It is better to have rationalised surface transport which will be able to get better results.

Mr. Speaker, Sir, it is the second stage of the debate. Still we have to deal with supplementary demands and excess grants and appropriation bills and, as such, I will not take more time of the House. In conclusion I want to assure all the Members that all the individual complaints that have been made on the Floor of the House will be replied to in detail before the end of the Budget Session showing our response to the concrete suggestions that have been made.

MR. SPEAKER : Before we proceed further, I want to call the Home Minister to make a statement.

SHRI VAYALAR RAVI : Sir, I am on a point of order. The statement of the Home Minister is about the incident in the vicinity of the U.P. legislature.

MR. SPEAKER : It is about Mizoram.

17.30 hrs.

### STATEMENT RE MIZORAM

THE MINISTER OF HOME AFFAIRS (SHRI CHARAN SINGH) : Sir, the House is aware that in pursuance of a desire expressed by Shri Laldenga, the President of the Mizo National Front, that he was anxious to assist in the process of complete restoration of peace in the Union Territory of Mizoram, the Government of India has been having continuous discussions with him during the last two years. A delegation of the Mizo National Front led by Shri Laldenga entered into an agreement on February 18, 1976 with the representatives of the Government of India, wherein they clearly acknowledged that Mizoram is an integral part of India and conveyed to the Government of India their decision to accept the settlement of the problem in Mizoram within the framework of the Constitution of India. The delegation requested the Government of India to provide them facilities to meet their other colleagues to obtain a clear mandate and to get full authority to make an early and final settlement. The delegation further agreed that the step shall be taken forthwith to collect all underground personnel with their arms and ammunition inside mutually agreed camps and to hand over the arms and ammunition, so collected, within one month of the delegation meeting their other colleagues. Accordingly, a meeting was held in March, 1976. As a result of the meeting, Shri Laldenga stood fully authorised to implement the agreement. But contrary to expectations, he did not take any practical steps in that regard. He was also insisting that his agreement should be kept secret.

When the Government expressed their unhappiness over the delay, he agreed to the issue of a joint press communique on July 1, 1976, reiterating the salient features of the February agreement. But even thereafter without taking any steps to implement the agreement, he started indulging in clandestine propaganda to the contrary and no progress was made.

When the present Government took office, one of the first tasks they addressed themselves to was the problem of Mizoram. At Laldenga's request a dialogue was resumed with him at official level. He was also given opportunity to meet the Prime Minister twice. He has also met me several times. During our discussions with Laldenga we impressed upon him the urgent need to bring out underground arms and ammunition and stop insurgent

all other illegal activities. It was also impressed upon him that our Constitution and our democratic traditions and processes provide ample room for fulfilling all legitimate aspirations. It was also made clear to him that cessation of insurgent and other illegal activities cannot under any circumstances be made conditional upon the settlement of other issues. He was, therefore, advised that he should initiate immediate steps to bring the underground personnel into the camps as agreed to earlier, and to hand over unlawful arms and ammunition to the Government. But again nothing happened.

When Laldenga was asked about the delay, he wrote to me on 14th November stating that he was determined to restore peace in Mizoram and that he had prepared a definite-time-bound programme to bring out unconditionally underground arms straightforwardly and to complete the process by 26th January 1978.

Instead of taking any steps to implement the assurances he had given, we have information that Shri Laldenga again started a process of certain creating confusion in the minds of his colleagues. He started making fresh suggestions that he should be installed as the head of an interim Government in Mizoram, without holding any elections. It was pointed out to him that such an unconstitutional and undemocratic course of action was not possible. He seemed to agreed and wrote to me on 25th February 1978 reiterating his earlier assurances, and went on to say that he was conveying his considered opinion to his colleagues that the time had come to implement the agreement and that the process should be completed by 31st March, 1978. He even issued a press statement on the lines of his letter to me which the hon. Members must have read in the press only recently. But he found that he did not send any message on those lines. Instead he sent contrary instructions to prevent any steps being taken by his colleagues to implement the agreement.

It became obvious that Laldenga was only interested in delay for his own reasons.

In the circumstances we have come to the conclusion that no useful purpose would be served by continuing any talks with him. We sincerely hope that the people of Mizoram would strengthen the hands of all those who wish to give up the futile resort to violence and terrorism. We will also pursue all our efforts not only to bring about complete normalcy but also to meet all the legitimate political aspirations of the people of Mizoram through established constitutional means.

17.45 hrs.

**DEMANDS FOR GRANTS (RAILWAYS), 1978-79—Contd.**

**MR. SPEAKER :** Unless any Member wants to press his cut motions, I will put all of them together.

**PROF. P.G. MAVALANKAR (Gandhinagar) :** Sir, I request you to put my cut motions Nos. 2 and 3 separately.

**MR. SPEAKER :** I shall put cut motions Nos. 2 and 3 to the vote of the House.

*Cut motions Nos. 2 and 3 were put and negatived.*

**MR. SPEAKER :** I shall now put all other cut motions to the vote of the House.

*Cut motions Nos. 1, 4 to 18, 79 to 88, 150, 151, 154, 157, to 174, 183 to 196, 199, 200, 295 to 300, 311 and 327 to 333 were put and negatived.*

**MR. SPEAKER :** I shall now put the Demands for Grants (Railways) for 1978-79 to the vote of the House.

The question is :

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India to defray the charges that will come in the course of payment during the year ending the 31st day of March, 1979, in respect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 11, 11A and 12 to 22."

*The motion was adopted.*

*Demands for Grants (Railways) for 1978-79  
voted by Lok Sabha.*

No. of Demands	Name of Demand	Amount of Demand for Grant voted by the House	Amount of Demands for Grant voted by the house		
			1	2	3
		Rs.			
1	Railway Board	2,53,53,000	13	Open Line Works (Revenue) . . .	10,29,73,000
2	Miscellaneous Ex- penditure . . .	12,63,27,000	14	Construction of New Lines—Capital and Depreciation Reserve Fund . . .	65,70,17,000
3	Payments to Worked Lines and others . .	70,25,000	15	Open Line Works— Capital, Deprecia- tion Reserve Fund and Development Fund . . .	120,8,88,89,000
4	Working Expenses— Administration . .	160,85,35,000	16	Pensionary Charges— Pension Fund . . .	46,23,16,000
5	Working Expenses— Repairs and Main- tenance	703 96,12,000	17	Repayment of Loans from General Re- venues and interest thereon—Development Fund	8,54,22,000
6	Working Expenses— Operating Staff	359,71,86,000	18	Appropriation to Development Fund	31,78,23,000
7	Working Expenses— Operation (Fuel) . .	329,69,90,000	19	Appropriation to Revenue Reserve Fund	39,64,97,000
8	Working Expenses— Operation other than Staff and Fuel	110,79,62,000	20	Payments towards Amortisation of Over-capitalisation. Repayment of Loans from General Revenues and in- terest thereon— Revenue Reserve Fund . . .	136,24,77,000
9	Working Expenses— Miscellaneous Ex- penses . . .	65,51,82,000	21	Appropriation to Accident Compen- sation, Safety and Passenger Amen- ties Fund	10,18,35,000
10	Working Expenses— Staff Welfare . .	59,00,81,000	22	Accident Compen- sation, Safety and Passenger Amenities Fund . . .	8,05,58,000
11	Working Expenses— Appropriation to Depreciation Re- serve Fund . .	145,00,00,000			
11A	Working Expenses— Appropriation to Pension Fund . .	50,00,00,000			
12	Dividend to General Revenues and Con- tribution for Grants to States in lieu of Passenger Fare Tax.	232,82,40,000			

17:48 hrs.

APPROPRIATION (RAILWAYS) BILL\*,  
1978

THE MINISTER OF RAILWAYS  
(PROF. MADHU DANDAVATE): Sir, I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1978-79 for the purposes of Railways.

MR. SPEAKER : The question is :

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1978-79 for the purposes of Railways."

*The motion was adopted.*

PROF. MADHU DANDAVATE : Sir, I introduce† the Bill.†

I beg to move‡ :

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1978-79 for the purposes of Railways, be taken into consideration.

MR. SPEAKER : The question is :

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1978-79 for the purposes of Railways, be taken into consideration."

*The motion was adopted.*

MR. SPEAKER : We shall now take up clause-by-clause consideration.

\*Published in Gazette of India Extraordinary, Part II, Section 2, dated 20-3-78.

†Introduced with the recommendation of the President.

‡Moved with the recommendation of the President.

§Moved with the recommendation of the President.

The question is:

"That clauses 2, 3 and the Schedule stand part of the Bill."

*The motion was adopted.*

*Clauses 2, 3 and the Schedule were added to the Bill.*

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

PROF. MADHU DANDAVATE: I beg to move:

"That the Bill be passed."

MR. SPEAKER : The question is :

"That the Bill be passed."

*The motion was adopted.*

17:48 hrs.

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 1977-78

MR. SPEAKER: We will now take up Supplementary Demands for Grants (Railways) for 1977-78.

Motion moved:

"That the respective Supplementary sums not exceeding the amounts shown in the Third column of the Order Paper be granted to the President out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending the 31st day of March, 1978, in respect of the following demands entered in the second column thereof:—

Demands Nos. 9, 12, 13, 16, 18, 19 and 21."

*Supplementary Demands for grants (Railways) for 1977-78 submitted to the Votes of Lok Sabha.*

No. of Demand	Name of Demand	Amount of Demand for Grant submitted to the Vote of the House
1	2	3
9	Working Expenses—Miscellaneous Expenses.	5,10,28,000
12	Dividend to General Revenues and Contribution for Grants to States in lieu of Passenger Fare Tax	1,74,54,000
13	Open Line Works (Revenue).	1,23,00,000
16	Pensionary Charges—Pension Fund	7,92,18,000
18	Appropriation to Development Fund	7,52,72,000
19	Appropriation to Revenue Reserve Fund	49,29,35,000
21	Appropriation to Accident Compensation, Safety and Passenger Amenities Fund	63,27,000

MR. SPEAKER I shall now put the Supplementary Demands for Grants Railways to the vote for House. The question is,

"That the respective Supplementary sums not exceeding the amounts shown in the Third column of the Order Paper be granted to the President out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending the 31st day of March, 1978, in respect of the following demands entered in the second column thereof:—

Demand Nos. 9, 12, 13, 16, 18, 19 and 21."

\* The motion was adopted

17.45 hrs.

**APPROPRIATION (RAILWAYS) NO. 2 BILL\*, 1978.**

**THE MINISTER OF RAILWAYS**  
**PROF. MADHU DANDAVATE:** I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1977-78 for the purposes of Railways.

MR. SPEAKER : The question is:

"The leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1977-78 for the purposes of Railways."

The motion was adopted.

**PROF. MADHU DANDAVATE:** I introduce the Bill.

I beg to move.†

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1977-78 for the purposes of Railways, be taken into consideration."

MR. SPEAKER : The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1977-78 for the purposes of Railways, be taken into consideration".

The motion was adopted

MR. SPEAKER: We shall now take up the clause by clause consideration. The question is:

"That Clauses 2, 3 and the Schedule stand part of the Bill".

The motion was adopted.

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

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

**PROF. MADHU DANDAVATE:** I beg to move:

"That the Bill be passed."

\*Published in Gazette of India Extraordinary, Part II, Section 2, dated 20-3-78.  
 †Introduced in accordance with the recommendation of the President.

MR. SPEAKER: Motion Moved:

"That the Bill be passed".

SHRI MOHD. SHAFI QURESHI (Anantnag): Now that the hon. Railway Minister has got his Bills passed, I would only suggest to him to look into one very important matter, and that is about the Loco Running Staff's Association. I have been receiving a number of representations from this Association, of course copies of what is addressed to the Minister, which show that there is a tense atmosphere, an agitation is going on and they have given a notice that they will go on strike in May. I would request the hon. Minister to look into the grievances of the Loco Running Staff Association. Also, the National Co-ordination Committee of Railways' Struggle has revived its activities of late. Before things take an ugly turn, I would like the hon. Minister to look into their grievances and do whatever is possible within the financial limits.

PROF. MADHU DANDAVATE: I will look into the matter.

SHRI VAYALAR RAVI (Chirayinkil): On another occasion the hon. Minister gave us an assurance. There are more than 200 engineering graduate trainees on the Southern Railway. Their matter is still pending before the Railway Board. I wish he would consider that also.

SHRI P. VENKATASUBBAIAH (Nandyal): I would like the hon. Minister to reiterate his promise that new railway lines would be laid in the backward areas. The hon. Minister made a very pleasant departure saying that first priority would be given to these areas. I would like to request him through you to bear this in mind and see that the backward areas are brought on a par with the other advanced areas.

श्री एच० एस० पटवारी (मंगलदाही): अध्यक्ष महोदय, मुझे केवल एक बात कहनी है। मैं रेलवे मिनिस्टर की धन्यवाद देता हूँ, लेकिन मैं आशा करता हूँ कि वे भेरे इलाके आसाम की तरफ अपना ध्यान देंगे। मैंने बजट में देखा है कि उन की सहानुभूति होते हुए भी हमारे काम में कुछ निराशा है। हम आशा करते हैं कि बोंगाई गांव-गोहाटी की जो ब्राड-बेज लाइन है, उस को जल्द से जल्द पूरा करायेंगे।

DR. SUBRAMANIAM SWAMY (Bombay North-East): As one of the office-bearers of one of the railway unions, I am obliged to bring to the attention of the Railway Minister once again the fact that the question of providing uniforms for those working as painters in the railways has been hanging fire. These poor people who are underpaid have to provide their own clothes and ruin them on the painting job. So, the railways must take an early decision to provide uniforms to those working in railway workshops on painting jobs.

श्री छविराम अरंग (मुरैना): अध्यक्ष महोदय, मैं आप के द्वारा माननीय रेल मंत्री जी का ध्यान आकर्षित करना चाहता हूँ ग्वालियर से शिवपुरी की नरेंगेज लाइन को ब्राड-बेज बनाने के लिये पटरियों को उखाड़ लिया गया था, लेकिन उस को ब्राड-बेज लाइन बनाने का प्रस्ताव इस बजट में नहीं किया गया है। मैं चाहूंगा कि मंत्री जी अगले बजट में इस ब्राड-बेज लाइन को बनाने का प्रावधान अवश्य करें।

संवार्द्ध माधोपर से इटावा तक ब्राड-बेज लाइन डालने के लिये पिछले बजट के समय अधिवासन दिया था या कि हम इस पर विचार करेंगे। लेकिन इस बजट में उसके लिये कोई प्रावधान नहीं किया गया है और न ही सर्वे कराने की व्यवस्था की गई है। मैं चाहूंगा कि मंत्री जी इसके लिये शीघ्र व्यवस्था कराने की रुपा करे। रेलवे में बराज की सेवायें रेलवे के लिये महत्वपूर्ण व आरम्भायक हैं। उनको हटा द रख लिया जाता है। अतः बराज की सेवायें स्थायी की जायें।

इसी प्रकार रेलवे विभाग में अनुमूलित जाति और अनुसूचित जन-जातियों के आरक्षण के कोटे में बहुत कमी है। पिछले 30 सालों में कांग्रेस की सरकार ने इस सम्बन्ध में आरक्षण को पूरा नहीं किया। मैं चाहूंगा कि अनुमूलित जाति तथा अनुमूलित जन-जातियों के लिये प्रत्येक श्रेणी में आरक्षण के कोटे को सर्वी से पूरा किया जाय और पिछले आरक्षण को केरी-फावर्ड कर के पूरा किया जाय।

**SHRI VINODBHAI B. SHETH** (Jamnagar) : The hon. Minister is very fast, but the work on the Viramgam-Ookha line is not proceeding as fast. I would request the hon. Minister to look into it. The funds he has ear-marked are sufficient but they should be spent on the job, they should not be diverted to any other line.

**SHRI RAJARAM SHANKARRAO MANE** (Ichalkaranji) : I would request the Railway Minister to start shuttle services on branch lines all over the country wherever it is possible and wherever there is heavy rush.

**श्री रीतलाल प्रसाद चर्मा (कोडरमा) :** अध्यक्ष महोदय, छोटा नागपुर बिहार का सब से पिछड़ा इलाका है। गिरीडीह, कोडरमा, हजारी बाग होते हुए राजी रोड तक 200 मील पड़ता है। अभी तक वहां रेलवे लाइन नहीं है। हजारी बाग कमिशनरी का हैड-क्वार्टर है और कोडरमा सब-डिवीजन का हैड-क्वार्टर है, लेकिन इस लेवे में कोई रेलवे लाइन नहीं है। वहां लोग ग्रेजुएट हो जाते हैं, लेकिन रेलवे लाइन नहीं देख सकते हैं। ऐसी परिस्थिति में इन को प्रायोगिक देकर इस काम को टेक-प्रय करना चाहिये। यह उस लेवे की बहुत पुरानी मांग है।

**SHRI YASHWANT BOROLE** (Jalgaon) : I would request the minister to kindly look into the grievances of the railway guards which were presented to him by the All India Railway Guards Conference.

I would also like the Minister to say something on the poor man's food, banana, on which exorbitant freight is charged. Every year, this point is being raked up on the floor of the House for changing the freight rate. Every Minister is giving the same reply. The present Minister has also fallen in line with them. This is a sorry state of affairs. So, this should be looked into.

**श्री चान्द राम (फिल्हौर) :** हमारे पंजाब की राजधानी चंडीगढ़ है लेकिन वह रेलवे से कनेक्टेड नहीं है। इसलिए मैं मिनिस्टर साहब से अनुरोध करूँगा कि चंडीगढ़ को पंजाब से लिंक करने के लिए लुधियाना से चंडीगढ़ तक रेलवे लाइन बिलाई जाए क्योंकि इस का पहले सर्वे

हो चुका है। देश में शायद ही और कोई ऐसी स्टेट की राजधानी होती, जोकि रेलवे से लिंक न हो। पंजाब में अमृतसर, जलंधर, कपूरथला और होशियारपुर जितने भी डेवलप सिटीज हैं, वे इस के पीछे पड़ते हैं। इसलिए चंडीगढ़ को लुधियाना से लिंक करना बहुत जरूरी है और मैं रेलवे मिनिस्टर साहब से अनुरोध करूँगा कि चंडीगढ़ को जल्द से जल्द रेलवे लाइन से जोड़ा जाए।

दूसरी बात यह है कि फिलौर एक बहुत इंस्टेंट टाइन है। पुलिस का वह शिक्षा केन्द्र है लेकिन वहां पर बहुत कम रेलवे बड़ी होती है। जो ट्रेनें वहां पहले बड़ी होती थीं, नई सरकार के ग्राने के बाद वे भी वहां पर बड़ी होनी बन्द कर दी गई हैं, जिस से लोगों में बड़ी निराशा है। इसलिए मेरा यह अनुरोध है कि वहां पर जो फलांग एक्सप्रेस और दूसरी गाड़ियां हैं, उनको खड़ा किया जाए।

तीसरी बात में यह कहना चाहूँगा कि 19 ता० के द्रिव्यन में श्री सी० एम० कुम्हीकरण का एक आटिकल एल-स्पीन रेलवे शेड्यूल के बारे में निकला है और उस में उहाने कम्प्यूटर से बात कर के बहुत से सजेशन्स दिये हैं। मैं उन सजेशन्स में इस बक्त नहीं जाना चाहता लेकिन मेरा कहना यह है कि ये जो बेल्यूएबिल सजेशन्स हैं, उन को भाष्य एग्जीमिन करवाएँ और रेलवे के काम को ठीक करने की दिशा में जो भी हो सकता है, उस को भाष्य करें।

**श्री रामबीबाल सिंह** (बलिया) : अध्यक्ष महोदय, मैं यह कहना चाहता हूँ कि मंगल पर जब राजेन्द्र पुल का उद्घाटन सन् 1958 में हो रहा था, तो पुल में जो लागत आई थी, उस को बापस करने के उद्देश्य से रेल का किराया बढ़ा दिया गया था। अब उतनी

राजि भा गई है, इसलिए मैं भंडी जी से अनुरोध करका कि जो किराया बढ़ाया गया है, उस को कम किया जाए।

प्रसीदी बात मैं यह कहना चाहूँगा कि उत्तरी जोकि उत्तरी बिहार और दक्षिण बिहार को जोड़ता है, वहाँ पर रेलवे का दिवीजनल हैडक्साटर होना चाहिए।

SHRI K. MALLANNA (Chitradurga) KK Express is one of the superfast express trains. But it has become the slowest possible train between Jawalpet and Bangalore. I request the Minister to see that it is made superfast between Jawalpet and Bangalore also.

श्री भूज (आलावाड़) : भाष्यक महोदय, मैं सिफ़े इतना ही निवेदन करना चाहता हूँ कि शिक्षा मंत्रालय द्वारा जो सुविधाएँ शिक्षकों को दी जाती है, क्या रेलवे मंत्रालय के द्वारा भी वही सुविधाएँ शिक्षकों को दी जाएंगी ? मैं यही निवेदन करना चाहता हूँ।

PROF MADHU DANDAVATE : In one sentence, I say, I will take due note of all the constructive suggestions that have been made by the hon. Members.

MR. SPEAKER : The question is : "That the Bill be passed."

The motion was adopted.

17-45 1/2 hrs.

DEMANDS\* FOR EXCESS GRANTS (RAILWAYS), 1975-76

MR. SPEAKER : We now take up Demands for Excess Grants (Railways) for 1975-76.

Motion moved :

"That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended 31st day of March 1976, in respect of the following demands entered in the second column thereof—

Demands Nos. 3, 5 to 10, 13, 15 to 17 and 21."

Demands for Excess Grants (Railways) for 1975-76 submitted to the vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand submitted to the Vote of the House
(1)	(2)	(3)
3	Payment of Worked Lines and others . . .	2,22,645
5	Working Expenses—Repairs and Maintenance . . .	13,80,57,453
6	Working Expenses—Operating Staff . . .	1,71,17,592
7	Working Expenses—Operation (Fuel) . . .	6,51,70,848
8	Working Expenses—Operation other than staff and fuel . . .	9,50,45,802
9	Working Expenses—Miscellaneous Expenses . . .	3,11,54,112
10	Working Expenses—Staff Welfare . . .	54,68,576
13	Open Line Works (Revenue) . . .	12,02,120
15	Open Line Works—Capital, Depreciation Reserve Fund and Development Fund . . .	46,03,71,860
16	Pensionary Charges—Pension Fund . . .	4,22,16,919
17	Repayment of Loans from General Revenues and Interest thereon—Development Fund . . .	2,66,136
21	Appropriation to Accident Compensation, Safety and Passenger Amenities Fund . . .	13,08,214

\*Moved with the recommendation of the President.

MR. SPEAKER: I now put the Demands for Excess Grants (Railways) for 1975-76 to vote.

The question is:

"That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended 31st day of March, 1976, in respect of the following demands entered in the second column thereof—

Demands Nos. 3, 5 to 10, 13, 15 to 17 and 21."

*The motion was adopted.*

27.46 hrs.

**APPROPRIATION (RAILWAYS) No. 3  
BILL,\* 1978**

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): I beg to move for leave to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1976, in excess of the amounts granted for those services and for that year.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1976, in excess of the amounts granted for those services and for that year."

*The motion was adopted.*

PROF. MADHU DANDAVATE: I introduce\*\* the Bill.

I beg to move†

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1976, in excess of the amounts granted for those services and for that year, be taken into consideration."

MR. SPEAKER: Now, I put it to vote....

SHRI R. VENKATARAMAN (Madras South): He does not say how the excesses have arisen.

PROF. MADHU DANDAVATE: Everything has been mentioned in the note that has been given.

MR. SPEAKER: The question is:

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1976, in excess of the amounts granted for those services and for that year, be taken into consideration."

*The motion was adopted.*

MR. SPEAKER: We shall now take up clauses.

The question is:

"That clauses 2 and 3 and the Schedule stand part of the Bill."

*The motion was adopted.*

*Clause 2 and 3 and the Schedule were added to the Bill.*

*Claus 1, the enacting Formula and the title were added to the Bill.*

\*Published in Gazette of India Extraordinary, Part II, section 2, dated 20-3-78.

\*\*Introduced with the recommendation of the President.

†Moved with the recommendation of the President.

PROF. MADHU DANDAVATE: I beg to move:

"That the Bill be passed."

MR. SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

17.49 hrs.

DEMANDS\* FOR EXCESS GRANTS (GENERAL), 1975-76

MR. SPEAKER: We now take up Demands for Excess Grants (General) for 1975-76.

Motion moved :

"That the respective excess sums not exceeding the amounts on Revenue Account and Capital Account shown in the Third Column of the Order Paper be granted to the President out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended 31st day of March, 1976, in respect of the following demands entered in the second column thereof—

Demands Nos. 1, 9, 17, 19, 21, 34, 37 to 39, 43, 44, 46, 48, 49, 52 to 54, 56, 57, 62, 66, 76, 81, 89, 92, 96 and 101."

Demands for Excess Grants (General) for 1975-76 submitted to the vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand submitted to the vote of the House	Rs.
(1)	(2)	(3)	
I.	EXPENDITURE MET FROM REVENUE		
1	Department of Agriculture	4,67,739	
9	Payments to Indian Council of Agricultural Research	536	

	(1)	(2)	(3)
19	Defence Services—Army	61,26,20,550	
21	Defence Services—Air Force	7,42,26,534	
34	Taxes on Income, Estate Duty, Wealth Tax and Gift Tax.	12,68,390	
37	Currency, Coinage and Mint	15,23,530	
38	Pensions	1,91,86,429	
39	Opium and Alkaloid Factories	31,48,075	
43	Ministry of Health and Family Planning	14,979	
46	Ministry of Home Affairs	8,08,667	
48	Department of Personnel and Administrative Reforms	14,75,713	
49	Police	5,84,00,521	
52	Delhi	1,06,76,567	
54	Andaman and Nicobar Islands	1,48,08,096	
56	Dadra and Nagar Haveli	16,909	
57	Lakshadweep	6,13,700	
62	Ministry of Information and Broadcasting	68,326	
66	aLabour and Employment	81,52,887	
76	Roads	2,87,053	
81	Mines and Minerals	1,25,09,217	
89	Ministry of Works and Housing	2,27,468	
92	Housing and Urban Development	14,43,491	
101	Survey of India	45,42,919	

\*Moved with the recommendation of the President.

(1)	(2)	(3)
<b>II. EXPENDITURE MET FROM CAPITAL</b>		
17 Capital Outlay on Post and Telegraphs	11,94,67,139	
44 Medical and Public Health.	6,20,44,562	
52 Delhi	7,10,33,475	
53 Chandigarh	43,854	
76 Roads	66,32,412	
96 Nuclear Power Schemes	29,34,262	

MR. SPEAKER: If anybody wants to speak, he can. No. So, I put to vote the Demands for Excess Grants (General) for 1975-76.

The question is:

"That the respective excess sums not exceeding the amounts on Revenue Account and Capital Account shown in the Third column of the Order Paper be granted to the President out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended 31st day of March, 1976, in respect of the following demands entered in the second column thereof—

Demands Nos. 1, 9, 17, 19, 21, 34, 37 to 39, 43, 44, 46, 48, 49, 52 to 54, 56, 57, 62, 66, 76, 81, 89, 92, 96 and 101."

The motion was adopted.

27-30 hrs.

**APPROPRIATION BILL,\* 1976**

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGRAWAL): On behalf of Shri H. M. Patel, I beg to move for leave to introduce a Bill to provide for the authorisation of appropriation of moneys out of the consolidated Fund of India to meet the amounts spent on certain

services during the financial year ended on the 31st day of March, 1976, in excess of the amounts granted for those services and for that year.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services during the financial year ended on the 31st day of March, 1976, in excess of the amounts granted for those services and for that year."

*The motion was adopted.*

SHRI SATISH AGRAWAL: I introduce the Bill.

PROF. P. G. MAVALANKAR (Gandhinagar): Are you applying guillotine at this stage?

MR. SPEAKER: No, no, we are not applying. I asked you whether anybody wanted to speak; nobody was there.

PROF. P. G. MAVALANKAR: It is 10 minutes to six.

MR. SPEAKER: Ten minutes to six.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): It is nobody's fault. Hon. Members have not read it.

MR. SPEAKER: The Minister will move for consideration.

*(Interruptions)*

SHRI SATISH AGRAWAL: I only introduced the Bill. That is all.

MR. SPEAKER: Ten minutes are there.

PROF. P. G. MAVALANKAR: Now we are about to adjourn. The House is going to be adjourned in a couple of minutes, and crores of rupees are being pawed without any opportunity for a discussion. *(Interruptions)* I want to speak.

SHRI RAVINDRA VARMA: If he wants to speak, he can speak.

\* Published in Gazette of India Extraordinary, Part II, section 2 dated 20-3-76.

† Introduced with the recommendation of the President.

HON. K. S. CHAVDA (Patan): If the hon. Member wants to speak, he can speak, Sir.

MR. SPEAKER : No, no; when we take it up for consideration, you want to speak before or after?

PROF. P.G. MAVALANKAR : How can I start unless it is put for consideration?

MR. SPEAKER : Let him move for consideration.

SHRI SATISH AGRAWAL : I beg to move\* :

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services during the financial year ended on the 31st day of March 1976, in excess of the amounts granted for those services and for that year, be taken into consideration."

MR. SPEAKER : Motion moved:

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services during the financial year ended on the 31st day of March, 1976, in excess of the amounts granted for those services and for that year, be taken into consideration."

Shri Mavalankar.

PROF. P. G. MAVALANKAR : Mr. Speaker, I am grateful to you for permitting to speak on this. Obviously, I can only speak very briefly. My first point is that the Minister should really explain and not merely say that all the explanations are given in the memorandum, etc. He must really take the House into confidence and explain to us as to why and for what purpose extra expenditure was incurred. That is point No. 1. I do not merely want him to say : go and read for yourself the memorandum and sit down. Do not take the House into that situation. That is my first point.

Secondly, a number of Ministries are included in these demands and I find that the Ministry of Agriculture and perhaps the Ministry of Communications are also included in this. I hope I am right in saying that the Ministry of Agriculture and the Ministry of Communications are included in this. Now the latter, that is the Ministry of Communications is not going to be discussed at all in this House during the

programme of the Demands for Grants for various Ministries. So, we are losing ends at both points. We do not get time to discuss the regular demands of the Ministry of Communications and here we are asked to pass excess demands for the Ministry of Communications without even a discussion. I am only requesting you, Mr. Speaker, whether you think that it is fair to the House and to the Country, that when normally so much time is correctly and purposefully given to discussion, and because when it comes at the fagend and Members are not ready, therefore, every-thing is passed in terms of crores of rupees without any discussion! Therefore, I am requesting for your guidance and I should have sincerely thought that you would say that let us adjourn this discussion and meet tomorrow and then proceed further instead of hushing the whole thing through. Anyway, I cannot make that complaint. Now, I would like the Minister to tell us about the Ministry of Communications. What are the programmes of equipment of telephone and telecommunication machinery, both for development of indigenous units and import of the machinery from outside and what is the expenditure involved in that when government is going progressively to decrease import of this equipment and depend more on indigenous production so that it will be a saving of foreign exchange plus additional advantage of having an equipment which is tested and found working not unsatisfactorily?

Secondly, the larger problem is this. I would only say that these are wild allegations because I have no facts to support. When contracts are entered into for foreign equipment, either a lot of scandalous things are allowed to be committed at, or this House and the whole country have no opportunity of inquiring into all those things. On that aspect of the matter also, I would like the Minister of Communications to tell us.

Finally, about irrigation and agriculture. I want the Government to tell us about this question of Narmada river water dispute. I know, the dispute is before the Tribunal and the hope is that this year, in 1978, the decision will come. But since Government are spending crores of rupees on agriculture, irrigation, etc., I want the Government to tell us what is its overall policy with regard to getting these disputes settled as expeditiously as possible, so that, with the settlement of the issues like the Narmada river water dispute, the States, as in this case Gujarat, Rajasthan, Madhya Pradesh and Maharashtra, can go ahead

\* Moved with the recommendation of the President.

with projects for irrigation, and with greater irrigation facilities, more crops can be grown and other things can be improved; the damages by floods can be eliminated if not completely, then at least substantially, and then the overall agriculture sector of this country can be strengthened. I would like the Government to tell us that they will not spend any more time on this and see to it that this Narmada river water dispute is settled expeditiously, and I would also ask further whether the Government will go into the question of having some kind of a standing machinery for settling inter-State disputes—disputes between one State and another—, whether Government will have a kind of permanent machinery and not have only *ad hoc* decisions....

MR. SPEAKER : Strictly, it has nothing to do with this. These are Demands for Excess Grants. The point that you are raising can be raised when the Agriculture Ministry is discussed.

PROF. P. G. MAVALANKAR : I am only making this request, Sir. If such disputes arise between two or more than two States, why not have some kind of a permanent machinery of a Judicial nature which will go into such questions as expeditiously as possible and as justly as possible and settle the disputes in the interest of the whole nation? This is my request, Sir.

SHRI VAYALAR RAVI (Chirayinkil): It is very amusing that the Demands for Excess Grants are tried to be rushed through without proper discussion. I can

understand the difficulty of the Minister and the Members as well because we were not expecting these to come up today itself.

Here excess grants have been asked to meet the amounts spent on certain services during the financial year ended on the 31st day of March, 1976. Naturally, when this Appropriation Bill has come up asking for excess grants, we expect to have a proper explanation from the Minister, even from the present Minister. He cannot take an escapist attitude by saying that he was not the Minister then and that somebody else had done it. I find, on going through the whole Demands, that many Ministries have been covered. I would, first, take up the Ministry of Finance itself and tell them how, when they want excess grants, they are losing the money. On 7th August, 1977, the Enforcement Directorate conducted a raid in Malakkara in Kerala. They seized Rs. 1.1 million from this Ashram and deposited it with the Income-tax authorities in Kerala. This Ashram in full of foreigners, Foreigners come, stay there and go.

MR. SPEAKER : How long are you likely to take?

SHRI VAYALAR RAVI : About ten minutes.

MR. SPEAKER : The House stands adjourned till 11 o'clock tomorrow.

18 oz hrs

*The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, March 21, 1978/Phalgun 30, 1899 (Saka).*