

LOK SABHA DEBATES

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LOK SABHA SECRETARIAT
NEW DELHI

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LOK SABHA DEBATES

I

LOK SABHA

Tuesday, March 23, 1976/Chaitra
3, 1898 (Saka)

*The Lok Sabha met at Eleven of the
Clock*

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS Expenditure incurred on R.P.F.

*206. SHRI S. P. BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state the total expenditure incurred on the Railway Protection Force during the last 3 years, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): The expenditure incurred on the Railway Protection Force during the last three years was as under:

Year	Expenditure in Rs.
1972-73 . . .	14,84,15,625
1973-74 . . .	15,78,36,782
1974-75 . . .	19,95,86,599

SHRI M. RAM GOPAL REDDY: We are spending crores of rupees on this Railway Protection Force every year. On account of this force, I want to know how much we have saved and if these people are not there, how much we would have lost. Will the Minister give an estimate?

SHRI MOHD. SHAFI QURESHI: This is a hypothetical question. Nobody can say that. How can we say

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that if the Police force is not there we would have gained this much and on account of the Police force we have lost this much? It is a force on which expenses are being incurred and they are doing their job very well.

श्री नरसिंह नारायण फौर्डे : इस फौर्म पर जितना धन खर्च हो रहा है, उसको पुजारी बनाने के लिए, फोर्मूल बनाने के लिए क्या मत्री महोदय रेलवे प्रोटोकल फौर्स के नियमों और कानूनों में या रेलवे एक्ट के नियमों और कानूनों में कोई परिवर्तन नाहे पर विचार कर रहे हैं ताकि इस फौर्स को ज्यादा मजबूत बनाया जा सके?

श्री मुहम्मद शफी कुरेशी : जो हा। रेलवे मिनिस्टर माहब ने हाल ही मे अपने बजट के जवाब में यह फरमाया था कि रेलवे प्रोटोकल फौर्स को एक मजबूत फौर्म बनाने के लिए उनको ज्यादा पावर्स दी जायेगी। अभी तक ये मिर्क रेलवे जायदाद मुहाफिज थे, प्रायीक्यूण नहीं कर सकते थे, अब इन को पुलिस के असिन्यार दिये जायेंगे जिससे इनका काम ज्यादा अच्छा और मजबूती में हो सकेगा।

SHRI N. K. P. SALVE: There is a steep increase in the expenditure on the Railway Protection Force. In the last year it went from Rs. 15 crores to 19 crores. Nobody can deny the validity of the demand of the Railway Minister that the Railway Protection Force should be given large power in respect of prosecutions, etc. May I know from the Minister whether he is aware that most of the wagon breaking pilferages and the thefts which go on are because of the collusion of the Railway Protection Force with these

people? Can he give us some idea whether with this increase in the Railway Protection Force there has been any proportionate decrease in the claims on account of pilferage?

SHRI MOHD. SHAFI QURESHI: This is not correct to say that a large number of RPF people are involved in thefts and pilferages. There have been some cases, but the number is not very big. Hardly 300 to 400 cases have been detected so far.

So far as the other question of an increase in the expenditure on the RPF since 1974-75 is concerned, I may state that there have been on Account Payments made to RPF and six instalments of D.A. were given to staff during the said year. One Battalion of Railway Protection Force has been returned from Assam to Railways on 10-3-1974. Therefore, there has been some rise in the expenditure.

The number of claims has come down considerably in terms of payment although prices of certain commodities have gone up. There is a little difference in amount also. The payment is less. The number of cases is much less as compared to the previous year.

श्री डी० एन० तिवारी : दो तीन वर्ष पहले रेलवे प्रोटेक्शन फोर्स में बड़े गड़बड़ी थी। बाद में उमको रीआर्गेनाइज़ेशन दिया गया, मैं जानना चाहता हूँ कि उम रीआर्गेनिज़ेशन में उसमें कितना इम्प्रेव-मेन्ट हुआ। क्या उस इम्प्रेवमेन्ट से रेलवे की किंजा पर कोई असर पड़ा?

श्री मुहम्मद ज़ाफ़ी कुरेशी : सिफ़ रेलवे प्रोटेक्शन फोर्स में ही गड़बड़ नहीं थीं। दो तीन साल पहले तो मुळे में गड़बड़ का बानावरण था और उमका असर रेलवे प्रोटेक्शन फोर्स पर भी पड़ा, लेकिन उसके बाद जो सुधार लाये गये उनका काफ़ी अच्छा असर पड़ा है और जिन भजीद मुद्धारों को मिनिस्टर साहब ने एलान किया हैं, उनका काफ़ी अच्छा असर पड़ने की उमीद है।

श्री राम सहाय पांडे : कल माननीय लिपाठी जी ने राज्य सभा में बतनाया था कि मुगल भराय चोरी का अड़ा बनाया गया है, चोरों के लिए पैराडाइज़ बन गया है। उन्होंने यह भी बतलाया था कि वहां पर बहुत जबरदस्त कोयले की चोरी होती है। मैं जानना चाहता हूँ कि कोयले की चोरी कैसे होती है...

अध्यक्ष महोबय : यह आर० पी० एफ० का भवाल है, चोरी का सवाल नहीं है।

श्री राम सहाय पांडे : जो कोयले का पिन्फरेज वह होता है, उमकी रोकथाम के लिए आप क्या कर रहे हैं?

अध्यक्ष महोबय : इस भवाल का जवाब न दिया जाय। आर० पी० एफ० चोरी नहीं करता है। कोयले की चोरी के बारे में आप अलग से भवाल पूछें।

SHRI H M. PATEL. Since it is a fact that the Railway Protection Force itself is at times involved in these malpractices, we have also to ensure that it functions honestly and efficiently, has the Railways got some kind of mobile inspection force to see that the RPF & Security force function properly and are carrying on their duties efficiently?

SHRI MOHD. SHAFI QURESHI: Every force which is there to protect the railway property or the security force is being examined by the senior officers and there is a regular watch kept by the senior officers on the functioning of this force.

Strategy for Oil Exploration

*207. **SHRI RAGHUNANDAN LAL BHATIA:** Will the Minister of PETROLEUM be pleased to state:

(a) whether his Ministry is considering a long term strategy for oil exploration;

(b) whether the strategy would aim at increasing indigenous production of crude; and

(c) of so, the broad features thereof?

THE MINISTER OF PETROLEUM (SHRI K. D. MALAVIYA): (a) Yes, Sir.

(b) Yes, Sir.

(c) Government intend to strengthen and develop, to the maximum extent possible, the agencies responsible for the exploration and production of crude oil from indigenous sources. The agencies are:—ONGC whose sphere of activity extends to the whole of the country including the off shore areas and Oil India Limited which Operates in Assam and Arunachal Pradesh. Except for Bombay High and the adjoining areas, Government also intend to utilise the services of such foreign firms and agencies as can play a part in the discovery and production of oil in our off-shore areas.

SHRI RAGHUNANDAN LAL BHATIA: I know what are the names of the foreign firms and agencies which are engaged in this task?

SHRI K. D. MALAVIYA. There are three international oil companies which are engaged in this task of search for oil. There are these areas. One is the Bengal-Orissa basin. There is the Carlsberg India Group which is engaged there. Then you have got the Cauvery Basin. There is the Assamera Group for this and this is supplemented with our help. Then you have got the Reading Bates Group for Kutch area.

श्री विभूति शिंश : मंत्री जी का इस सम्बन्ध में कार्य सराहनीय है। मैं जानना चाहता हूं कि हिन्दुस्तान में फिल्मी जगह पर खुदाई का काम प्रारम्भिता श्री और कब तक यह देश आत्म निर्भर हो जाएगा तेल में चाइना 100 जमह पर खुदाई कर रहा है अभी प्रभी अखदारों में निकला है कि मिडिल

ईस्ट को चाइना अपने तेल के उत्पादन से बीट डाउन कर देगा। मैं जानना चाहता हूं कि मंत्री जी इस उम्र में कब तक दुनिया को बीट डाउन कर देगे ताकि हम तेल के मामले में आत्म निर्भर हो जाये?

श्री के० डॉ० भालवीय : देश भर में और देश की जो हमारी समुद्री परिधि है उसमें कई क्षेत्र हैं जहा मैंकड़ों कुएं हम खोद रहे हैं अपनी तरफ से, और इन कुओं में अधिकतर नेत्र मिलता है। चाइना में तेल मिला है और अपने देश में अपने परिवर्तन में अगर लोग तेल निकालते हैं तो अच्छा ही है, हम को इस में क्या कहना है। लेकिन चाइना में ऐसा मुना जाता है कि जिस क्षेत्र में तेल मिला है वहाँ कुछ अधिक मात्रा में मिला है, जब कि हमारे यहाँ कई जगह पर मिलता है और चाइना के आकड़े कहीं प्राप्त नहीं हैं जिसके ऊपर हम भरोसे से कह सके कि हाँ ऐसा है। लेकिन हमारे यहाँ देश के अन्दर बहुत नेत्री से तेल की ढूढ़ ही रही है और हमें आशा है कि अगर इसी तरह से काम होता रहेगा तो 5, 6 सालों के अन्दर अधिकांश मात्रा में तेल प्राप्त कर लेंगे और शायद स्वालम्बी भी हो जाये।

SHRI BISWANARAYAN SHASTRI: The Minister has stated that ONGC and Oil India are engaged in exploration in Assam. May I know which part of Assam is given? I think it is not entire Assam which is given to Oil India. Secondly, Sir, what is the percentage of the contribution by Oil India and also the ONGC to the production of crude in India?

SHRI K. D. MALAVIYA: The production of Oil India of crude oil is slightly more than 3 million tons out of the total of 7 million tonnes, which is increasing. The area where the Oil India is searching for oil is substantially, more or less totally, in Assam, but

Assam areas have also been thrown open for Oil and Natural Gas Commission. In Arunachal also oil was discovered; In Bora pila in Nagaland, ONGC has searched and successfully found a small oil field.

श्र० कंसास : क्या मंत्री जी बातायेंगे कि बर्मी जील और ऐसो के द्वारा जो इम्पोर्टेड क्लूड देश में प्राप्ता है उसके अलावा हमें कितने टन और देश की आवश्यकता के लिए मंगाना पड़ता है तथा वह कहा और किसके द्वारा मंगाया जाता है ?

प्रधानमंत्री : वह तो द चुके हैं ।

श्र० के० डौ० बालबीय : स्पीकर माहूब, यह प्रश्न इससे तो संबंधित नहीं है ।

SHRIMATI T. LAKSHMI-KANTHAMMA: Sir, there have some parts which have been developed; there are other parts where they have resources and surveys also were conducted and oil was also available but those parts are not yet developed. I want to know whether Government would consider the balanced development of these areas whether in South or North oil is quite possible after survey for the exploration of oil. But, the excuse given was that there was lack of drilling machinery. I want to know whether this deficiency has been met in regard to Andhra Pradesh where there is a report of Soviet Study team for exploration of oil. Oil is available or oil could be found in the Godavary Krishna basin. If so, will the hon. Minister....explain why that has not been developed.

SHRI K. D. MALAVIYA: Can the hon. Member specify that area? Whether in South or North if oil is reported to be available, then we shall not lose any time in rushing to that place and get the drilling machinery and produce oil there. I am not aware of any place where oil is available.

SHRI RAJA KULKARNI: As a longterm strategy in oil, it is always necessary to maintain a particular specific ratio between the area of proved reserves and the area to be taken for exploration, drilling and production of oil. May we know whether from the Minister as a long-term strategy, India has established a particular ratio between these two areas and whether this ratio has been maintained when the production activities have been speeded up and whether the reserves are also increasing or not along with increasing production activities with a view to maintain ratio.

SHRI K. D. MALAVIYA: The hon. Member is perhaps trying to link up the two kinds of geological probability of finding oil in an area and when once some oil reserves are indicated, then by projecting the figures by computerisation with the possibility of finding oil, we know that there could be so much of oil. Such an exercise has always been made. But, unfortunately, every time such forecast or estimation by projection of figures do not succeed. But, whether there is proved crude we know what amount of oil has been produced from the crude. After a lot of search and drilling is done in the proven area if oil is found then there is not so much to be done there excepting to produce oil and taking it to refineries.

SHRI INDRAJIT GUPTA: Sir, in view the fact—I believe we still are requiring to import 14 or 15 million tonnes of crude every year—that the question of indigenous production has become crucial, may we know from the hon. Minister what are specifically the continuing constraints apart from shortage of financial resources that come in the way of our not becoming self-reliant in the field of actual exploration of oil or finding of oil? Is it due to the shortage of equipment or shortage of technical know-how or shortage in the qualified personnel? If so, what has been done in removing these constraints also within a planned period?

SHRI K. D. MALAVIYA: In my personal opinion, the only noticeable constraint is the time factor. After all even if we know and identify

a certain area by geo-scientific methods that oil could be found out here, it takes time to arrange for drill. It takes time to drill and produce oil, test it and establish the quantity. That itself takes, in my opinion, about three years. It takes three years to discover the oil and after that another three years to produce the oil—the world record is that about 50 or 70 months should be given to an area where oil has been indicated.

SHRI INDRAJIT GUPTA: My question is this. What are the things which prevent us from doing that—how long are we to go on depending on foreign sources?

SHRI K. D. MALAVIYA Obviously, we have to depend on import of oil every time. If I could get the money and resources and know-how and all that and the hardware that is required, then it will take us fifty or sixty months to become self-sufficient.

Contract between Integral Coach Factory and Hindalco

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*211 **SHRIMATI PARVATHI KRISHNAN:**
DR. RANEN SEN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the authorities of the Integral Coach Factory had entered into a contract with Hindalco, a Birla firm, in 1972 for aluminium rolled plain sheets to manufacture coaches during the years 1973 and 1974;

(b) if so, whether Hindalco had completed supplies by December 31, 1973 as stipulated in the contract; and

(c) if not, the facts thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWA\YS (SHRI MOHD. SHAFI QURESHI): (a) to (c). A statement is laid on the Table of the Sabha.

(a) No, Sir. ICF entered into contract with M/s. Hindalco on 26-3-1973

for supply of approximately 309 tonnes of 4 sizes of aluminium sheets at the controlled prices subject to variations as per Aluminium Control Order (1970) and other statutory levies.

(b) and (c). No, Sir. Although the contractual firms gave a longer delivery period, the firm was requested to improve upon the delivery and complete the order by 31-12-73. The firm supplied 92 tonnes by 31-12-73.

SHRIMATI PARVATHI KRISHNAN: May I know what were the terms of the contract in regard to the per month delivery of the aluminium sheets and whether there was, any delay in that delivery and as a result thereof how far the production of the coaches affected?

SHRI MOHD. SHAFI QURESHI: The delivery conditions stipulated in the purchase order for the four items placed on the HINDALCO were that in the case of item No. 1 the delivery will commence after two months from the receipt of order. As regards items 2-4 the delivery would commence at the rate of 5 to 10 metric tonnes per month within five to six months of the receipt of order. Actually in 1973-74 the production of coaches in the ICF was 750 coaches and in 1974-75 the production remained at the targetted level of 570 coaches. So, this did not affect the production of coaches in the ICF.

SHRIMATI PARVATHI KRISHNAN: May I know whether because of the delayed delivery any loss has been incurred by the ICF and whether any investigation is being made. Were there any penalty clauses and whether they were acted upon and also whether the files happened to be missing in regard to this contract?

SHRI MOHD. SHAFI QURESHI: Actually the order was placed on the firm for 308.909 metric tonnes. The balance quantity outstanding as on 15-7-1975 was 88.664 metric tonnes. The date 15-7-1975 is crucial because the Government of India revoked the

aluminium control order on 15-7-1975. There were two categories of aluminium—one was the levy and the other was non levy. These sheets come under non-levy. At that time HINDALCO asked for enhancement of price. According to the terms of the agreement they were at liberty to ask for enhancement. There are two producers of aluminium, namely, Indian Aluminium Company and HINDALCO. We found that the rates given by HINDALCO were less as compared to the price quoted by Indian Aluminium Company. The balance quantity of 88.664 m. tonnes was found to be on the high side based on their latest requirements and the ICF reduced the order to 43.500 m. tonnes. The additional amount paid to HINDALCO for this enhancement was Rs. 3.94 lakhs. this is not a loss suffered but an additional amount which we paid because the control order was revoked in 1975.

SHRIMATI PARVATHI KRISHNAN: But they failed to fulfil their contract in time.

SHRI MOHD. SHAFI QURESHI: According to the terms of the contract the delivery was to begin after five months of the placing of the order and the stipulation was that they will supply five to ten metric tonnes per month. Even if they supplied 10 metric tonnes per month delivery period would extend to three years. A request was made to the firm to supply, if possible, earlier. But that was not part of the contract.

SHRI INDRAJIT GUPTA: I understood the Minister to say just now that due to this slow delivery or somewhat delayed delivery, production of coaches was not affected. The statement says that 'although the contractual terms gave a longer delivery period, the firm was requested to improve upon the delivery and completes the order by 31-12-73'. Obviously, this request must have been made because coaches were on the production line and they felt it was necessary to get the aluminium sheeting. That was why they asked

the firm to speed up and complete the order by 31-12-73. Therefore, I wanted to know how is it, since the firm did not supply more than 92 tonnes out of 309 tonnes by 31-12-73, that production was not affected. It must have been affected. It was in order to meet the requirements of coaches that you had asked the company to speed up the delivery by 31-12-73. It was not done, and yet you say production of coaches was not affected.

SHRI MOHD. SHAFI QURESHI: Because purchases were made from the open market also. I will give the figures of production of coaches. In 1973-74, it was 750 which was the target fixed for production. In 1974-75, the figure is 570 as per target. So there has not been any reduction with respect to targets so far as production of coaches was concerned. The only thing is there was a backlog in supply of 88 tonnes.

SHRIMATI PARVATHI KRISHNAN: What is the loss suffered?

SHRI INDRAJIT GUPTA: You had to buy in the open market?

SHRIMATI PARVATHI KRISHNAN: He said there is no loss.

SHRI MOHD. SHAFI QURESHI: The open market prices were much higher compared to what they quoted. That is what I am saying, that when the control order was lifted for the sheets, the prices were much higher in the open market.

SHRI INDRAJIT GUPTA: Have you understood it, Sir? Are you satisfied?

SHRIMATI PARVATHI KRISHNAN: To fulfil the contract, they had to buy in the open market. That is why the loss. But he say there is no loss. It is a contradictory answer.

MR. SPEAKER: If the open market prices were much higher, naturally the factor must have paid more.

SHRI MOHD. SHAFI QURESHI: That is what I said. When the control order was lifted, non-levy aluminium, which was required by ICF, was available in the free market. The original term was 'subject to variation in prices in the control order'. When the control order was lifted, we had to do it. We did not go to the open market, but we paid some more money, over Rs. 3 lakhs after ascertaining prevailing market prices. Even with the additional amount paid to these people, compared to the rates quoted by other people, their rates were lower.

SHRI INDRAJIT GUPTA: Are you satisfied. He is always giving figures of coach production, orders for coaches, for 1973-74 and 1974-75. This statement is relating to the period prior to 31st December 1973. The company was to give these aluminium sheets by 31st December, 1973.

SHRI MOHD. SHAFI QURESHI: No.

SHRI INDRAJIT GUPTA: It is in your statement. What can I do?

SHRI MOHD. SHAFI QURESHI: I have made it clear that the terms of the contract indicated definite terms of delivery. They had to supply 5-10 tonnes a month, the total being 300 tonnes. They were within their right to supply it within 3 years. A request was made.

SHRI VAYALAR RAVI: Before lifting control?

SHRI MOHD. SHAFI QURESHI: A request was made to the firm, if it was possible for them to expedite.

SHRI INDRAJIT GUPTA: Why?

SHRI MOHD. SHAFI QURESHI: We made a request because we wanted it.

SHRI N. K. P. SALVI: The thrust of the question is whether or not Hindalco conformed to the terms of

the contract. If they have conformed to the terms of the contract, and despite that they were required to purchase in the open market, it is for them to decide. Therefore, the first question is whether they conformed to the terms of the contract. Then is it that they deliberately slowed down supplies under the contract, and when the control order was lifted, they said 'All right, now purchase at higher prices'. Is that what has happened? If this is what has happened, a two-fold explanation is called for from the hon. Minister. One, why did they take short deliveries and two, having taken short deliveries, why did they not penalise Hindalco for their being required to purchase at higher cost after the control was lifted?

SHRI MOHD. SHAFI QURESHI: The point is that according to the term of the contract, Hindalco supplied the requisite quantities within time. The only thing is that when the control was lifted, the matter was about the price, not about the delivery. The dispute arose in regard to price: they wanted a higher price.

Derailments of Trains

*212 **SHRI M. RAM GOPAL REDDY:** Will the Minister of RAILWAYS be pleased to state.

(a) whether a recent study has revealed that a majority of the derailments on the Indian Railways were due to defective wagon build-up or defective overhauling of the wagons; and

(b) if so, the remedial steps the Railways have taken or propose to take in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No, Sir.

(b) Does not arise.

श्री एम० राम गोपाल रेड्डी : अध्यक्ष महोदय, मैंने प्रश्न हिन्दी में किया था, उत्तर हिन्दी में ही ही दें तो ठीक है।

श्री बूटा सिंह : (क) जी नहीं ।

(ख) प्रश्न ही नहीं उठता ।

श्री एम० राम गोपाल रेड्डी : अगर हमारी बैगन्स के बनाने में डिफेंट नहीं है, तो यह बड़ी खुशी की बात है। मगर हमारी बैगन्स की रिपेयर बराबर नहीं ही सकती है, और इस बारण जो एक्सीडेंट हुये हैं उनके बारे में मंत्री जी क्या फरमाते हैं ?

श्री बूटा सिंह : हमारे यहां जो मरम्मत होती है वह एक लगातार चलता हुआ काम है। यह दो तरह की होती है। एक तो समय के अन्दर होती है, उसको हम पीरियाडिकल ओवरहॉलिंग कहते हैं और दूसरे चलती हुई गार्डियों में मरम्मत होती है जिसे लाइन पर वकंशाप कहते हैं, उसको सिक लाइन कहते हैं। जहां भी डिफेंट हमारे नीटिस में लाया जाना है वहां बैगन खोलकार ठीक बर दिया जाता है। अगर माननीय सदस्य का प्रश्न पीरियाडिकल या जो समय निर्धारित मरम्मत होती है, उसके बारे में है तो मैं कहूँगा कि हमारी वकंशाप की परफार्मेंस जो है, उसका कार्य बहुत ही ठीक और सराहनीय है। 1973-74 में जो ऐसे बैगन थे, जिनको समय में ठीक करना चाहिये था, उनमें जो बाकी बचे थे, उनकी संख्या अब बहुत थोड़ी रह गयी है।

श्री एम० राम गोपाल रेड्डी : मरम्मत करने की जो आपकी कैपेसिटी, क्षमता है, वह सिर्फ चौथाई है। जितने भी बैगन हैं, 4 लाख बैगन में 4 साल में एक बैगन को दूरस्त करना पड़ता है। तो क्या समय में बराबर बूढ़ि हो रही है, यह मैं पूछना चाहता हूँ।

श्री बूटा सिंह : माननीय सदस्य ने जो पूछा है, तो मालगाड़ियों के बारे में मैं कह सकता हूँ कि 426 गाड़ियों की डिरेलमैंट से एक साल में (1973-74) में सिर्फ 16 डिब्बे ऐसे थे जो ओवरहॉल नहीं हो पाये। इसलिए यह सही है कि अब जो हमारी क्षमता हो जाएगी वह हमारी जरूरत के मुताबिक है।

श्री ओंकार लाल बेरवा : मंत्री महोदय ने जैसा बताया कि माल डिब्बों में मरम्मत में किसी तरह की कोई खराबी नहीं है, वह अच्छे बनते हैं, तो क्या सब है कि पहले गैगमैन 13 किलो मीटर की दूरी पर काम करते थे और आजकल 19 किलो मीटर की दूरी पर काम करते हैं, इसलिए लाइन को पूरी तरह ठीक नहीं कर सकते हैं ?

श्री बूटा सिंह : यह तो बैगन की मरम्मत का मवाल है। अगर लाइन की मरम्मत के बारे में पूछना है तो अलग से जवाब देंगे।

SHRI B. N. REDDY The main question, which was about derailment, has itself derailed. I want to know the main reason for increasing derailments, according to the government reports?

SHRI BUTA SINGH. I could not get his question.

MR. SPEAKER: It is a large question....(Interruptions)

श्री राम सहाय पांडे : प्रश्न यह है कि रेलगाड़ियों कैसे उलटती हैं। मंत्री महोदय उम्मेद राज बताये कि क्या डिब्बों की खराबी के कारण उलटी हैं। मैं जानना चाहता हूँ कि गाड़ियों के उलटने के डिरेलमैंट होने के और क्या कारण हैं ?

अध्यक्ष महोदय : और कई कारण हो सकते हैं।

Survey for connecting Nilambur with

Calicut

+

*215. SHRI N. SREEKANTAN

NAIR:

SHRI C. H. MOHAMED

KOYA:

Will the Minister of RAILWAYS be pleased state:

(a) whether the Nilambur-Shoranur railway is running at a loss;

(b) if so, whether Government propose to extend the Shoranur-Nilambur railway line upto Calicut so that the passengers are benefited and the Railways can earn profit; and

(c) whether taking into account that Kallai is the world's second biggest timber centre and Nilambur where the forests are thickly grown (the oldest teak plantation of the world), Government propose to conduct a feasibility survey connecting Nilambur and Calicut?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes, Sir.

(b) and (c). It is not proposed to take up the survey for the line from Nilambur to Calicut on account of the very limited availability of funds.

SHRI N. SREEKANTAN NAIR: Is it not a fact that Kerala is a long strip of land lying between the Indian Ocean and the Western Ghats, and there are very few railway lines in the States? So, will the Government consider giving top priority to the question of extension, especially as the Government has admitted that it is running at a loss?

SHRI BUTA SINGH: The development of the railway is not taken into consideration on a State-wise basis. Naturally, if a particular line falls in a particular State, priority is accorded according to the potentialities of traffic and other considerations. You will kindly permit me to say that this particular section does not have that potentiality and it will not be possible, within the limited funds, to give any priority to this line

SHRI N. SREEKANTAN NAIR:

From his reply I understand that the consideration of the needs of the various States is not a matter of importance to the Government of India. But it is a matter of importance to the people of the State which is neglected and which is discriminated against. Therefore, may I know, in view of the fact that the route mileage for a lakh of population in Kerala is less than one-third of the all-India average whether the Government considers giving some more consideration in the matter of giving new lines?

SHRI BUTA SINGH: I don't accept the insinuation made by the Hon. Member. As you must have noticed, the Hon. Minister for Railways has, in his budget speech and earlier also, stated that backwardness and the opening up of new areas will be the main consideration.

SHRI N. SREEKANTAN NAIR: What about his State?

SHRI BUTA SINGH: It will not be possible to open new railway lines in a particular State at this moment where it has no relation to these considerations. The considerations on which a railway line is taken up is not only economic viability, the opening up of backward and other areas where there is no railway line is also given due consideration.

SHRI C. H. MOHAMED KOYA: The Minister has said that there is no potentiality for railway lines there; how did he come to that conclusion? This is only an extension of an existing railway, to make it more profitable. This is the only railway in Kerala which is now running at a loss; in view of that, why has the Government not thought at least of having a survey?

SHRI BHUTA SINGH: It is not just an extension; its distance is 55 kilometers, involving about Rs. 33 crores. That is why I said that, with the

funds available with us, it will not be possible, at this moment to accord priority to it. But in due course, when funds are made available, we will definitely take up this line.

SHRI B. V. NAIK: It is not as though this is for the first time that the Railway Ministry has come forward and stated that, in order to hasten up the development of a particular backward or hilly or remote or forest infested tract, they would be opening up new railway lines. This has been said in 1974; this has been said in 1975 and, as far as I remember, this has been said for many years. I would like to know whether it will remain a sort of shibboleth or a pious hope. After all the promises handed out in the course of the last two to three years, how many of such areas have been opened up by the construction of new railway lines? On the basis of the figures furnished by the Railway Ministry itself, we find that the investment in the Railways has gone up by as much as 600 per cent while the route kilometre in the last 25 years has gone up by hardly 7 per cent.

SHRI BUTA SINGH: This is a wider and a separate question; if notice is given....

SHRI B. V. NAIK: This is a limited question in relation to part (a).

SHRI BUTA SINGH: So far as part (a) is concerned, as just now stated by me, there is no hesitation and there is no want of effort on the part of the Railways, but what can we do? As against Rs. 355 crores that we require for new lines in the 5th Plan, we were given only Rs. 100 crores and it is not possible to carry on even the projects in hand.

SHRI VAYALAR RAVI: There is a long-let demand of the people of Karnataka and Kerala to connect the two States via Mysore and the Shoranur—Nilampur is a part of it. I want to know whether Government will take up survey during this period and find

out whether it will be feasible to undertake this project.

SHRI BUTA SINGH: We shall take into consideration the suggestion made by the hon. Member.

Progress on Bongaigaon Refinery

*217. **SHRI BISWANARAYAN SHASTRI:** Will the Minister of PETROLEUM be pleased to state

(a) the progress on the Bongaigaon refinery so far;

(b) when is it going to be commissioned;

(c) what will be the installed capacity of this refinery, and

(d) whether there will be provision for further expansion in future?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) Process design and detailed engineering work for the crude distillation unit is at an advanced stage. The various civil works at site are progressing and most of the critical and long delivery items of equipment have been ordered. The process design for Kerosene Treating and Coker Units is progressing.

(b) The crude distillation unit is expected to be commissioned in 1977-78 and Kerosene Treating and Coker Units in 1978-79.

(c) The Refinery is slated to process one million tonnes per annum of crude.

(d) Apart from normal provision for increasing through put by debottlenecking, the possibilities of expansion of capacity are being reviewed from time to time by Government.

SHRI BISWANARAYAN SHASTRI: I am glad to hear that considerable progress has been made to commission the refinery in 1977-78. Apart from Assam, drilling work is being

undertaken in Arunachal Pradesh and Nagaland. May I know from the Hon'ble Minister whether crude that will be found in future will be processed in Bongaigaon refinery? For that purpose whether any provision has been made for its expansion in future? We have seen in Gauhati refinery that there is no possibility of expansion now. Now, we will have to see that similar situation does not arise in Bongaigaon refinery. For that purpose what measures Government have taken at this moment?

SHRI ZIAUR RAHMAN ANSARI: Sir, it is a hypothetical question. I have already said that the question of expansion is reviewed from time to time, of course keeping in view the economic and technological feasibility. Of course, when the crude will be found in that area, we shall look into this question.

SHRI BISWANARAYAN SHASTRI: About 3.0 million tonnes of crude has been found in that region. The capacity of the Gauhati refinery is 0.7 million tonnes. The capacity of the proposed Bongaigaon refinery is 1.0 million tonnes. Therefore, there will be additional crude to be refined. What steps have been taken the refining the additional crude in Bongaigaon?

SHRI ZIAUR RAHMAN ANSARI: As a matter of fact, at present the output of crude in Assam area is 4.20 million tonnes and out of this quantity of 4.20 million tonnes, 3.0 million tonnes are being refined in Barauni, 0.8 million tonne is being refined in Gauhati and 0.5 million tonne is being refined in Digboi. Now, we are going to commission this Bongaigaon refinery in 1978-79 for refining this one million tonnes of crude and as the crude will be found we shall look into the question of expansion of this refinery.

SHRI RAJA KULKARNI: Earlier the Minister stated in his reply that the crude distillation unit will be commissioned sometime in 1977-78. May I know what was the original

target date for commissioning the Bongaigaon refinery and whether there was a delay in this respect? If it is so, what are the reasons for the delay?

THE MINISTER OF PETROLEUM (SHRI K. D. MALAVIYA): There is no doubt that there has been some delay and we have now partially made up the delay and under the totality of circumstances, we hope that we shall make up substantially for the delays which have already occurred on account of non-availability of resources and several other technological problems that have been sorted out.

SHRI D. BASUMATARI: It is said that for the construction of the Bongaigaon refinery, three crores of bricks are required and I am told at present they are bringing them from Gauhati, which is 125 miles away, incurring huge expenditure on transport. May I know whether any place has been found nearby for manufacturing the bricks and bringing them to Bongaigaon?

SHRI K. D. MALAVIYA: I do not have the details about bricks with me at the moment.

SHRI INDRAJIT GUPTA: It was stated just now that the Assam oil-fields are producing 4 million tonnes of crude at present. It was also stated that 3 million tonnes are being supplied to Barauni. When Bongaigaon refinery is commissioned, it will process 1 million tonnes to start with. Half a million is being processed at Digboi. I am glad that Noonmati refinery, where I was yesterday, is processing not 75 but 36 million tonnes. This gives a total of 5.36 million as against a crude production of 4 million tonnes. I would like to know what steps are proposed to be taken to step up production of crude at Naharkatiya, Sibsagar and Rudrasagar where I found last year a lot of crude is being kept sealed because there is inadequacy of pipeline?

SHRI K. D. MALAVIYA: The hon member is quite correct. We have

discovered more oil; partially we have kept it underground and partially we have to prepare ourselves to produce it. The major question is to arrange for the transportation of the oil to Bongaigaon refinery when it is ready to receive it. About 5.5 million tonnes of crude will be taken care of by these refineries. The Digboi refinery perhaps will not process .5 million tonnes; it will be able to process more than .3 million. Noonmati might go up to .9 million though it may not be able to touch 1 million. Bongaigaon refinery will gradually take 1 million. We have got the oil in sight. Transportation arrangements are being made. The whole programme of linking up the transport, production of crude and commissioning of Bongaigaon refinery is being worked out. It is hoped that by the time Bongaigaon refinery is ready we shall be able to produce 5 or 6 million tonnes or perhaps even a little more crude which will be taken care of.

Production of Madras Fertilizers Ltd.

*218. SHRI S. A. MURUGANANTHAM: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Madras Fertilizers Limited is maintaining steady progress in production; and

(b) if so, the facts thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI C. P. MAJHI):
(a) Yes, Sir.

(b) While the production of the company for the entire year 1974-75 was only 83,000 tonnes of nitrogen and 48,000 tonnes of P205, production during the period April, 1975 to February, 1976 was 133,000 tonnes of nitrogen and 55,000 tonnes of P205.

SHRI S. A. MURUGANANTHAM: What is the installed capacity of these two plants? Whether the factory

would reach the full production level? If not, what is the reason?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): The production in the factory is gradually going up. In 1971-72 the percentage utilisation of nitrogen was 51.52 per cent. In 1975-76 it has gone up to 88.4 per cent. In the case of P205, the percentage utilisation was 28.2 per cent, now it has gone up to 64.7 per cent.

SHRI B. V. NAIK: In response to another question on the floor of this House, the production in this country as well as imports have been discussed. We are having heavy stocks of nitrogen as well as P205 at the terminal points as well as in the inventories of the respective production units but we are still importing 2 million tonnes or 1.5 million tonnes of fertilisers from abroad as end product. Why is it that we are not able to utilise our capacity for higher production rather than go in for importation of these fertilisers at exorbitant prices from foreign markets?

MR. SPEAKER: It is too large a question. It is not allowed. Next Question No member is present. The Question List is over. Now, we shall go to the next item

WRITTEN ANSWERS TO QUESTIONS

Agreement with Iraq for Import of Crude

*201. SHRI S. R. DAMANI: Will the Minister of PETROLEUM be pleased to state:

(a) whether any agreement has been signed with Iraq for import of additional crude;

(b) if so, its broad features; and

(c) the total quantity that will be imported yearly from this source under this agreement?

THE MINISTER OF PETROLEUM (SHRI K. D. MALAVIYA): (a) to (c). Imports of the order of 2.9 million tonnes had been effected from Iraq during 1975. Pending conclusion of a formal contract for 1976, supplies are continuing at the level of offtake as during 1975.

Directives to M/s. Zuari Agro Chemicals for Pollution Control

*202. SHRI ERASMO DE SEQUEIRA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the directives given by Government to Messrs Zuari Agro Chemicals for pollution control, short and long term;

(b) the extent of their compliance to date; and

(c) arrangements made by Government to monitor the standards laid down?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) The Fertilizer Factory of M/s. Zuari Agro Chemicals Limited is located in the Union Territory of Goa. So far as the prevention and control of water pollution in the Union Territories is concerned, the Central Board for Prevention and Control of Water Pollution has been empowered under Law to issue consent as well as new permits to discharges of trade and/or sewage effluents. As such when M/s. Zuari Agro Chemicals Limited approached the Central Board, orders were issued by the Board on 11-4-1975 that the discharge into the sea could be permitted only if the effluents from the factory conform to the standards set out in ISI's specifications No. IS: 2490 (Part-I) 1974.

Subsequently the Board issued further detailed orders on 26-6-75 to the following effect:

1. The production of industrial effluents from the factory plants shall not exceed the following quantities:—

(a) *Ammonia Plant*

Maximum hourly rate being	5000 M ³ /day
	210 M ³

(b) *Urea Plant*

Maximum hourly rate being	3600 M ³ /day
	150 M ³

(c) *Other Plants including cooling water*

Maximum hourly rate being	1600 M ³ /day
	150 M ³

2. Arrangements shall be provided to measure the above flows by providing suitable notches or other equipments.

3. No effluents flow shall remain unmeasured.

4. The CO₂ absorption system in the Ammonia Plant shall be changed over to Benfield System.

5. Regular arrangements for neutralising free ammonia shall be made and commenced before the Urea Plant is put into commission. These neutralising arrangements include inlet arrangements, dosing, mixing and detention for effective action. They also include automatic PH monitoring consisting of indicator, recorder and controller.

6. The quality of effluent produced by the various Plants shall conform to the following standards:—

(a) Urea Plant effluent pH between 5.5 to 7 after treatment. Free Ammonia 1.2 mg./l.

(b) Ammonia Plant: pH between 5.5 to 7 Free Ammonia 1.2 mg./l. Arsenic Not to exceed 0.01 mg./l.

(c) Other effluents . pH 5.5 to 7 Free Ammonia 1.2 mg./l.

(d) Final effluent after pH 5.5 to 7 which no stream joins the effluent pipe line Free Ammonia 1.2 mg./l. Arsenic Not to exceed 0.01 mg./l.

7. The entire effluents from the factory may be discharged into the sea at the point where it was being discharged.

8. The operation of the Neutralisation Plant and monitoring of the effluents of the above mentioned streams shall be carried out under the day to day supervision of the authorised persons viz. the representatives of the Government of Goa and all expenses towards providing the staff shall be reimbursed to the Government of Goa.

9. The operation and monitoring of the plant shall be maintained in the prescribed manner. Copies of the weekly records shall be submitted to the Central Board for Prevention and Control of Water Pollution and the Government of Goa.

10. The above conditions will be revised if free ammonia exceeding 1.2 mg. per litre is noticed in the final effluents joining the sea.

By an order dated 8-9-1975, the Board granted permission as under:

- (i) To lay a pipeline of suitable material and dimensions for the discharge of all the effluents from the existing discharge point at the Valsao Beach in Colabai, the length and direction of the pipeline including the point of actual discharge of the effluents to be determined by the National Institute of Oceanography after necessary investigations which is to be carried out at company's cost.
- (ii) The permission shall be valid upto 31st March, 1977 or upto the date when the permanent arrangements for the treatment of the factory's effluent is completed whichever is earlier.
- (iii) This permission is subject to the condition that the Board can vary or modify any or all of the conditions for the discharge of the factory effluents at its discretion at any time

without prior intimation to the company.

(b) The Central Board for Prevention and Control of Water pollution has reported that the company has successfully completed their mid-term proposals for the discharge of effluents. This consists of neutralisation of the company's effluents and allowing it to flow into the sea through a 2 K.M. long pipeline. The neutralisation of the effluent is being resorted to since June last. The neutralisation of the effluent is satisfactory as observed from the daily monitoring which is being carried out at site under the immediate supervision of Goa Government nominated Chemist in their Public Health Lab. The neutralised effluents are being discharged through the pipeline laid under the sea bed. The laying of the pipeline work was completed before 31-1-1976 as indicated by the company. The company also changed over to the Benfield System with effect from June, 1975 as a result of which the use of arsenic was eliminated.

In order to make the effluents conform to the standard prescribed by the Board on a permanent basis, the Company had to install a hydrolyser and strippers in the plant. The company has already placed the orders for these equipments and the necessary foreign exchange has also been released. It is expected that these measures would be completed by March, 1977.

(c) The arrangements for monitoring have been specified by condition No. 8 and 9 of the detailed orders issued by the Board on 26-6-1975 referred to in the reply to part (a). As per conditions imposed by the Board's orders, the firm furnished operation and monitoring data of effluent in the prescribed proforma for assessing the working of this short and mid-term arrangements. The monitoring is being carried out by Scientists engaged at the company's cost and supervised by the Chief Chemist of the P.H. Laboratory of Goa Government.

In addition, the Government of Goa have issued from time to time direc-

tives to the company in regard to pollution control both in the short term and long term and grant of assistance and relief to the persons affected as a result of pollution caused by the effluvium via Guruvayur (length 61 kms). has taken appropriate action in this regard and for installation of facilities for effective control of pollution in the long term.

Survey Report of Kuttipuram-Guruvayur Rail Link

*203. SHRI C. K. CHANDRAPPAN:
SHRI C. JANARDHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the survey report of the Kuttipuram-Guruvayur rail link has been received by Government;

(b) if so, the salient features thereof;

(c) whether the construction of this line is expected to be taken up during this financial year; and

(d) if so, what amount has been earmarked for this purpose in the Annual Plan outlay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes, Sir.

(b) The cost of construction of the railway line from Kuttipuram to Thrissur via Guruvayur (length 61 kms) is estimated to be Rs. 12 crores yielding a return of 1.4 per cent D.C.F.

(c) The survey report is under examination and a decision will be taken after the report is examined.

(d) Does not arise.

Import of Drugs

*204. SHRIMATI BIBHA GHOSH GOSWAMI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government are aware that even after a lapse of 28 years of

independence, 75 per cent of drugs and medicines for the common people are still imported; and

(b) if so, the steps taken for encouraging indigenous production?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) and (b). The present status of the drug industry in India has been gone into by the Committee on Drugs and Pharmaceuticals. The data about the production of bulk drugs and formulations and import of more important bulk drugs, intermediates, has also been indicated in the Report. In so far as the total sales turn over of bulk drugs and medicines is concerned, the present import, are less than 10 per cent thereof. Steps being taken by Government to encourage indigenous production of bulk drugs are indicated below:—

(i) During the Fifth Plan period, an investment of Rs. 70 crores is proposed to be made in the implementation of schemes of IDPL and HAL for manufacture of bulk drugs.

(ii) Drug units in the Indian sector are being encouraged to take up manufacture of bulk drugs by way of allowing them to manufacture formulations based on such drugs for an initial period of 2 years during which they are expected to set up facilities for basic manufacture of these bulk drugs.

(iii) Future manufacturing programme of bulk drugs have been assigned to the three main sectors viz. Public, Indian and Foreign on the basis of following considerations:—

(a) essential drugs especially the antibiotics which are vital to the national health programme should be entrusted to the public sector within the constraints to the financial resources available.

(b) other areas where technology is available and the Indian sector is capable of arranging the requisite technological, managerial and financial resources, may be entrusted to this sector only.

(c) high technology oriented areas requiring substantial investment and where public sector and the Indian sector would not be able to fill the gap between demand and availability especially those concerning tropical diseases, may be open to both the Indian and the foreign sector.

Plan for Deep Drilling in Kausuji and Nagaland

*205. SHRI ISHAQUE SAMBHALI: Will the Minister of PETROLEUM be pleased to state:

(a) whether Government are having a plan for deep drilling in Kausuji area and Nagaland; and

(b) if so, the main features thereof?

THE MINISTER OF PETROLEUM (SHRI K. D. MALAVIYA): (a). Yes, Sir, at Ramshahr near Kausuji and in Nagaland.

(b) At Ramshahr preparatory work such as survey of the site and approach road, acquisition of land etc. is in hand. Other administrative details are being worked out. Drilling is likely to start in the second half of 1976.

In Nagaland gravity-magnetic survey has been carried out in Kohima district. One seismic party is being deployed in the area during the current Plan period. Parts of Borholla and Galeki structures in Assam extend into Nagaland. One well in Borholla has already been drilled and oil was encountered. Borholla and Tiju hill structures are also planned to be drilled during the current Plan period.

Madurai Express

*206. SHRI S. M. BANERJEE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the "Madurai Express" had taken the total public loan to the tune of Rs. 139.08 lakhs according to its latest balance sheet of 30th April, 1975;

(b) if so, whether this loan stands matured and due for repayment; and

(c) what action Government have taken against Madurai Express in this regard?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a). It is presumed that the Hon'ble Member is referring to M/s. Indian Express (Madurai) Private Limited. The return of deposits filed by this company under Rule 10 of the Companies (Acceptance of Deposits) Rule, 1975 as on the 30th April, 1975 show the outstanding amount of deposits as Rs. 1,39,08.439.

(b) The amount of deposits that had matured and were due for repayment on the above date was shown as Rs. 64.04 lakhs, including Rs. 9.93 lakhs not claimed after the due date.

(c) Prosecution under Section 58A(3)(c), 58A(5) and 58A(3)(a) read with Section 629A of the Companies Act, 1956 has been launched by the Registrar of Companies, Tamil Nadu, before the Third Metropolitan Magistrate, Madras.

Indigenous Fertilisers

*207. SHRI B. R. SHUKLA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the total quantity of fertilizers produced indigenously upto 30th November, 1975 has been sold to farmers in the country;

(b) the quantity of the marketable surplus of indigenous fertilizers lying

with the producers upto 30th November, 1975; and

(c) the quantity of fertilizers imported from abroad during the last calendar year?

THE MINISTER OF CHEMICALS AND FERTILISERS (SHRI P. C SETHI) (a) and (b). During the period April—November 1975, the total production of fertilizers in the country was 9.19 lakh tonnes of nitrogen and 2.07 lakh tonnes of phosphatic, (P205) From time to time, there have been reports from the various units in regard to the accumulation of stocks with them both at the factory silos/godown and other points of distribution. The accumulation, as on 1st December 1975, was about 1.01 lakh tonne of nitrogen and 58,000 tonnes of P205. These figures, relate only to the stocks held by the units in their factory silos or in their godowns at various places and do not cover the quantities which might be lying unsold with the various marketing agencies and other distribution points, including retail depots. Since these are scattered all over the country it is difficult to say precisely whether the fertilizers produced during the period April to November 1975 have been sold in their entirety to the farmer in the country.

It is relevant to mention that of late there is a pickup in demand for straight nitrogenous fertilizers like urea, but the demand for straight and complex phosphatics continues to remain sluggish. Government have taken a series of measures to improve the off-take of fertilizers. These include—

(i) Reduction in the duty of imported phosphoric acid from 30 per cent to 15 per cent w.e.f 1st December 1975

(ii) Reduction in the excise duty on single superphosphates from 15 per cent of 7½ per cent w.e.f 1st December 1975

(iii) Reduction in the price of muriate of potash (MOP) from Rs 1085 to Re 900 per tonne.

(iv) Reduction in the price of phosphatic fertilizers to the extent of Rs 1250 per tonne of P205.

(v) In addition the delivered price of urea to the farmer has also been reduced from Rs 1850 to Rs 1750 per tonne.

(c) About 19.62 lakh tonnes in terms of end products

Establishment of drug manufacturing units in every State

*213 **SHRI MANORANJAN HOZPA.** Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state

(a) whether Government are considering to establish drug manufacturing units in every State to cater to the needs of the people, and

(b) if so when and the broad features thereof?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI) (a) and (b). There is no positive proposal at present before the Central Government to establish drug manufacturing units in every state. One of the recommendations of the Committee on Drugs and Pharmaceutical Industry however is that State Government should form Joint Sector Ventures in collaboration with well established companies or technical entrepreneurs. This recommendation will not doubt be considered by State Governments.

प्रथम श्रेणी के सवारी डिव्हर्बों को सतत बरने का प्रस्ताव

*214. श्री पंक्ता लाल बालपाल : यह रेल मन्त्री यह बताने की कृपा करें कि क्या यात्रा में भानला लाने के लिए भरवार का विचार प्रथम श्रेणी के सवारी डिव्हर्बों को बरने का है।

रेल मन्त्रालय में राज्य मन्त्री (श्री मुहम्मद शाफी कुरेशी) : जो नहीं ।

भोपाल और बीना के बीच रेलगाड़ी के डिव्हें में विस्कोट

* 216. श्री नाथूराम अहिरलाल : क्या रेस मंडी यह बताने की कृपा करेंगे कि :

(क) क्या 15 फरवरी 1976 को भोपाल और बीना के बीच एक यात्री गाड़ी के डिव्हें में विस्कोट हुआ था ;

(ख) क्या इम विस्कोट के परिणाम-स्वरूप डिव्हे में आग लग गई और एक ध्याकिन की मृत्यु हो जाने का भी समाचार है ; और

(ग) जो हां नो इम बारे में रेल प्रशासन ने अब तक क्या वायर्वाही की है ?

रेल मन्त्रालय में राज्य मन्त्री (श्री मुहम्मद शाफी कुरेशी) :

(क) जब 355 डाउन इटारसी आसीं सवारी गाड़ी मुमेर और गुलाबगंज स्टेशनों के बीच जा रही थी, तो पटाखे फूँने की एक घटना हुई । ये पटाखे एक बारात द्वारा सवारी डिव्हे में ले जाये जा रहे थे ।

(ख) इससे आग नहीं लगी । यह पटाखों का अचानक फूँना था । बनरे की जड़ीर खीचने पर ज्योंही गाड़ी रुकी, एक बूढ़ा ध्याकिन दूर के मारे कूद पड़ा । उसके तुरन्त बाद और लोग भी कूदे और उसके ऊपर गिरे । ननीजा यह हुआ कि उस बूढ़े ध्याकिन को गंधीर आनन्दिक चांटे आयी और बाद में उसकी मृत्यु हो गयी ।

(ग) पुलिस द्वारा मामले का जांच की जा रही है ।

Production of Crude and Gas during Fifth Plan

*219. SHRI Y. ESWARA REDDY: SHRI BHOGENDRA JHA:

Will the Minister of PETROLTUM be pleased to state:

(a) whether the Oil and Natural Gas Commission has evolved a plan to step up its crude and gas production during the Fifth Five Year Plan; and

(b) if so, the main features thereof?

THE MINISTER OF PETROLEUM (SHRI K. D. MALAVIYA): (a) Yes, Sir.

(b) O.N.G.C. is intensifying its on-land exploration work in Assam Gujarat, Punjab basin, Ganga Valley, West Bengal and Tripura, etc. It is proposed to commence production from Bombay High oil fields from April or May this year. The production of crude oil is expected to increase to 10,85 million tonnes in 1978-79 against an actual production of 4.03 million tonnes in 1973-74. Gas supplies will increase to 1,983 million cubic metres against 386 million cubic metres in 1974-75. It is planned to establish additional recoverable reserves of 70 to 100 million tonnes of oil during the Fifth Plan period.

Setting up of Drug Manufacturing Units

*220. SHRI N. K. SANGHI Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state

(a) whether more licences are to be issued for setting up drug manufacturing units in the country;

(b) whether the existing manufacturing units are able to produce to their available capacity; and

(c) if not, what steps are being taken to achieve this target?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) to (c) In order to achieve

the targets fixed by the Task Force for the production of drugs and formulations by the end of the 5th Plan Period, it is proposed to expand production facilities in the public sector, licence larger capacities in the organised sector and encourage greater production in the small scale sector of the drug industry. The Government extends appropriate facilities within the framework of its policy to enable the units concerned to achieve their licensed capacity.

अड्डे प्रदेश के पिछड़े और जनजाति क्षेत्रों में नई रेलवे लाइनें

1077. श्री भागीरथ भंद्र : क्या रेल मंत्री यह बताते कि कैसा करेंगे कि

(क) क्या मध्य प्रदेश के पिछड़े क्षेत्रों के विकास को ध्यान में रखते हुए राज्य के उन पिछड़े और जनजाति क्षेत्रों में आगामी योजना में नई रेलवे लाइन का निर्माण करने के उत्तम्य या प्रस्ताव है जिनका रेल सेविंग्स मम्पर्क नहीं है ;

(ख) क्या हंशीर, दोहद, खंडवा और खरगोन में, जिनके बारे में राज्य के उद्योग मंत्री ने मध्य प्रदेश विकास भवा में करवारी, 1976 में उल्लेख किया था, रेलवे लाइन निर्माण करने के बारे में सर्वेक्षण करने का कोई प्रस्ताव है; और

(ग) क्या भवित्व में नई रेलवे लाइनों के निर्माण की योजना बनाते समय पिछड़े और जनजाति क्षेत्रों के हिस्सों को ध्यान में रखा जायेगा ?

रेल मंत्रालय में उपर्यंत्री (श्री बूटा सिंह) : (क) मेरे (ग) : देश के पिछड़े क्षेत्रों में नयी लाइनों के निर्माण के सम्बन्ध में, रेल प्रंत्रालय की स्वीकृत नीति के अनुसार आशिक/मध्य रुप से मध्य प्रदेश नग्य के गिलडे हुए जनजाति क्षेत्रों के अन्तर्गत निर्माणित नयी रेलवे लाइनों के निर्माण में सम्बन्धित प्रस्ताव तैयार किये जा रहे हैं उन पर विचार किया जा रहा है : -

क्रम सं.	लाइन का नाम	वर्तमान स्थिति
1.	गुना मध्यी बड़ी लाइन (193 कि० मी० लागत 10.51 करोड रुपये)	यह लाइन बन रही है और अप्रैल 1976 तक इसके बनकर तैयार हो जाने की आशा है।
2	ढुली राजहरा-जगदकुपर बड़ी लाइन (234 कि० मी० लागत 40 करोड रुपये)	अन्तिम मार्ग-निर्धारण सर्वेक्षण पूरे कर लिए गये हैं और तत्सम्बन्धी रिपोर्टों की जाव की जा रही है।
3.	हिंदागढ-इमुआ बड़ी लाइन (1:3 कि० मी० लागत 2.25 करोड रुपये)	इस निर्माण-कार्य का अनुमोदन हो चुका है और 1975-76 के बजट में इसे मामिल कर लिया गया है।
4.	महोबा-बजूगहो बड़ी लाइन (75 कि० मी०)	सर्वेक्षण किया जा रहा है।
5.	गची-कोवी बड़ी लाइन (300 कि० मी०)	सर्वेक्षण किया जा रहा है।
6.	रमलाम-वासवाडा बड़ी लाइन (90 कि० मी०)	सर्वेक्षण किया जा रहा है।

ओर अधिक लाइनों के सर्वेक्षण या जिन लाइनों के लिए पहले सर्वेक्षण हो चुके हैं, उनके निर्माण-कार्य को शुरू कर सकता है पर निमंत्र करेगा कि, पांचवीं योजना को अन्तिम रूप दिये जाने पर, देश के पिछडे दोनों में नयी लाइनों के निर्माण के लिए रेलों को कितनी धनराशि उपलब्ध होगी।

Investigation of C.B.I. in the case of M/s. May and Baker Group

1078. SHRI K. S. CHAVDA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the case of M/s. May & Baker Group *vis-a-vis* loss of file regarding their case/proposal of association of Indian capital was handed over to the C.B.I.;

(b) the terms of reference and points communicated to C.B.I.; and

(c) was the investigation to be made for the loss of file or the loss of foreign exchange to the country?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) to (c). The matter concerning loss of file pertaining to M/s. May and Baker in connection with the proposal to associate Indian capital was referred to C.B.I. with all relevant facts for investigation. C.B.I. have intimated that since the loss of file does not disclose any criminal offence therefore they would not be agreeable to take up the investigation on the subject.

Golcha Properties Private Limited

1079. SHRI BISHWANATH JHUNJHUNWALA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the total accumulation of money with the liquidator of Golcha Properties Private Limited;

(b) the total amount yet to be paid by the Company to its creditors;

(c) whether all the concerns of the Golchas under the liquidator are earning profits; and

(d) if so, when the remaining amount of the creditors is likely to be paid?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) As on 29th February, 1976, a sum of Rs. 26,05,947.34 has accumulated with the Official Liquidator, Jodhpur.

(b) About Rs. 42 lacs.

(c) There is no other concern of Golchas under the charge of Official Liquidator, Jodhpur. However, both Cinema Houses, belonging to M/s. Golcha Properties (Private) Ltd. (in liquidation) at Bombay and Delhi are earning profits.

(d) The Rajasthan High Court by its order dated 15-12-1975 has under section 391 of the Companies Act, 1956 sanctioned a scheme of arrangement whereunder the remaining amount due to the creditors is to be paid. The scheme will become operative as soon as the conditions laid down in the order of the court are fulfilled on expiry of the period prescribed for filing appeal from the said order. Having regard to the current liability exceeding Rs. 30 lakhs due to the Income-tax Department which is rising at the rate of Rs. 2,000/- every day, as well as the costs, charges and expenses of the Official Liquidator due to him under the scheme it is difficult to say as to when it would be able to pay the remaining amount due to the creditors.

Misuse of Industrial Licence by Pfizers

1080. SHRI BHALUJHAI PARMAR: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the condition of association of Indian capital which was to

be implemented by June, 1975 by Pfizers has been deferred;

(b) whether the Company has not executed the export bond although it was assured in the House in 1975 that the bond would be executed and would be effective retrospectively;

(c) what is the value of exports, year-wise on the basis of conditions imposed on Pfizers, in respect of Tetracycline and what are their actual exports of Oxytetracycline and its formulations since the grant of expansion licence to them; and

(d) whether Government propose to take action against the company for non-fulfilment of the conditions of industrial licence and misuse of industrial licence?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) An extension of two years from 10th June, 1975, has been granted to M/s. Pfizers to raise the Indian participation in the Company to 40 per cent.

(b) The Chief Controller of Imports and Exports is pursuing with the company the question of execution of legal agreement for export performances, as laid down in the relevant industrial licences.

(c) and (d). Actual production of tetracyclines by M/s. Pfizers and export performance of the company during the years 1966 to 1974 are given below:—

Production of Tetracyclines by M/s. Pfizers

Year	Oxytetracycline	Tetracycline	Total	Value of exports (in Rs.)
1966	9794	640	10434	11,98,701
1967	9523	772	10295	6,97,155
1968	10339	1289	11619	7,23,379
1969	13661	120	13781	24,70,745
1970	28786	..	28786	78,88,222
1971	30815	..	30815	68,08,401
1972	36590	..	36590	68,64,650
1973	39720	..	39720	65,93,469
1974	31759	966	32725	73,10,217

Information is being collected from the concerned authorities about the fulfilment of the export obligation or otherwise. The information will be laid on the Table of the House as soon as the same has been received.

Development Project on Rupsa-Bangriposi Metre Gauge Railway Line

1081. SHRI SHYAM SUNDER MOHAPATRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether some developmental project on the metre gauge line be-

tween Rupsa-Bangriposi (Orissa) are going to be taken up during this year for the benefit of the zone; and

(b) if so, what are they?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). Rupsa-Bangriposi is a narrow gauge line, not metre gauge. No development project is likely to be taken up this year due to limited financial resources.

**खंडवा-प्रज्ञानेर (पश्चिम रेलवे) लाइन पर
सुधार**

1082. श्री गंगाधरण व्यक्ति : क्या रेल मंत्री यह बतान की तृपा करेंगे कि :

(क) क्या पश्चिम रेलवे में खंडवा प्रज्ञानेर लाइन में सुधार करने हेतु पांचवीं पंचवर्षीय योजना के दीरान कोई धनराशि मंजूर की गई है ;

(ख) यदि हां, तो वर्ष 1974-75 के दीरान उक्त लाइन पर किये गये सुधारों पर किनसी धनराशि खड़ी हुई ; और

(ग) इस लाइन पर सुधार करने हेतु वर्ष 1975-76 के दीरान क्या व्यवस्था की गई है ?

रेल मन्त्रालय में उपमन्त्री (श्री बूदा सिंह) : (क) जी हां।

(ख) 54.93 लाख रुपये।

जो नुस्खार किये गये हैं, उनमें गान स्टेशनों पर लूप लाइनों का विस्तार, तीन नये पार स्टेशनों की व्यवस्था, चार स्टेशनों पर अतिरिक्त लूप लाइनों का व्यवस्था, छ एस्टेशनों पर जिम्मे हाए सिग्नलों और अन्तर्गति गियरों को बदलना, चार स्टेशनों पर अनपाश का मानक बढ़ाना और दो बड़े गाड़ के टाके में परिवर्तन करना शामिल है।

(ग) 55.52 लाख रुपये।

उत्तर रेलवे में प्रयोग न किये गए रेल टिकटों की राशि लौटाना

1084. श्री हरी सिंह : क्या रेल मंत्री यह बताने की तृपा करेंगे कि गत एक वर्ष के दौरान उत्तर रेलवे में कितने व्यक्तियों के प्रपत्रे प्रयोग न किये गए टिकटों की गणि लौटाने की मांग की तथा कितने व्यक्तियों को उनके टिकट की राशि वापस दी गई ?

रेल मन्त्रालय में उपमन्त्री (श्री बूदा सिंह) 1975 में उत्तर रेलवे पर 4630 व्यक्तियों के किंवदं की वापसी भा दावा किया जिनमें से 3091 को यिन प्रयोग किये टिकटों का पैमा लौटा दिया गया।

Production of Cancer Drugs

1085. SHRI NANUBHAI N. FATEL : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) what was the production of cancer drugs approved in 1963 viz. Algycron and Glycosid during the last three years and what was the production of the items modified in 1967, item-wise;

(b) whether any opinion of the Law Ministry was taken for non-fulfilment of industrial licence in this regard; and

(c) if so, the facts thereof?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI) : (a) Actual production during 1972 to 1974 of items covered by the Licence No. L/22/166/63-CH. III, dated 21-8-63 has as amended by letter dated 16-5-67 has been as follows:

(Figures in kgs.)

S. No.	Name of item	Production during		
		1972	1973	1974
1	Active principles of Serrula	2852	689	587
2	Active principles of Belladonna	120	8015	7463
3	Synthesis of O-Nitrophenol	525	2638	4170
4	Synthesis of O-Aminophenol	254	2327	1837
5	Synthesis of 8-Hydroxyquinolined	661	2857	3043

There was no production of other items viz. (i) synthesis of 8-Hydroxy-quinoline (ii) active principals of podophyllum (Glycoside and Aglycone fractions)

(b) Yes, Sir

(c) The various aspects of the case has been examined in consultation with the Ministry of Law, Dcp t of Science and Technology, C S I R, D G T D etc, and taking an overall view of the performance of the company in the context of their exports the concerned authorities were advised to permit remittances which were held in abeyance.

Payment of Wages to Labourers working on New Railway line between Kasara and Igatpur

1086 SHRI Z. M. KAHANDOLE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the reports that payment of wages to the poor tribal labourers employed for construction of new railway line between Kasara and Igatpur Jn Central Railway (District Nasik) Maharashtra, is not made regularly and they also do not get full wages; and

(b) if so, whether Government have made adequate arrangements for checking the accounts of the contractors with the help of Departmental and Vigilance machinery?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No.

(b) Does not arise. However, the Railway Administration has been advised to look into this matter and take appropriate steps.

Hathi Committee Report

1087. SHRI M. KATHAMUTHU: SHRI CHANDRA SHAILANI:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have taken a final decision on all the recommendations of the Hathi Committee report on drug industry; and

(b) if so, the broad features thereof?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI) (a) No, Sir.

(b) Does not arise.

Withdrawal of cases against Railway Employees and Workers

1088 SHRI SAROJ MUKHERJEE: SHRI SHYAM SUNDER MOHAPATRA:

Will the Minister of RAILWAYS be pleased to state:

(a) what are the latest figures of Railway workers and employees who are still kept suspended since the last strike and at the same time not yet reinstated, Zone-wise;

(b) the total number of workers and employees dismissed since the last strike, Zone-wise; and

(c) whether the Ministry has any plan to withdraw all the cases against the Railway employees and reinstate all the employees so far suspended and dismissed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). A statement giving the figures is attached.

(c) The policy of the Government as repeatedly stated in the Sabha is that those employees not involved in acts

of violence, sabotage or intimidation will be taken back on duty on individual appeals. This policy is being acted upon.

Statement

Railway	No. still under suspension in the context of May '74 strike	No. of employees dismissed/removed/terminated in the context of May '74 strike.	No. of employees still dismissed/removed/terminated in the context of May '74 strike.
Central	12	1,704	54
Eastern	..	2,848	246
Northern	2	1,389	27
North Eastern	..	826	9
Northeast Frontier	..	3,336	163
Southern	..	521	26
South Central	..	580	6
South Eastern	14	2,108	221
Western	3	3,507	55
C.L.W.	..	44	..
D.L.W.	..	11	4
I.C.F.	..	24	3
TOTAL	31	16,898	814

Allotment of Petrol Pumps

1089. **SHRI B. S. BHAURA;
SHRIMATI BHARGAVI
THANKAPPAN:**

Will the Minister of PETROLEUM be pleased to state:

(a) the number of petrol pumps in the country as on 1st January 1975;

(b) the number of new petrol pumps sanctioned during the year 1975; and

(c) the number of petrol pumps sanctioned to persons belonging to Scheduled Castes and Scheduled Tribes during the year 1975?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) and

(b). The total number of retail outlets all over the country are indicated below:—

	As on 1-1-1975	As on 1-1-1976
(1) I.O.C.	3553	3587
(2) Bharat Refineries	3173	3157
(3) H.P.C.	1868	1872
(4) Caltex	1206	1201
(5) I.B.P.	480	578
(6) A.O.C.	164	164
	10444	10559

Decrease in the figure as on 1-1-1976 in case of certain companies is on ac-

count of more outlets having been closed down by them than the new outlets opened.

(c) From 1-1-1974, dealerships for 25 per cent of retail outlets owned and operated by the Indian Oil Corporation only are reserved for persons belonging to Scheduled Castes/Scheduled Tribes. During the year 1975, appointment letters for 7 retail outlets were issued to persons belonging to Scheduled Castes and Scheduled Tribes.

Proposal to build two more Refineries

1090. SHRI P. R. SHENOY: Will the Minister of PETROLEUM be pleased to state:

(a) whether there is any proposal to build two more refineries in the coastal area of the country; and

(b) if so, whether one of the proposed refineries will be situated in Karnataka?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) No, Sir.

(b) Does not arise.

New Railway Lines in Backward Regions

1091. SHRI S. L. PEJE:
SHRI SHANKER RAO
SAVANT:

Will the Minister of RAILWAYS be pleased to state:

(a) whether some provision has been made in the Fifth Five Year Plan for construction of new railway lines in the backward regions;

(b) whether Government have undertaken preliminary Survey-works

in the backward regions with a view to undertaking construction of new railway lines;

(c) if so, the particulars of new railway lines proposed to be undertaken during the Fifth Five Year Plan; and

(d) whether Government intend to take up the construction of Aptadasgaon railway line a portion of the coastal Mangalore railway, during the Fifth Plan; and if so, what provisions has been made therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (c). No specific provision has been made in the draft Fifth Five Year Plan for construction of new railway lines in backward areas. There is provision of Rs. 100 crores for construction of new lines and a list of lines under construction/approved for construction is attached.

(b) Yes.

(d) Final Location Survey for Aptadasgaon rail link has already been completed. Traffic Survey and financial appraisal of this rail link is proposed to be carried out during 1976-77. The construction can only be considered if adequate funds are available.

Statement

The proposals for construction of new railway lines during the Fifth Plan as a whole have not yet been finalised. However, the following new railway lines/restorations in the backward regions of the country are at present under construction or have been approved for construction:—

S. No.	Name of Project	Gauge	Length (in Kms)
1	BG line in the area served by former Howrah—Amta Light Railway	BG	73.53
2	BG line in the area served by former Howrah—Shekhala Light Railway	BG	17.10

Sl. No.	Name of Project	Gauge	Length (in Kms.)
3	BG line in the area served by former Shahdara—Sahararpur Light Railway	BG	161.00
4	Restoration of Chhatarpur—Baghpat line	MG	28.41
5	Restoration of Gohar—a—Paripat line	BG	43.27
6	Restoration of Dalmat—Darypur line	BG	26.00
7	Rohtak—Bhawanipur BG line	BG	49.30
8	Jhanjharpur—Lalkaha Bazaar new line	MG	42.30
9	Sakri—Hassanpur	MG	74.40
10	BG rail links to Ramnagar and Kathgodam	BG	168.66
11	Nadikude—Bibi agar new link	BG	153.00
12	Banspari—Jhakhpura	BG	176.00
13	Hirdagarh—Damua	BG	14.30

On account of severe constraint of funds in the 5th Plan, it has not been possible to take up the construction of more railway lines in the backward areas. Surveys have been ordered for a number of lines in the project ward areas so that these projects could be considered for construction as soon as the availability of funds improves.

Progress in Construction of Chitauni-ghat Bridge

1092. SHRI HARI KISHORE SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for the slow progress in the construction of Chitauni-ghat bridge on river Gandak;

(b) whether the bridge is likely to be completed as scheduled; and

(c) if not, the steps proposed to be taken to improve the situation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (c). Work on the construction of Gandak bridge can be taken up only after the river training works, which are to be constructed as a flood control measure at

the cost of U.P. Government, are completed. The Government of U.P. and the Planning Commission are being persuaded to provide funds for the project. It is not possible to give a target date for completion of this project at present.

Holding of Post of Managing Director by Shri Ramnath Goenka in his Companies

1093. SHRI D. K. PANDA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Company Law Board has revised its earlier decision which prohibited Shri Ram Nath Goenka from holding the post of Managing Director in any of his companies; and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) and (b). Government was advised that the remuneration paid to a Managing or Whole-time Director is remuneration to which he becomes entitled as a Director and therefore, unless, the re-

muneration paid to a Director is over and above the remuneration to which he would be entitled as Managing or Whole-time Director, his holding the office would not be deemed to be an office or place of profit under the company within the meaning of Section 314 of the Companies Act, 1956. Hence it was found that provisions of section 314 (1B) of the Companies Act, 1956 were not applicable to Shri Ram Nath Goenka.

रामधाट रोड रेलवे कार्मिंग और जी० टी० रोड रेलवे कार्मिंग पर दुर्घटनाएं

1094. श्री बद्री शैलानी: क्या रेलवे मंत्री यह बताने की चाया करेगे कि:

(क) आनीगढ़ में रामधाट रोड रेलवे कार्मिंग और जी० टी० रोड रेलवे कार्मिंग पर यह एक बांध में किनमी दुर्घटनाएं हुईं तथा इन दुर्घटनाओं में किनमे लोगों की मृत्यु हुई और किनमे जखमी हुए;

(ख) क्या ऐसी दुर्घटनाओं को रोबने के लिए सरकार का विचार इन दोनों पर उपरिपूल लगाने का है; और

(ग) यदि हाँ, तो कब तक?

रेल अन्नासय में उपलब्धी (श्री बूटा सिंह): (क) 1975-76 में अर्थात अग्रिम, 1975 से फरवरी 1976 तक रामधाट रोड के समपार पर एक दुर्घटना हुई जिसमें एक व्यक्ति आयल हुआ। लेकिन उक्त अवधि में जी० टी० रोड समपार पर कोई दुर्घटना नहीं हुई।

(ख) और (ग) रेलों द्वारा समपारों के स्थान ऊपरी/निचले सड़क पुलों की अवस्था राज्य सरकारों के अनुरोध पर की जानी है।

रामधाट रोड, आनीगढ़ में समपार में 109-ए के साम्ले में राज्य सरकार ने सम्पार के नियम पर एक ऊपरी सड़क पुल बनाने के लिए हाल म. एक प्रस्ताव भेजा है और यह मामला विचारधीन है।

जी० टी० टी० रोड पर समपार के बदले ऊपरी सड़क पुल बनाने के बारे में गाज़ी मरकार में कोई प्रस्ताव अभी तक प्राप्त नहीं हुआ है।

रामधाट रोड पर ऊपरी सड़क पुल के बारे में गाज़ी मरकार में आगे कायदाही करने के उद्देश्य में पहुंच-मार्गों महिन प्रस्तावित ऊपरी सड़क पुल से सम्बन्धित पूरी योजना प्रस्तुत करने के लिए कहा गया है। चूंकि यह प्रस्ताव अभी जांच पड़नाल की प्रारम्भिक स्थिति में है इसलिए इसके पूरा होने की निर्धारित तिथि के बारे में कुछ कहना जल्दबाची होगी।

Theft of passengers' goods at New Delhi Station and on trains originating from Delhi/New Delhi Stations

1095. SHRI K. SURYANARAYANA: Will the Minister of RAILWAYS be pleased to state:

(a) whether recently there have been a number of cases of theft of passengers' belongings at New Delhi station and on trains originating from Delhi/New Delhi stations;

(b) if so, the number of such cases during the last three months together with the number of occasions when the culprits could be apprehended; and

(c) what action has been taken to tighten up the security measures at stations and on trains?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) During the last three months i.e. December, 1975, January and February 1976, the following 75 cases of theft of Passengers' belongings were registered with Delhi Railway Police:-

	No. of cases of theft of Passengers' belongings registered with Railway Police	No. of occasions when culprits could be apprehended
Delhi Main Railway Station . . .	37	3
New Delhi Railway Station . . .	38	4

(c) The following security measures have been adopted:-

- (i) Intensive Patrolling is done by the uniformed police at the platforms to guard the property of the Passengers.
- (ii) Special patrolling is done during the peak hours when the trains arrive.
- (iii) Special police in plain clothes is detailed for surveillance of bad elements.
- (iv) Movements of vagrants and aimless persons are kept under constant watch.
- (v) Special attention is paid to the ladies compartments and police constables are also detailed for observation along-with.
- (vi) Booby Traps have been organised at the platforms and in trains to apprehend the criminals committing crime.
- (vii) 'Nakabandi' is done for interception of the criminals at strategic points.

(viii) Off side of the trains have also been mapped to get hold of the thieves.

(ix) Police constables in uniform as well as in plain clothes are detailed to keep a vigil at the booking windows and reservation halls etc.

(x) Special sources have been created amongst the public for eliciting useful information relating to culprits.

(xi) A special interrogation staff spots out the culprits and takes up the known thieves for interrogation in working out the gangs who indulge in luggage lifting.

(xii) Information regarding criminals operating in Delhi is exchanged with counterparts in adjoining States so that criminals may not go unchecked.

(xiii) Wide publicity is given to the bonafide passengers to beware of the luggage lifters and pick pocketers.

Production of Fertilizers in Andhra Pradesh

1096. SHRI K. RAMAKRISHNA REDDY: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the total production of fertilizers in Andhra Pradesh during 1972-73, 1973-74 and 1975-76; and

(b) the proposals to step up the production in the State?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) and (b). Presently, a large sized unit is in production at Vizag; in addition, there is also a

small superphosphate unit in Andhra Pradesh. Their production during the period 1972-73, 1973-74 and 1975-76 has been as under:—

Name of the Unit	Production in '000' tonnes					
	1972-73		1973-74		1975-76 (April '75—Feb. '76)	
	'N'	'P ₂ O ₅ '	'N'	'P ₂ O ₅ '	'N'	'P ₂ O ₅ '
Coromandel Fertilizers Limited . . .	59	62	54	61	42	44
Hyderabad Chemicals and Fertilizers . . .	..	1.0	..	2.3	..	0.6

In addition, a coal-based plant with a capacity to produce 900 tonnes of ammonia per day (equivalent to about 1/2 million tonnes of urea per annum) is in advanced stage of implementation; this project is now expected to be commissioned in July, 1977. A letter of intent has also been issued for the establishment of a fertilizer plant at Kakinada with a capacity of 228,000 tonnes of nitrogen and 81,600 tonnes of P₂O₅ per annum.

Accident to Down Ranchi-Howrah Express train near Dash Nagar

1097. SARDAR SWARAN SINGH SOKHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Down Ranchi-Howrah Express train met with an accident near Dash Nagar on the Howrah-Kharagpur section of South Eastern Railway in the early hour of 8th February, 1976;

(b) if so, how many passengers were killed and injured and what compensation was paid to the next of kin; and

(c) the causes of the accident and steps Government propose to take to avoid recurrence of such accidents?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) 84 Down Hatia-

Ranchi-Howrah Express was involved in a collision at Dash Nagar halt on 8-12-1976.

(b) In this accident, 10 passengers were injured of whom one sustained grievous injuries.

No claim for compensation has been paid and no claim has so far been received.

(c) This accident has been inquired into by the Additional Commissioner of Railway Safety, South Eastern Circle, Calcutta, and his report is awaited. According to his provisional finding, however, the accident has been attributed to failure of railway staff. Suitable action will be taken on receipt of his report.

Safety Organisations set up on the railways have been engaged in inculcating safety consciousness amongst the staff connected with the running of trains and in ensuring that the staff do not violate safety rules or indulge in short cut methods. Thorough inquiries are held into all accidents and appropriate remedial measures are taken to prevent recurrence of similar accidents. Technological improvements in the shape of improved signalling and interlocking, track circuiting, etc. have also been made to the extent feasible. Deterrent action is taken against defaulting staff.

Survey for Hubli-Karwar Rail Link

1098. SHRI B. V. NAIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether a techno feasibility survey of the Hubli-Karwar rail link is proposed to be taken up in view of higher price of imported petroleum costs; and

(b) if so, the steps being taken by Government in this direction?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). A preliminary Engineering and Traffic Survey was carried out recently, for a rail link from Hubli to Karwar. The examination of the survey reports has revealed that the line will have length of 191.29 kms., estimated cost Rs. 34.8 crores and will yield a return of 0.19 per cent (DCF). The proposal has therefore, been shelved.

Ticket Booking facilities for Suburban Passengers in Howrah Subway

1099. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state:

(a) whether the ticket booking facilities for suburban passengers in the Howrah subway are inadequate; and

(b) if so, whether Government are considering to increase the number of counters there?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No

(b) Does not arise

Probe into Salary Structure and Perks of Top Executives of Companies

1100. SHRI SARJOO PANDEY: SHRI MOHINDER SINGH GILL:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have decided to probe into the salary struc-

tures and perks of the top company executives; and

(b) if so, the names of the companies to be covered?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) Unlike the remuneration of managerial personnel in the public limited companies or their subsidiaries, which is regulated by Sections 309/198 of the Companies Act, the remuneration payable to company executives is not regulated by the said Act. In respect of managerial remuneration, however, an Informal Group consisting of representatives of the Ministry of Law, Justice and Company Affairs, Ministry of Industry and Civil Supplies and the Ministry of Finance has been constituted to examine the question whether it is necessary to revise the existing guidelines as contained in Chapter IV of the 14th and the 17th Annual Reports on the working of the Companies Act, 1956 for payment of managerial remuneration and perquisites, in terms of Section 309/198 of the Companies Act, to managerial personnel in public limited companies and their subsidiaries.

(b) Does not arise

Separate Terminal Stations for Eastern and South Eastern Railways at Howrah

1101. SHRI SAMAR MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering to start construction work for two terminal stations at Howrah—one at Salkhia for Eastern Railway and another near Chandmari bridge for the South Eastern Railway; and

(b) if so, when the work is likely to start there?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). There is a proposal for construction of a sepa-

rate terminal for Eastern Railway suburban trains in Howrah area. The work shall be done in phases. Phase I of the work includes shifting the present Belur Scrap Yard to Dankuni and shifting of Howrah General Stores and Signal Workshop to the vacated space at Belur.

A survey for a separate suburban terminal for South Eastern Railway is in progress.

**Electrification of Kotabala-
Kerindule Railway Line**

1102. SHRI K. PRADHANI: Will the Minister of RAILWAYS be pleased to state:

(a) when is the electrification work of Kotabala-Kerindule Railway line likely to be completed;

(b) whether it is delayed beyond schedule; and

(c) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) 1978-79.

(b) Yes.

(c) The main reasons for delay are:

(i) The necessity to redesign the electrification scheme for augmenting the through-put of the section by increasing the trailing loads of ore trains in order to move 12 million tonnes per annum as against 6 million tonnes per annum originally envisaged; and

(ii) Paucity of funds.

सरकार के विभिन्नों में पेट्रोल की खपत में
वित्तव्यता

1103. श्री अवन्न प्रमाद शूलिया : क्या पेट्रोलियम मंत्री यह बनाने की हुआ करेंगे कि :

(क) क्या सरकार के मंत्री विभागों को सभी समय पर पेट्रोल की खपत

में वित्तव्यता के लिये अनुदेश जारी किये गये थे। यदि हाँ, तो तत्सम्बन्धी मुख्य बातें क्या हैं और उनका पालन किया गया और यदि नहीं तो इसके क्या कारण हैं; और

(ख) केन्द्रीय सरकार के प्रत्येक विभाग में जनवरी 1975 और फरवरी 1976 में पेट्रोल की खपत का तुलनात्मक विवरण क्या है?

पेट्रोलियम इन्डस्ट्री (श्री जियाउर्द्दीमान अंसरी) : (क) जी हाँ। वित्त मंत्रालय (व्यय विभाग) ने प्रगतान तथा सरकार के योजना भिन्न खंड में (धारा अल्प तथा आकस्मिक निधि) किफायत करने के सम्बन्ध में अनुदेश जारी किये गये हैं। इन अनुदेशों में पेट्रोल पर व्यय भी सम्मिलित है।

(ख) सूचना एकत्र की जा रही है एव सभा पट्टन पर प्रस्तुत की जाएगी।

**Statement of P.M. on Disposal of
Cases in Courts**

1104 SHRI SHASHI BHUSHAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Prime Minister in her message to the West Bengal Lawyers Conference has stressed the need to dispose of cases in courts expeditiously and said 'cases should not be allowed to drag on and if necessary, changes in legal procedures could be introduced'; and

(b) the reaction of his Ministry towards this and the steps taken in this regard?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) Yes, Sir.

(b) Significant changes have been made in the Criminal Procedure Code, 1973, which are conducive to expeditious disposal of cases. A number of changes have been made in the Code of Civil Procedure (Amendment) Bill, 1974, which are calculated to accelerate disposal of cases.

Variation in Nature of Participation of States in construction of new lines

1105. SHRI ARJUN SETHI: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 60 on the 6th January, 1976 regarding construction of Jakhapura-Banspani rail link in Orissa State and state:

(a) the variations in the nature of participation of the States in the construction of new lines;

(b) whether there have been any exceptions, especially in case of any economically backward States, and

(c) what action is taken in a case where the State Government is not economically viable enough to bear the 50 per cent of the capital cost?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). A statement giving the offers made by various State Governments or in case where State Governments have been approached for participation in the construction of new rail links, is laid on the Table of the House [Placed in Library. See No LT-10507/76]

(c). The cases have to be considered on merits.

मुजफ्फरपुर स्थित देसर्ज शार्पर बट्टलर कोटरी द्वारा निर्मित बैगन

1106. श्री के० एम० "मधुकर" : क्या रेल मर्गों यह बनाने की कृपा करेगे कि :

(क) क्या हाल ही में बैगन बनाने वाले कारब्बानों की भारी मात्रा में बैगन

बनाने का आड़र दिया गया है, और

(ख) यदि हा, तो उत्तर दिल्ली में मुजफ्फरपुर नियत आर्थर बट्टलर बारखाने को, जिस हाल हो में मरकार ने अपने नियन्त्रण में लिया है, कितने बैगन बनाने का आड़र दिया गया है?

रेलमंशलप में उम्मीदवारी (श्री बूटा सिंह) : (क) जी हा।

(ख) चापहिंडी के हिमाचल में 720 माल डिव्हें।

Recruitment of relations of line staff and Low Paid Employees (Northern Railway)

1107 SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state,

(a) whether after the May, 1974 strike the officers of the Railway Board, General Managers' office and Divisional Officer have recruited their sons, daughters and other near and far away relatives in better jobs while the line staff and low paid employees were totally ignored;

(b) whether even under Apprentices Act, only 20 p.c of Railway employees' sons and daughters were absorbed and the rest of the vacancies have gone to relations of officers of Railway Board, General Managers' office, D.S. Office and high paid officials ignoring the line staff,

(c) whether Government propose to entrust such recruitments to an agency like Public Sector Commission to avoid favouritism, nepotism and casteism; and

(d) the number of youths employed under loyal workers quota and Apprentices Act in Northern Railway, division-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No; out of a total of over 2100 appointments made against the 20 per cent quota for employment of wards of loyal workers, sons/daughters of officers account for 46, of whom only 13 are sons/daughters of Class I officers.

(b) No.

(c) The scheme for employment assistance to the loyal workers is being withdrawn from 31-3-76.

In regard to recruitment of apprentices, it is not considered necessary to change the existing practice of recruitment by Selection Boards from amongst names forwarded by the Employment Exchanges, Recognised Associations of Scheduled Castes/Scheduled Tribes and applicants who are wards of Railway employees

Division	Sons/daughters of loyal staff	Act Apprentices as on 31-12-1975
Head Quarters	312	..
Delhi	200	..
Perozpur	94	..
Allahabad	289	..
Moradabad	180	..
Lucknow	136	..
Bikaner	413	..
Jodhpur	117	..
Other offices	382	..
<i>Workshops</i>		
Amritsar . . . . .	..	242
Jagadhari . . . . .	..	315
Lucknow Charbagh . . . . .	..	320
Lucknow Akbarbagh . . . . .	..	271
Bikaner . . . . .	..	70
Jodhpur . . . . .	..	222
Gazipur . . . . .	..	9
W.A.E.E., Jagadhari . . . . .	..	32
S.P. & S./Shakurbasti . . . . .	..	48
Dy. C.E.E., Lucknow . . . . .	..	46

Proposal for Goods and Passenger Traffic on D.B.K. Railway Line

1108. SHRI KUMAR MAJHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to allow goods and passenger traffic on DBK railway line; and

(b) whether there is any proposal to allow passenger traffic to Barbil Railway Station?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Due to limitation of capacity to handle projected iron ore traffic on this line, for which it was primarily constructed, there is no proposal at present for opening this section for general goods traffic. However, the question of providing limited passenger service is currently under consideration.

(b) No.

Import of Crude on Easy Terms

1109. SHRIMATI ROZA DESHPANDE: Will the Minister of PETROLEUM be pleased to state:

(a) whether India is trying to import crude on easy terms;

(b) if so, the facts thereof;

(c) whether Iran has reduced the price of crude;

(d) whether any other member of OPEC has decided to reduce the price of crude; and

(e) if so, the broad features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAURRAHMAN ANSARI): (a) and (b). Following arrangements

have so far been finalised for the import of crude oil during 1976:—

Name of the Country	Quantity in Million tonnes
UAE	1.0
Saudi Arabia	1.1

These supplies have been arranged on a bilateral basis. It is not in the public interest to disclose other details.

Negotiations with a few other oil producing countries are still in progress.

(c) to (e). It is seen from press reports that the price of heavy crude has been reduced by some of the oil producing countries.

Free Legal Aid to Poor

1110. SHRI VASANT SATHE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have made any further progress in the proposal to render free legal aid to the economically weaker sections of the community;

(b) if so, the salient features thereof, like total cost involved and the institutional frame work envisaged;

(c) whether Government propose to initiate some pilot project in selected areas for giving legal aid to the poor before introduction of the scheme on a large scale; and

(d) if so, the salient features thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) to (d). The nature, scope and extent of grant of legal aid is under examination of Government.

कटिहार में खान-पान की लिंगी टेकेदारी व्यवस्था के स्थान पर विभागीय व्यवस्था करना

1111. श्री शनेश्वर प्रसाद यादव : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वोत्तर रेलवे में कटिहार स्टेशन पर 1 अक्टूबर 1975 से खान पान की निजी टेकेदारी व्यवस्था के स्थान पर विभागीय खान पान व्यवस्था की जाने वाली थी ; और

(ख) यदि नां, तो इस संबंध में क्या कार्यवाही की गई है ?

रेल अन्वालय में उपमन्त्री (श्री बटा सिंह) : (क) और (ख). कटिहार स्टेशन पर खान पान व्यवस्था काफी समय तक भिन्न जूँझे आवार पर की जानी रही है और इसे विभागीय व्यवस्था के रूप में बदलने का परा प्रयास किया गया था । एक बार 1975 में इसका निर्णय भी कर लिया गया और इस आशय के आदेश जारी कर दिए गए कि कटिहार में टेकेदार द्वारा मंबान्त खान पान की प्राइवेट व्यवस्था के बदले विभागीय व्यवस्था की जाए । लेकिन इस निर्णय के विरुद्ध संसद मद्दतों से प्राप्त कई आव्यावेदनों और इस तथ्य को देखते हुए कि व्यवस्था से छाटा लगानार बढ़ रहा है, इस मामले की पुनरीक्षा की गयी और यह फैसला किया गया कि किन्हान इन दिनिटों को विभाग द्वारा न बनाया जाये ।

रेलवे द्वारा खान पानों के मूल्यों में बढ़ि

1112. श्री शंकर दयाल सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या खाद्यानों के मूल्यों में गिरावट के कारण गत एक वर्ष के

दीरान देश के होटलों तथा खाद्य पदार्थों के मूल्यों में किसी हद तक कमी की गई है ; और

(ख) यदि हां, तो इस अवधि के दीरान रेलवे द्वारा खाद्य पदार्थों के मूल्यों में बढ़ि किए जाने का क्या अधिकार्य है ?

रेल अन्वालय में उपमन्त्री (श्री बटा सिंह) : (क) आपात स्थिति की धोषणा के बाद कुछ होटलों और रेस्टरांओं द्वारा भोजन की कुछ मदों की दर में कमी किये जाने की रिपोर्ट मिली है ।

(ख) आपात स्थिति की धोषणा से पूर्व 18-6-1975 से जब कच्चे मामान की कीमतें ऊँची थीं, केवल शाकाहारी आंशर सामिय भोजन की थाली तथा परोंगने के लिए तैयार भोजन की कोमरों में मामूली भी बढ़ि की गयी थी । आपात स्थिति की धोषणा के बाद मूल्य मूँचों में मामान्यनया कोई बढ़ि नहीं हुई है और वास्तव में बढ़त मी रेनों पर खाने पीने के मामान की कोमरों में कमी की गयी है ।

Train Fare between Faizabad and Jhansi

1113. SHRI R. K. SINHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a train which goes to Ahmedabad via Lucknow and Jhansi and starts on two days in a week from Varanasi and on five days in a week from Faizabad;

(b) whether this train runs between Faizabad and Jhansi as a passenger train and then upto Ahmedabad as Express train but the fare charged for the distance from Faizabad to Jhansi is that of an Express train;

(c) the reasons for charging Express Train fare from passengers for the route between Faizabad and Jhansi; and

(d) whether Government propose to remedy this anomaly?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) to (d). Due to strained line capacity on this route, Ahmedabad-Faizabad/Varanasi Expresses have been introduced by merging some of the passenger trains on Faizabad-Lucknow, Kanpur-Jhansi, Jhansi-Bhopal, Bhopal-Ratlam and Dahod-Baroda sections. On the sections where these trains are running as passenger trains only ordinary passenger fares are being charged.

Fertilisers Factories

1114. **SHRI P. GANGADEB:**

SHRI CHANDRA SAILANI:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state whether Government are planning to establish more fertilizers factories in the near future?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): Three large sized fertilizer plants are being set up in the public sector at Bhatinda, Panipat and Trombay and two in the Co-operative sector at Phulpur (U.P.) and at Tarapore (Maharashtra) during the Fifth Five Year Plan. These are in addition to the 13 projects which were under implementation at the beginning of the Fifth Plan.

Letters of intent have also been issued for development of capacities in the Private sector at Kakinada (Andhra Pradesh), GSFC Expansion (Baroda), Ennore (Tamil Nadu) and Kota Expansion (Rajasthan).

Expenditure incurred on Apta-Dasgaon Railway Line

1115. **SHRI SHANKERRAO SAVANT:** Will the Minister of RAILWAYS be pleased to state what expenditure has been incurred during the current year on the rail line between Apta and Dasgaon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): No expenditure has been incurred on this project in the current financial year. While examining the final location survey report carried out for this project, it has been felt necessary to carry out a traffic survey and financial appraisal of Apta-Dasgaon rail link. This has been included in the Railways budget for 1976-77 at an anticipated cost of Rs. 85,000. The project will therefore be considered for being taken up for construction after the proposed surveys and financial appraisal are completed and also subject to the availability of funds.

Reduction in price of Drugs made by Public Sector

1116. **SHRI D. D. DESAI:** Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there has been a sharp reduction in prices of drugs manufactured in public sector organisations;

(b) if so, the retail price of these drugs before the reduction and after it;

(c) whether prices of any drug was also increased; and

(d) if so, the particulars thereof?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) and (b). No general price reduction has been made in the case of bulk drugs manufactured by

public sector undertakings. IDPL have however, voluntarily reduced the pooled price of Sulphaguanidine from Rs. 115.68 per kg to Rs. 100 per kg ex-factory for the bulk. There

had been reduction in the prices of following formulations made by M/s. IDPL consequent to reduction in prices of Chloramphenicol and Ampicillin canalised through S.T.C. :

S. No.	Name of the formulation	Pack size	Retail price before reduction	Retail price after reduction
(1) Chloramphenicol caps. 250 mg	100 caps	43.45	37.43	
(2) Chloramphenicol-Streptomycin caps.	50 caps	20.00	18.54	
(3) Broacil caps 250 mg.	25 x 4 caps strip	119.60	96.39	

Government had also approved maximum retail price of Em-Dopa tablets (250 mg) at Rs. 61.33 per 10 x 10 strip on 20th May, 1975. IDPL have, however, reduced the maximum retail price from Rs. 61.33 to Rs. 53 per 10 x 10 tablets from 4th June, 1975.

(c) and (d). A statement showing the list of bulk drugs and formulations manufactured by the public sector undertaking, viz., Indian Drugs and Pharmaceuticals Limited and Hindustan Antibiotics Limited, in respect of which prices were revised upwards during 1976 is laid on the Table of the House [Placed in Library. See No. LT-1050C/76].

Construction of Jakhapura-Banspani Railway Line

1117. SHRI CHINTAMANI PANIGRAHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the construction work of Jakhapura-Banspani Rail Link will be undertaken soon;

(b) if so, by what time; and

(c) how many track kilometers will be undertaken for construction in 1976-77 and will it start from Jakhapura to Daitari?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (c). Final Location Surveys for the construction of Banspani-Jakhapura rail link have recently been completed. Provision of Rs. 1 crore has been made for the project in 1976-77 and construction work is proposed to be taken up in the coming Financial Year. It is proposed to discuss the subject of phasing of the project and extent of cost to be borne by the State Government of Orissa in an inter-ministerial meeting under the aegis of the Planning Commission, and decisions in this regard are expected to be taken shortly.

Legal Aid set up in States

1118. SHRI DASARATHA DEB: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether any legal aid set up to aid poor and Scheduled Castes and Scheduled Tribes litigants has been set up in different States;

(b) what steps are being taken to persuade the remaining States to set up such legal aid apparatus immediately; and

(c) whether Government propose to encourage private agencies also to provide legal aid?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (DR. V. A. SEYID MUHAMMAD): (a) Scheme of Legal Aid has been in operation, in a small way, in many States and Union Territories since the Second Five Year Plan. According to the information available, currently the Scheme of Legal Aid is in operation in Andhra Pradesh, Bihar, Kerala, Gujarat, Haryana, Himachal Pradesh, Jammu & Kashmir, Madhya Pradesh, Uttar Pradesh, Maharashtra, Karnataka, Orissa, Punjab, Rajasthan, Tamil Nadu, Tripura, West Bengal, Dadra, Nagar Haveli, Goa, Diu & Daman and Pondicherry.

(b) and (c) The role of the State Governments and voluntary agencies in an integrated Legal Aid Programme is under examination of Government.

छिंगी में गण्डक नदी पर पुल बनाने के लिए टेढ़र मंत्रा जाना

1119. श्री रामबेंद्र सिंह : क्या रेल मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या पूर्वांतर रेलवे के छिंगी में गण्डक नदी पर पुल बनाने हेतु रेल विभाग ने पंजीकृत ठेकेदारों से टेढ़र मार्गे थे; और

(ख) यदि हाँ, तो क्या पुल निर्माण के लिए ठेका इस बीच दे दिया गया है?

रेल मन्त्रालय में उदयनन्दी (श्री बूटा सिंह) : (क) जी हा।

(ख) बाद में टेढ़रों को रद्द करना पड़ा क्योंकि उत्तर प्रदेश सरकार, जिसे गंडक पुल के लिए नदी को निर्यात करने के कार्य की लागत बहुत करोड़ है, अपेक्षित बदराति रेलवे को उपलब्ध नहीं करा सकी।

Drop in off take of Soda Ash Industry

1120. SHRI DHAMANKAR: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the reasons for the recent sharp drop in the off take of Soda Ash by consumers, as a result of which the manufacturers are stated to be passing through difficult times and have been reducing the prices drastically to liquidate their heavy stocks;

(b) the steps being taken to see that the manufacturers get a fair return and the industry as a whole does not suffer; and

(c) whether it is proposed to lift the ban on export of this item and give the industry an export outlet?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) to (c) Government exercises no control on the price and distribution of soda ash. The accumulation of stocks of soda ash with the manufacturers are partly due to a marginal shortfall in the off-take by the consumer industries and partly because of increase in production in the recent months. The difficulties of the producers as represented by the Alkali Manufacturers' Association are being looked into. Exports of limited quantities may be permitted to enable the manufacturers to maintain production provided that the internal demand is met in full.

एक ही प्रकार का अर्थनियंत्रण कानून

1121. डा० सकनीनारायण पांडे : क्या विद्युत, न्याय और कल्यानी कार्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या उनके मन्त्रालय ने जनशक्ति अनुसन्धान संस्थान के सहयोग से एक योजना का प्रारूप तैयार किया है जिसमें समाज के सभी बगों के लिये एक समाज अर्थनियंत्रण कानून का प्रस्ताव किया गया है;

(क) क्या उनके मंत्रालय ने जनवाकित अनुसन्धान संस्थान के सहयोग से एक योजना का प्रारूप तैयार किया है जिसमें समाज के सभी वर्गों के लिये एक समान धर्म नियंत्रक कानून का प्रस्ताव किया गया है,

(ख) क्या इस योजना प्रारूप में बाल-विवाह निवारण, एक पन्नीत्व प्रथा, सभी विवाहों के नजिस्ट्रीकरण तथा दत्तक आदि के लिये एक समान कानूनी व्यवस्था है, और

(ग) यदि हां, तो तन्सम्बन्धी मुद्दे बाते क्या हैं और इसके क्रियान्वयन के लिये क्या कदम उठाने का प्रस्ताव किया गया है?

विविध, व्यापार और कम्पनी कार्य मन्त्रालय मंत्री (डा० बी० ए० संयद मुहम्मद) :

(क) जी। नहीं।

(ख) और (ग) प्रप्त ही नहीं उठने।

Conditions of Petroleum Workers

1122 SHRIMATI PARVATHI KRISHNAN Will the Minister of PETROLEUM be pleased to state

(a) whether the workers of gasoline filling stations, refineries, petro-chemical complexes and places handling Petroleum products in India are exposed to serious health hazards; and

(b) if so, the steps proposed by Government to protect these people?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) and (b). The information is being collected and will be placed on the Table of the Sabha.

असाधारण रेलवे लाइनों से साम भारम्भ होता

1123. श्री हरी सिंह : क्या रेल मंत्री यह बताने की हुए करेंगे कि :

(क) क्या कुछ वर्षों से कुछ रेलवे लाइनें बाटे में चल रही हैं;

(ख) यदि हां, तो क्या इन रेलवे लाइनों में से कुछ रेलवे लाइनों में संग्राम को अब साम भारम्भ होना शुरू हो गया है, और

(ग) क्या इन रेलवे लाइनों में यात्रियों की सभ्या में बृद्धि हुई है?

रेल मंत्रालय में उपर्यंत्री (श्री बूटा सिंह) (क) जी हा।

(ख) चालू वर्ष 1975-76 की स्थिति वर्ष के द्वाते बदल होने के बाद ही मालूम होगा।

(ग) जी।

Re-Instatement of Substitutes in Dhanbad Division (Eastern Railway)

1124 SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) how many Substitutes in each Department of Railways in Dhanbad Division, Eastern Railway, were removed in connection with May 1974 strike,

(b) the policy of the Ministry regarding reinstatement of Substitutes;

(c) how many of them have been taken back on duty upto 29th February, 1976, and

(d) the reasons for not reinstating all of them?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (d). Information is being collected and will be laid on the table of the Sabha

Profits earned by Foreign and Indian Drug Companies

1125. SHRI BISHWANATH JHUNJHUNWALA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) what was the quantum of profit earned by the foreign and Indian

drug manufacturing units, separately in the country during the last three years, year-wise;

(b) how much of the profit earned by the foreign companies was repatriated to foreign countries;

(c) how much of the profit earned by Indian companies was ploughed back in the same concern for cost reduction and research purposes; and

(d) whether Government propose to fix a limit of profit repatriation by foreign companies and if so, when?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) to (d). The information is being collected and will be laid on the Table of the House.

Manufacture of Drug Intermediates by M/s. Ciba Atul and Ciba Geigy

1126. SHRI SOMCHAND SOLANKI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether intermediates which have no price control are manufactured by Ciba Atul and Atul and are sold at exorbitant prices by Ciba Geigy;

(b) whether ciba Geigy converts these intermediates or gets them converted on loan licences from other companies, charging their own profits;

(c) whether in this process, profit is earned at multi points, thereby flouting the provisions of price control; and

(d) what are the items covered under such arrangement, licence number and date under which covered; and item-wise production during the last three years?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) to (d). This matter is under enquiry with the MRTCP Commission on an application filed by the Registrar of Restrictive Trade Agreements.

Import of Raw Materials by Foreign Drug Firms

1127. SHRI SOMCHAND SOLANKI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) what are the raw materials allowed to be imported by foreign firms with more than 26 per cent. foreign equity;

(b) whether in recommending imports of raw materials, the authorities obtained no-objection certificates from Indian units;

(c) who approved import of Glybenclamide in 1974 and whether M/s Cadila had represented against it on the plea that they were producing enough of this material to meet the country's demand; and

(d) the quantities of Glybenclamide imported during the last three years, firm-wise, approval against which imports were effected and the foreign exchange involved therein?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) and (b). There are a number of raw materials which are allowed to be imported by all manufacturing firms including those having foreign equity of more than 26 per cent and as such imports are allowed as per Import Trade Control Policy from time to time in force. Item-wise, quantity and value of imports of raw materials are published by Deptt. of Commercial Intelligence, Calcutta, in the monthly statistics of Foreign Trade of India (Volume II).

(c) As per Import Trade Control Policy in force during 1974-75, import of Glybenclamide was permissible. Import was allowed in accordance with the said Policy. In January 1974, Cadila Chemicals Pvt. Ltd. intimated this Ministry that they had commenced production of this item and also requested for ban on imports. After taking into account

the capability of this unit and the quality of their product, CCI&E were requested on 13th January, 1976 to place Glybenclamide on the Restricted List. Accordingly, Glybenclamide was placed on the restricted list in the Import Trade Control Policy for the year 1975-76. Glybenclamide have since been placed on the Banned List for imports from August 1975.

(d) Details regarding quantities of Glybenclamide imported by various companies during the last three years, approvals against which imports were effected and foreign exchange involved are being collected and will be laid on the Table of the House.

Strain on Fertilizer Projects due to Non-availability of Crude Oil

1128. SHRI SHYAM SUNDER MOHAPATRA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state.

(a) whether there is any strain on our fertilizer projects due to non-availability of crude oil, and

(b) whether Government are considering to set up more plants with products other than crude oil as base?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C SETHI): (a) and (b). Crude oil, as such, is not used by our fertilizer units, though they use petroleum products like naphtha and fuel oil as feed stock and for steam raising and supplies of these products to the industry are being fully maintained. It is, however, Government's policy that fertilizer production should, to the extent possible, be based on the locally available feedstocks, taking into account the location and other techno-economic factors. In fact, some of the plants under operation/implementation are/would be based on feedstocks like gas, coal, etc.

रत्नाम डिवीजन में बिना विज्ञानी की व्यवस्था
वाले रेलवे स्टेशन

1129. डा० लक्ष्मी नारायण पांडेप :
क्या रेल भंडी यह बनाने की कृता करेंगे कि :

(क) रत्नाम डिवीजन में उन रेलवे स्टेशनों के नाम क्या हैं जहां विज्ञानी की व्यवस्था नहीं की गई है जबकि निकटवर्ती क्षेत्रों पर विज्ञानी की लाइन है,

(ख) इसकी व्यवस्था करने में विनम्र
के क्या कारण ?; और

(ग) क्या कुछ रेलवे स्टेशनों में आने जाने वाले क्षेत्रवर्ती यात्रियों ने भी रेलवे अधिकारियों का प्रयान इस समस्या की ओर दिलाया है ?

रेल मंत्रालय में उपर्याप्ती (श्री बृदा
मिह) (क) रत्नाम मण्डल के निम्न-
निविन 10 स्टेशनों के निकटवर्ती क्षेत्रों में
विज्ञानी की मल्लाई उपलब्ध होने पर भी
विज्ञानी की व्यवस्था नहीं हो पायी है ।—

- (1) फन्दा
- (2) हनियाखेड़ी
- (3) नीमादखेड़ी
- (4) अजन्नी
- (5) अमलावदा
- (6) विमलवास कला
- (7) शधूपुरा
- (8) वेराडा जवळन
- (9) ताजपुर
- (10) चंचेलाव

(ख) और (ग) उम क्षेत्र में रहने वाले
रेल उपयोगकर्ता मण्डल परामर्श ममिति के
सदस्यों ने उपर्युक्त स्टेशनों में से कुछ पर
विज्ञानी लगाने के लिए अनुरोध किया है ।
उपर्युक्त 10 स्टेशनों में से फन्दा, हनियाखेड़ी
और नीमादखेड़ी स्टेशनों का विद्युतीकरण

कार्यक्रम में शामिल कर लिया गया है और फन्डा स्टेशन पर बिजली लगायी जा रही है। स्टेशनों पर बिजली लगाने का काम एक योजनाबद्ध कार्यक्रम के आधार पर किया जाता है। लेकिन धन के अभाव वे कारण बिजली की सालाई उपलब्ध होने पर भी सभी स्टेशनों पर बिजली लगाने का कार्यक्रम बनाना और इस दिशा में प्रगति करना सम्भव नहीं हो नका है।

लाम-प्रज्ञमेर बष्ट (पश्चिम रेलवे) पर भारी माल यातायात

1130. डा० लक्ष्मी नारायण पांडेय : क्या रेल मंत्री यह बताने की उपाय करेंगे कि :

(ब) क्या पश्चिम रेलवे के रत्नाम यान्डन के ग्रन्लाम-प्रज्ञमेर खण्ड पर भारी माल यातायात रहता है क्योंकि वहाँ 3 सोमेट के कारखाने, 2 चीनी मिले, दो कपड़ा मिले, डिस्ट्रिलरी स्टोरोंड फैक्ट्री तथा अन्य कारखाने स्थित हैं,

(ब) क्या दून कारखानों के माल के भारी यातायात के कारण अन्य व्यापारियों को माल डिल्वे उपलब्ध नहीं रहते हैं और उन्हें इसमें भारी परेशानी होती है, और

(ग) क्या मई, 1975 में इस बारे में रत्नाम के मठन अधिकारी को कोई शिकायत की गई थी, और यदि हा, तो उस पर क्या कायंवाही की गई है?

रेल मन्त्रालय में उपमन्त्री (श्री बूटा सिंह) (क) जी हा।

(ब) और (ग) पहले में पूछे योजित यातायात की निकासी को प्राथमिकता देने के लिए कभी-कभी माल डिल्वे सप्लाई करने में कठिनाई हुई है। इस सम्बन्ध में कुछ अध्यावेदन भी प्राप्त हुए थे। माल डिल्वों की सप्लाई बड़ी गयी है और इस खण्ड पर माल डिल्वों की सभी मार्गों की जरूरतें अब तुरन्त पूरी की जा रही हैं।

मध्य प्रदेश में रेलवे लाइने

1131. डा० लक्ष्मी नारायण पांडेय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश राज्य सरकार द्वारा प्रदेश में किन-किन क्षेत्रों में रेल लाइनों की मार्ग की गई है,

(ब) राज्य में किन-किन क्षेत्रों में प्रस्तावित रेल मार्गों पर सर्वेक्षण कार्य चल रहा है और किन-किन क्षेत्रों में निर्माण कार्य चल रहा है, और

(ग) निर्माण मार्गों पर कार्य कब से चल रहा है तथा कब तक पूरा होने की आशा है?

रेल मन्त्रालय में उपमन्त्री (श्री बूटा सिंह) : (क) मे (ग), एफ विवरण सभा पट्टन पर रखा गया है। [देखिए सत्या L T 10500/76]

इटियन इम एण्ड फार्मेस्युटिकल्स लिमिटेड द्वारा कच्चे माल का आयात

1132. डा० लक्ष्मी नारायण पांडेय : क्या इसायन और उर्बरक मन्त्री गह बनाने की उपाय करेंगे कि :

(ब) इटियन इम एण्ड फार्मेस्युटिकल्स लिमिटेड ने ग्रोपाधिया ने लिए आवश्यक 1 चौं भारत के आयात पर गत दा वर्षों में किनना धन अवधि किया है?

(ब) क्या इस प्रकार का कच्चा माल भारत में ही तंयार किये जाने की सम्भावना है;

(ग) क्या इस लक्ष्य की पूर्ति के लिये भारत में कुछ और ग्रोपाधिया निर्माता एक स्थापित किये जाने का विचार है,

(घ) यदि हा, तो ये एक एक कहाँ स्थापित किये जायेंगे, और

(इ) ऐसे एक इस समय कहाँ-कहाँ कार्य कर रहे हैं और उनमें कौन-कौन सी ग्रोपाधिया तैयार की जाती है?

रेलवे और उच्चरक जारी (श्री धी० सौ० सेठी) : (क) गत तीन वर्ष के दौरान श्रीपथ निर्माण के लिये इंडियन इन्ड एंड फार्मस्ट्रूटिकल्स लिमिटेड द्वारा आयानित बच्चे माल का सी० आई० एफ० मूल्य निम्न प्रकार है —

1973-74 8085 लाख रुपये

1974-75 156 43 लाख रुपये

(ख) से (क). कुछ नच्चे माल/मध्यवर्ती पदार्थों, जैसे साइट्रिक एमिड, वैरानिट्रो-ब्लोरो-बैंजीन और पैग-निट्रो बैंजोंडक एमिड, जिनका हाल ही तक आयान किया जा रहा था, का इब देश में ही निर्माण किया जा रहा है। पैगनिट्रो-ब्लोरो-बैंजीन वा निर्माण मैसमं हिन्दुस्तान श्रीगंगानिक कैमिकल्स लिं. आयानी द्वारा और माइट्रिक एमिड का निर्माण मैसमं साइट्रिक इंडिया लिं. आयान प्रदेश द्वारा किया जा रहा है। यह भवित्व है कि कुछ और रसायनों/मध्यवर्ती पदार्थों का निर्माण स्वदेश में ही किया जाय। नथापि ऐसे उन्नादों का निर्माण उनकी माग, घर्य-थावम्था आदि पर निर्भर करेगा। इस स्तर पर यह बनाना समझव नहीं है कि भावी उचितियों अथवा वनस्पान रसायन और श्रीपथ निर्मानाद्यों द्वारा इन रसायनों का निर्माण किन स्थानों पर किया जायेगा।

भुसाबल डिवीजन (मध्य रेलवे) के स्टेशन पर बैंगनों के लिये व्यवस्था

1133. श्री दंगा खरज बोक्सित : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या व्यापारियों ने मध्य रेलवे के भुसाबल डिवीजन के विभिन्न स्टेशनों पर छोटी बेपों तथा बैंगनों के लिये उचित व्यवस्था न होने के बारे में शिकायत की है;

(ख) क्या आम तौर पर प्रत्येक स्टेशन के लिये छोटी बेपों का कोई कोटा निर्धारित है तेकिन उसका प्रबन्ध भिन्न-भिन्न है; और

(ग) यदि है, तो उक्त कठिनाई को हूर करने के लिये क्या कार्यवाही की गई है?

रेल मन्त्रालय में उपलब्धी (श्री बूटा सिंह) : (क) जी नहीं।

(ख) जी नहीं।

(ग) प्रण नहीं उठा।

Line Works in Progress in Gujarat

1134. SHRI D. D. DESAI: Will the Minister of RAILWAYS be pleased to state:

(a) the names of the line works in progress in Gujarat;

(b) the feasibility/engineering surveys for new lines in progress in Gujarat, if any;

(c) the date fixed for completion of those projects and the likely dates of completion; and

(d) the reasons for delays, if any?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) The following works are in progress in Gujarat:

(i) Virmagni-Okhla/Porbander M. G. to B. G. conversion

(ii) Sabarmati-Gandhinagar B. G. new line.

(b) The following surveys for new lines in Gujarat have been carried out are in progress:

(i) Conversion of Nadiad-Kapadvanj N. G. line to B. G. and its extension upto Modasa or construction of a new M. G. line from Shamlaji Road to Kapadvanj via Modasa.

(ii) Gandhidham-Lakhpur M.G./B. G. new line.

(iii) Bhavnagar-Tarapore B. G. new line.

(c) and (d). The target dates of completion of the projects and the present position of these projects are as follows:—

Name of work	Target date of completion	Present Position
1. Sabarmati—Gandhinagar B.G. new line.	31-12-1975 (For goods traffic)	Works required for movement of goods traffic completed and section opened to goods traffic on 1-1-1976.
2. Viramgam—Okha/Portbunder M.G. to B.G conversion.	31-3-1978 for the section from Viramgam to Rajkot (1st phase) subject to timely availability of adequate funds, opening of 2nd phase of 114 kms. from Rajkot to Kanjalius will be taken up after 31-3-1978	Overall progress achieved about 40%.
3. Nadiad—Kapadvanj N.G. to B.G conversion-cum-extension to Modasa/Shamlaji Road—Modasa Kapadvanj M.G.—reconstruction engineering-cum-trail surveys for.	Surveys completed.	Survey reports are under consideration.
4. Godavardham—Lakhpur M.G./B.G new line preliminary engineering-cum-traffic surveys for.	Survey completed	Survey reports are under consideration.
5. Bhavnagar—Taraapore B.G. new line preliminary engineering-cum-traffic surveys for.	30-6-1976	Proposal will be considered further after survey reports are received.

गवालियर, मुरेना तथा डबरा रेलवे स्टेशनों के कासिंगों पर उपरिपुलों के निर्माण के लिये प्रस्ताव

1135. श्री हुकम खन्द कांडवाय : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत प्रदेश सरकार द्वारा गवालियर, मुरेना तथा डबरा रेलवे स्टेशनों के कासिंगों पर उपरिपुलों के निर्माण के प्रस्ताव भेजे जाये हैं और यदि हाँ, तो केंद्र सरकार को ये प्रस्ताव कब प्राप्त हुए और उन पर क्या कार्यवाही की गई ?

(ख) प्रत्येक उपरिपुल पर कितनी शक्ति खर्च होगी; और

(ग) सरकार का विचार तत्त्वमन्त्री कार्यों को कब तक पूरा कर सके का है ?

रेल मन्त्रालय में उपरिपुलों (श्री बृद्धा लिह) : (क) से (ग). गवालियर और मोरेना में उपरिपुल पुलों के निर्माण के प्रस्ताव राज्य सरकार से आये थे। डबरा में ऊपरी सड़क पुल बनाने के लिए भर्ती तक कोई प्रस्ताव प्राप्त नहीं हुआ है।

गवालियर में गवालियर झासी सड़क पर किं भो० 1223/12-13 पर स्थित समपार के बदले ऊपरी सड़क पुल के निर्माण का प्रस्ताव मई, 1973 में प्राप्त हुआ था और रेल प्रशासन तथा राज्य सरकार द्वारा इसकी प्रारम्भिक जांच पढ़ाताम ही कर रहे हैं।

मोरेना में किलोमीटर 1263/8-9 पर स्थित समपार सं० 450 के स्थान पर एक ऊपरी सड़क पुल बनाने के प्रस्ताव पर 1965-66 में विचार किया गया था। राज्य सरकार और

रेल प्रशासन द्वारा इस प्रस्ताव पर विचार कर लिये जाने के बाद राज्य सरकार ने जुलाई, 1969 में इस प्रस्ताव को छोड़ दिया।

प्रत: इस समय बेबल ग्वालियर में ही उपरी सड़क पुल बनाने के प्रस्ताव पर विचार किया जा रहा है और इसकी जाव की जा रही है। राज्य सरकार तथा रेल शासन द्वारा इस प्रस्ताव की विस्तृत जाव कर लिये जाने के बाद ही पुल पर आने वाले वर्ष तथा निर्माण कार्यक्रम का अन्तिम रूप दिया जा सकता है।

ग्वालियर उच्च न्यायालय में विचाराधीन भावले

1136. श्री हुकम चन्द कल्पवाय: क्या विवि, न्याय और कानूनी कार्य मन्त्री यह बताने की हृषा करेंगे कि :

(क) ग्वालियर उच्च न्यायालय में कितने मामले एक वर्ष में अधिक समय से विचाराधीन हुए हैं, और

(ख) क्या सरकार का विचार न्यायालय के पास पाच वर्षों से अधिक समय से विचाराधीन मामलों को शीघ्रता में निपटाने के लिए कोई कार्यवाही करने का है?

विवि, न्याय और कानूनी-कार्य मन्त्री (श्री एच० आर० गोखले) : (क) 12 मार्च, 1976 तक मध्य प्रदेश उच्च न्यायालय की ग्वालियर स्थित न्यायपीठ में 5636 मामले एक वर्ष से अधिक समय से लम्बित थे।

(ख) उसी तारीख तक 1237 मामले पाच वर्ष से अधिक समय से लम्बित थे। पुराने मामलों को यासम्बद्ध शीघ्र निपटाने के लिए जोरदार प्रयत्न किए जा रहे हैं।

इन्दौर उच्च न्यायालय में अनिवार्य भावले

1137. श्री हुकम चन्द कल्पवाय: क्या विवि, न्याय और कानूनी कार्य मन्त्री यह बताने की हृषा करेंगे कि :

(क) इन्दौर उच्च न्यायालय में ऐसे कितने मामले विचाराधीन हैं जिन्हें दायर किए हुए एक वर्ष से अधिक समय हो गया है, और

(ख) क्या उस न्यायालय में बहुत बड़ी सङ्क्षया में ऐसे मामले हैं जो गत पाच वर्षों से विचाराधीन हैं और क्या केन्द्रीय सरकार ने उन मामलों को निर्धारित समय में उहे शीघ्र निपटाने के लिए कोई कार्यवाही की है?

विवि, न्याय और कानूनी कार्य मन्त्री (श्री एच० आर० गोखले) : (क) तारीख 1-1-76 तक मध्य प्रदेश उच्च न्यायालय की इन्दौर स्थित न्यायपीठ में 5196 मामले एक वर्ष से अधिक समय से लम्बित थे।

(ख) इनमें से 1394 मामले पाच वर्ष से अधिक समय से लम्बित थे। पुराने मामलों को यासम्बद्ध शीघ्र निपटाने के लिए जोरदार प्रयत्न किए जा रहे हैं।

Drive to check Ticketless Travelling

1138. SHRI VASANT SATHE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have recently undertaken a special drive to check ticketless travelling by beggars and others in trains; and

(b) if so, the achievements thereof so far, Zone-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) A statement indicating the total number of persons detected travelling without tickets or with

improper tickets, amount of Railways' dues realised, number of persons prosecuted and judicial fines realised during the period 1st August 1975 to

31st January 1976 is attached. No separate statistics of beggars detected travelling without tickets are maintained.

Statement

Railway	Number of persons detected travelling without tickets or with improper tickets	Amount of railway dues realised (Rupees)	Number of persons prosecuted	Amount of judicial fine realised (Rupees)
Central	1,59,484	26,12,689	16,597	1,34,780
Eastern	2,71,171	30,87,092	57,643	3,44,736
Northern	1,15,850	19,22,610	17,496	7,53,190
North Eastern	86,097	9,85,648	14,452	4,53,155
Northeast Frontier	51,190	6,67,127	965	27,863
Southern	88,426	15,46,857	2,939	1,44,97
South Central	77,391	13,59,660	4,612	7,813
South Eastern	1,63,853	17,97,130	7,315	23,120
Western	2,26,983	28,32,382	29,947	58,456
TOTAL	12,40,445	1,68,11,195	1,51,966	18,17,230

Selling of Adulterated Petrol in Madhya Pradesh

1139. SHRI VASANT SATHE: Will the Minister of PETROLEUM be pleased to state:

(a) whether some agencies in Madhya Pradesh and other parts of the country have been found to be selling adulterated petrol and other petroleum products;

(b) if so, what action has been taken against these dealers; and

(c) whether Government are considering to undertake a special drive to check short measures which are reported to be very common?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) and (b). The requisite information is being collected and will be laid on the Table of the Sabha.

(c) The dispensing pumps and other measures used at the premises of dealers for dispensing motor spirit, high speed diesel and such other liquid fuel and lubricating oils are verified and authenticated by the Weights and Measures Authorities of the State Governments at least once a year, as stipulated in the Weights and Measures (Enforcement) Act of the States and the Rules framed thereunder. In addition to this, the premises are also frequently visited by the Inspecting Authorities for

Inspection of the accuracy of the dispensing pumps etc., and also to detect their fraudulent use, if any, by the dealers. This apart, the Inspecting Authorities attend to any complaint with regard to the alleged short-measurement made by the public.

Progress on Oil Exploration

1140 SHRI S. R. DAMANI: Will the Minister of PETROLEUM be pleased to state:

(a) the sources identified fit so far for commercial operations for oil exploration;

(b) the broad features of programmes drawn to commence them; and

(c) the additional output resulting thereunder and the estimated unit cost of production?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) Already several fields in Gujarat and Assam are producing oil on a commercial basis. Further, exploratory drilling carried out in the recent past led to the discovery of commercial deposits in Upper Assam and in Bombay High and very recently off Bassein and in Arunachal Pradesh.

(b) Bombay High is expected to be put on production shortly. Amguri, Charali and Berhell, structures in Assam will start producing from the year 1977-78. The Bassein structure and the discovery in Arunachal Pradesh would require exploratory-cum-assessment drilling.

(c) The total indigenous production of crude oil during current year is expected to be of the order of 83 million tonnes, which will increase to over 14 million tonnes in 1978-79.

The cost of production of oil is related to the location, size and the productivity of the field and ranges from Rs. 200 to Rs. 350 per metric tonne in different areas.

Activities of Multinational Firms

1141. SHRI B. R. SHUKLA: Will the Minister of PETROLEUM be pleased to state:

(a) whether multinational firms are clandestinely indulging in offering bribes and various other types of temptations to Government officials and other individuals to further the prospects of their trade in India; and

(b) whether Government have set up any agency to ascertain and watch the activities of such multinational firms in resorting to bribery and corruption?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) No such instance has come to the notice of the Government.

(b) Allegations of corruption against Government officials when brought to the notice of the Government are investigated through the existing vigilance machinery in the Centre and States.

Alleged Activities of U.S. Firms in India

1142 SHRI C. K. CHANDRAPPAH:
SHRI BIRENDER SINGH
RAO:
SHRI N. K. SANGHI:
SHRI SAMAR GUHA:
SHRI INDERJIT GUPTA:

Will the Minister of PETROLEUM be pleased to state:

(a) whether Government's attention has been drawn to the news item appeared in the 'Hindustan Times' dated 15th February, 1976 under the caption—"Indian officials got pay-offs from U.S. firms";

(b) whether huge amounts of money are alleged to have been transferred by Phillips Petroleum Company of America in favour of

some Indian officials for construction of Phillips facilities in India in violation of the law; and

(c) if so, the facts of the above case and action taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) to (c). Government have no information in regard to the facts stated in the news item. According to subsequent press reports Phillips Petroleum Company has denied the charges.

Rail Link between Chandigarh and Rajpura

1143. SHRI RAGHUNANDAN LAL BHATIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether any proposal has been sent by Punjab Government to Railways to provide a rail link between Chandigarh and Rajpura; and

(b) if so, whether the Railways have agreed to the proposal?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) Necessary surveys are proposed to be carried out shortly at the cost of the Punjab State Government. Further consideration to this project will be given after the surveys are completed and reports thereof are examined from all angles.

Modifications in Bharat Refineries for Refining of Bombay High Crude

1144. SHRI RAGHUNANDAN LAL BHATIA: Will the Minister of PETROLEUM be pleased to state: the total cost involved in modifications and changes being made in the Bharat Refineries for refining the Bombay High Crude?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): The cost involved in modifications and changes

to be made in the Bharat Refineries for refining Bombay High Crude is estimated at Rs. 200 lakhs to be incurred in three stages. The first stage estimated to cost Rs. 90 lakhs is under implementation. The essentiality of incurring expenditure in stages 2 and 3 is under consideration.

Production of Nitrogenous Fertilizers

1145. SHRI RAGHUNANDAN LAL BHATIA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether production of nitrogenous fertilizers in the country would go up this year;

(b) if so, whether there will still be a marginal import of nitrogenous fertilizers to meet the country's need of nitrogenous fertilizers; and

(c) if so, facts thereof?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) Yes, Sir. The current year (1975-76) is expected to end with a production of about 15.3 lakh tonnes of nitrogen, as against 11.85 lakh tonnes during 1974-75. The production target for the next year (1976-77) is currently estimated at 18.5 lakh tonnes of nitrogen.

(b) and (c). The total availability of nitrogen in the country, taking into account the expected production and the available stocks, would be somewhat short of the estimated level of consumption during the year, for which imports to the extent necessary would be organised.

Production of Fertilizers during 1975-76

1146. SHRI RAGHUNANDAN LAL BHATIA:
SHRI P. GANGADEB:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether production of fertilizers in the country has gone up during 1975-76;

(b), if so, the percentage of increase;

(c) whether production of phosphatic fertilizer had declined; and

(d), if so, facts thereof?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) and (b). Yes, Sir. The production of fertilizers (in terms of nitrogen) was 18.7 lakh tonnes during the period April 1975 to February, 1976, as compared to a production of 10.6 lakh tonnes during the corresponding period of last year, thereby registering an increase of 29 per cent (nearly). The year 1975-76 is likely to end with a total production of a little over 15 lakh tonnes of nitrogen, as compared to 11.85 lakh tonnes during 1974-75.

(c) and (d). Production of phosphatic fertilizers (in terms of P_2O_5) however declined marginally over that of last year; production during April, 1975 to February, 1976 was 2.86 lakh tonnes of P_2O_5 , as compared to 2.93 lakh tonnes during the corresponding period 1974-75. This marginal decline was mainly due to the decline in the demand, particularly for the superphosphate.

Use of vegetable oil in soap making

1147. SHRI M. RAM GOPAL REDDY: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government propose to disallow the use of vegetable oil in soap making; and

(b) if so, the reasons therefor and alternative suggested to soap manufacturers?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) and (b). The organised sector of the soap industry is not using edible oils except for small quantities of coconut oil used in the manufacture of toilet soap. The soap

5010 LS-4.

industry in the small scale sector is being encouraged to use minor oils increasingly as substitute of vegetable oils and tallow.

Full capacity working of L.C.F. Perambur

1148. SHRI M. RAM GOPAL REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Integral Coach Factory is not working to its full capacity?

(b) if so, the reasons therefor; and

(c) what remedial steps Railways propose to take to utilise its full capacity?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) Production of coaches has been scaled down to accord with the reduced funds allotted in the Budget in respect of Rolling Stock Programme.

(c) The Integral Coach Factory is not at present working to its full capacity as regards coach production, but in order to utilise the available capacity the production has been diversified for other items of work such as rehabilitation repairs to coaching stock normally done in the Railways' Maintenance Workshops, manufacture of components hitherto obtained from trade etc. and meeting the export orders.

Impact of the proposed refinery at Mathura on Taj Mahal

1149. SHRI M. RAM GOPAL REDDY: **SHRI CHANDRA SHAILANI:** **SHRI JANESHWAR MJSRA:**

Will the Minister of PETROLEUM be pleased to state:

(a) whether Taj Mahal and bird life in the Ghana sanctuary and the environments around Mathura will be seriously affected by the setting up

of the proposed petroleum refinery unit at Mathura;

(b) whether any study has been made in this regard; and

(c) what steps Government propose to take to eliminate any ill effects of this petroleum unit?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) to (c). The possibility of effluents from the Mathura Refinery adversely affecting the environment at Agra and Mathura including bird life in Ghana Sanctuary in Bharatpur has been under very close examination in the Ministry of Petroleum and in the Indian Oil Corp., the Project authorities. The IOC has been in touch with a number of organisations both within the country and abroad in its efforts to seek adequate guidance to ensure that the effect of emission of pollutants is controlled to such an extent that there would be no adverse effect.

2. The steps that are being taken and proposed to be taken by the IOC are briefly mentioned below:

(i) The types of effluents from the refinery can be divided into two categories; those to be discharged to the surface and those to be discharged to the atmosphere. Effluents to be discharged to the surface will be treated waste water which may contain as pollutants oil, phenol and sulphides. The treatment facilities proposed to be installed in the refinery will ensure that all these contaminants are reduced to below the limits specified by the current Indian Standard Specifications for industrial effluents to be discharged into inland river waters. Adequate technology and know-how and manufacturing capacities exist

within the country for providing the necessary treatment facilities. The treated waste water is proposed to be discharged into the Jamuna river down stream of Mathura and facilities for the proper dilution of the treated effluents with the river water will be provided at the point of discharge. The use of treated water for irrigation purposes is also under consideration.

(ii) Among the effluents to be discharged to the atmosphere are petroleum vapours, catalyst particles and flue gases. The discharge of petroleum vapours will be minimal because of the use of floating roof storage tanks. Petroleum vapours in low concentration are not a health or environmental hazard. The catalyst particles discharged in the form of fine powder are an inert synthetic material, chemically very similar to clay and will not cause any adverse effect.

(iii) The major pollutant in the flue gases discharged to the atmosphere is sulphur dioxide from the furnaces in the refinery. The sulphur dioxide gas combines with moisture to form acid which would corrode marble. The sulphur dioxide in the flue gases arises from the sulphur present in the crude oil and consequently also in the fuel burned in the refinery furnaces. The IOC plans to reduce the emission of sulphur dioxide as follows:

(a) The refinery will process 50 per cent very low sulphur Bombay High crude and only low sulphur fuel oil from this crude will be used in the refinery furnaces.

(b) The due gases will be scrubbed to remove sulphur dioxide.

(c) The height of the stack would be increased to 80 metres to facilitate better dispersion of sulphur dioxide in the atmosphere.

(iv) To calculate the resultant ground level concentration of sulphur dioxide in the Agra region due to its emission from the Mathura Refinery which is situated 40 KM by air from Agra, the India Meteorological Deptt. is carrying out extensive investigations. These include collection of 'meteorological' data and the use of computer programmes to work out the dispersion of sulphur dioxide in the atmosphere. The studies so far carried out have been based on the use of mathematical models and constants developed in other countries. Further investigations are under way to confirm the correctness of those constants under the local meteorological conditions.

(v) Since much work has been carried out in Italy on the effect of sulphur dioxide on marble monuments etc, IOC has entered into an agreement with M/s. Tecneco—an Italian firm which is a subsidiary of Government owned ENI group, which is dealing with pollution and its control. Tecneco's scope of services comprises two main parts:

(a) Determination of the typical meteorological conditions from the point of view of atmospheric pollution and calculation of the ground level concentration of the effluents, particularly at Agra.

(b) Determination of the existing level of pollution in the Agra zone and the present status of preservation of the monuments. Experts from Tecneco are already working in the Agra-Mathura area.

(vi) Apart from obtaining expert advice from Tecneco, IOC has constituted a Project Group with Dr. B. B. Lal, retired Chief Chemist of the Archaeological Survey of India as Group Leader. This Group will cover all aspects related to the preservation of monuments and coordinate with other Depts. such as the India Meteorological Deptt. (IMD), Archaeological Survey of India, Deptt. of Science and Technology, CSIR, etc.

(vii) To advise the IOC, who are the project authorities, on a continuing basis on the measures to be taken for keeping the pollution effect of the Mathura Refinery on the Taj Mahal and other historical monuments to the absolute minimum, an expert committee has been constituted. This Committee, under the Chairmanship of Dr S Varadarajan, Chairman, IPCL includes representatives from the Ministry of Petroleum, IMD, National Committee on Environmental Planning and Co-ordination, National Environmental Engineering, Research Institute, Indian Institute of Petroleum and the Govt. of Uttar Pradesh Representatives from other organisations such as the Archaeological Survey of India and the Indian Standards Institution are being invited to the Committee's meetings as necessary. This Expert Committee is co-ordinating all actions leading

to studies on the existing levels of pollution, collection of meteorological data etc., collating and analysing information available world-wide with special reference to monuments of stone and marble, and recommending measures to be adopted by the IOC.

3. It will thus be seen that Government are seized of the problem and are taking suitable action not only to reduce the emission of pollutants from the refinery, but also to treat the effluents in such a way that the pollutants do not adversely affect the historical monuments at Agra in particular, and the environment in general. The several investigations and studies now underway will enable the IOC to take all necessary steps to achieve this aim.

राज्य सरकारों द्वारा दहेज सम्बन्धी नियमों में संशोधन

1151. श्री पन्ना लाल बारुफाल : क्या विधि, न्याय और कम्पनी कार्य मन्त्री यह बताने की कृपा करेंगे कि किन-किन राज्यों ने अपने दहेज सम्बन्धी नियमों में संशोधन किये हैं और अब तक उनके क्या परिणाम निकले हैं ?

विधि, न्याय और कम्पनी कार्य मन्त्रालय में राज्य मन्त्री (डा० बी० ए० सैयद मुहम्मद): विहार, उड़ीसा और पश्चिमी बंगाल राज्यों में दहेज प्रतिषेध अधिनियम, 1961 को लागू करने के लिए उसमें हाल ही में सम्बद्ध राज्यों द्वारा संशोधन किए गए हैं। हरियाणा राज्य विधान मण्डल ने भी इस अधिनियम के उपबन्धों को निरसित करने और कुछ उपाय न्तरों सहित उनको पुनः अधिनियमित करने के लिए एक विवेयक पारित किया है। इन संशोधनों के परिणाम अभी इतनी जल्दी निर्धारित नहीं किए जा सकते हैं।

कोयला चुराने पर पकड़े गए व्यक्तियों

1152. श्री पन्ना लाल बारुफाल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि : 1972, 1973, 1974 और 1975 में रेलवे विभाग ने कोयला चुराने वाले कितने व्यक्तियों को पकड़ा और उन्हें क्या सजा दी गई ?

रेल मन्त्रालय में उपमन्त्री (श्री बूटा सिंह) : रेलवे द्वारा 1972 से 1975 के वर्षों में कोयला चुराते हुए पकड़े गये व्यक्तियों के वर्षावार आंकड़े नीचे दिये गये हैं :—

वर्ष	पकड़े गये व्यक्तियों की संख्या
1972	6937
1973	7576
1974	7940
1975	12537

प्रत्येक मामले में उपलब्ध साक्ष्य के अनुसार पकड़े गये व्यक्तियों पर मुकदमा चलाया गया या उनके विरुद्ध विभागीय कार्रवाई की गयी।

झांसी में बन्द की गई यात्री गाड़ियाँ

1153. श्री नाथूराम अहिरवार : क्या रेल मन्त्री यह बताने को कृपा करेंगे कि :

(क) क्या सावरमती अहमदाबाद-लखनऊ एक्सप्रेस गाड़ी के चलने से झांसी सेचलने वाली कौन-कौन सी यात्री गाड़ियाँ बन्द की गई हैं; और

(ख) सावरमती एक्सप्रेस गाड़ी में कितने यात्री डिब्बे लगाए जाते हैं ?

रेल मन्त्रालय में उपमन्त्री (श्री बूटा सिंह) : (क) और (ख). इस मार्ग पर लाइन भ्रमता की तंगी के कारण कई वर्तमान गाड़ियों, जिनमें 51/52 झांसी भोपाल भवारी गाड़ियाँ और झांसी से चलने वाली 107/108

सवारी गाड़ियां शामिल हैं, को मिलाकर अहमदाबाद-फैजाबाद/वाराणसी के बीच सावरमती एक्सप्रेस चलायी गयी है। इसके लिए समयों में यथा-आवश्यक उपयुक्त संशोधन भी किया गया है।

(ग) सावरमती एक्सप्रेस वे डिब्बों की संख्या अलग-प्रलग खण्डों पर 10 मे लेकर 13 डिब्बों तक होती है।

Encroachment on Railway land near Gauhati Railway Station

1154. SHRI BISWANARAYAN SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether quite a large number of unauthorised hutments are there on both sides of Railway track from the Bharalu bridge to Gauhati Railway Station in Assam;

(b) if so, what steps have been taken to evict those encroachers and demolish the unauthorised construction;

(c) whether those encroachers have been encouraged by some Railway employees who collect revenue from the occupants; and

(d) if so, what action is going to be taken against those Railway employees?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) There were 528 encroachments on Railway land on both sides of the Railway track from Bharalumukh to Gauhati Railway Station at the end of 1974.

(b) 302 encroachments have been removed from January, 1975 till date. Eviction of the balance 226 encroachments are under process.

(c) No.

(d) Does not arise.

Extension of Broad Gauge Line from New Bongaigaon to Gauhati

1155. SHRI BISWANARAYAN SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) when will the construction work for extension of the broad gauge railway line from New Bongaigaon to Gauhati be started; and

(b) the amount provided for this project and spent so far and the progress made?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) The construction work on the parallel B. G. rail link from Rangiya to Gauhati has already been taken up and between Bongaigaon and Rangiya is expected to be taken up shortly.

(b) Out of the provision of Rs. 30 lakhs made during the current financial year for this project, an expenditure of Rs. 20.6 lakhs has since been incurred. An allocation of Rs. 2 crores has been proposed for this project in the Railway Budget for 1976-77. Overall progress on the project is 2 per cent.

Indian Tube Company

1156. SHRI BISWANARAYAN SHASTRI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether proceedings against the Indian Tube Company and its distributors in Northern India have been completed by the Monopolies and Restrictive Trade Practices Commission;

(b) if so, what action has been taken or is proposed to be taken by the Monopolies and Restrictive Trade Practices Commission to check this monopoly house from indulging in restrictive trade practices; and

(c) the salient feature of the report of the Director of investigation on the first inquiry in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDA-BRATA BARUA): (a) No, Sir.

(b) In view of reply at (a) above, this does not arise.

(c) As the inquiry proceedings before the Commission are not yet complete and issues relating to the inquiry are the subject matter of pending appeals before the Supreme Court, it is not possible to disclose the salient features of the first report of the Director of Investigation in this case.

Profit margin in imported drugs

1157. SHRI S. A. MURUGANAN-THAM:
SHRI SHASHI BHUSHAN:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the State Trading Corporation has agreed to reduce the profit margin of the drugs being imported by it;

(b) if so, the particulars thereof;

(c) whether the retail prices of these drugs also will be reduced accordingly; and

(d) if so, the facts thereof?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) and (b). Yes, Sir. STC have agreed to reduce their service charged on imported drugs from 5 per cent *ad valorem* on cif. value to 4 per cent in respect of actual users.

(c) and (d). The details are not available at present as reduction will have prospective application.

List of Essential Drugs

1158. SHRI N. K. SANGHI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have listed essential drugs for the public health system in the country;

(b) if so, their number; and

(c) whether the country's requirements of these drugs are met through internal production and whether there is any proposal under Government's consideration to have them produced in the public sector units in order to ensure their steady supply for public availability?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) to (c). The Committee on Drugs and Pharmaceuticals Industry (Hathi Committee) has identified 117 medicines as essential which in its opinion are extensively used by the Medical Practitioners both in urban and rural areas. The requirements of the country of bulk drugs/intermediates required for the production of these drugs are partly met by imports and partly by indigenous production. Government have already approved proposals of Public Sector Undertakings for expansion in the manufacture of some of the essential drugs identified by the Committee. Manufacture of some more drugs will also be taken up by these undertakings.

Loss by Fertilizer Plants in Public Sector

1159. SHRI D. D. DESAI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether any fertiliser plant or plants in the public sector has suffered heavy loss during the year 1975-76; and

(b) if so, the extent of the losses and the reasons thereof?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) and (b). The following

fertilisers companies in the public sector are expected to suffer losses during 1975-76, as given below:—

Name of the company	Amount of loss (Rs. in crores)	Reasons for loss
1. Fertilizer Corporation of India Limited	20.97	The main reasons for the losses are increase in the cost of inputs like Naptha, fuel oil, coal, sulphur, electricity etc. and increase in the fixed cost like salaries and wages and repairs and maintenance. Reduction in the price of methanol and in NPK fertilizer also contributed to the loss.
2. Fertilizers and Chemicals, Travancore Limited	13.23	The loss is mainly due to heavy reduction in fertilizer prices coupled with increase in cost of raw materials and other inputs such as rockphosphate, fuel oil and electricity, recurring loss in Ammonium Sulphate due to cost of production being higher than the statutory selling price and production of urea in the Cochin Division not having reached break-even levels mainly due to technical reasons.
3. Neyveli Lignite Corporation Limited.	4.00	Substantial underutilisation of capacity due to operational and technological problems.

Proposal to reduce price of petrol

1160. SHRI SAROJ MUKHERJEE: Will the Minister of PETROLEUM be pleased to state:

(a) whether Government propose to reduce the price of petrol for use of cars and other vehicles in near future, in view of the decline in international price of petrol; and

(b) if so, how much reduction is likely to be made?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) No, Sir.

(b) Does not arise.

Life saving drugs and their availability

1161. SHRI SAROJ MUKHERJEE: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) what steps his Ministry propose to take to reduce the price of life-saving drugs;

(b) is there any plan to make life-saving drugs easily available in all capital cities, district towns and in rural centres; and

(c) if so, the broad features thereof?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) to (c). The Committee on Drugs and Pharmaceutical Industry under the Chairmanship of Shri Jaisukh Lal Hathi has made a number of recommendations to rationalise prices of drugs and formulations which are indicated below:—

Bulk Drugs

The Committee recommended that all bulk drugs should be brought under price control subject to the following exemptions:—

(a) Bulk drugs which are being produced in the country and are also being imported should be freed from price control subject to the condition that the manufacturers will not sell at rates higher than the

selling prices of STC for imported products;

(b) Bulk drugs whose total sales do not exceed Rs. 25 lakhs per annum may be exempted from price control.

In order to encourage the production of bulk drugs the committee has recommended that manufacturers should be allowed full cost of production plus a return of 12 to 14 per cent post tax.

Formulations

The Committee suggested the following exemptions from price control in the case of formulations:—

- (a) Formulations based on the essential drugs identified by the Committee for usage of generic names may be free of price control;
- (b) units having total turnover of less than Rs. 1 crore may be exempted except for the units which come under the purview of the MRTP Act.
- (c) All formulations whose annual turnover is less than Rs. 15 lakhs may be exempted. In the case of formulations having annual turnover in excess of Rs. 15 lakhs, they should be brought under price control even in the case of units whose turnover is below Rs. 1 crore.

For the purpose of pricing of formulations, the Committee has recommended a selective system of cost examination. Formulations should be put together in product groups of equivalent therapeutic value and costing should be specifically done in the case of the leading producers. The price control be thereafter based on the prices allowed to the leader producers. All other producers

should be left free to fix their prices subject to the ceiling fixed for the leader.

The Committee has recommended the following system of price margins in addition to a complete computation of costs.

The profitability on formulations should be so devised as to provide a ceiling of profit between 8 per cent to 13 per cent on sales turnover for different categories of manufacturers viz. large-scale, medium-scale and small scale and also depending upon the fact whether such manufacturers combine in their activity manufacture of bulk drug and/or research or not.

Translated into terms of mark-ups the effect of the Committee's recommendations would involve mark-ups ranging 60 to 75 per cent. In order to ensure that profitability ceilings do not work to the disadvantage of manufacturing units particularly the Indian Sector, the Committee has further recommended that as an alternative criterion a ceiling on profit may be specified between 10 to 12-1/2 per cent post tax return on net worth.

In view of the fact that the prices for many manufacturers who do not fall within the leader group might be substantially higher than their costs, the Committee has further recommended the continuance of the existing scheme of funding of excess profits to be utilised for purposes to be specified by Government.

It is found that acceptance of the recommendation would in some cases help to bring down prices but it would also in the case of a large number of essential drugs result in price increases. In view of these implications Government is giving careful consideration to entire question of pricing and the recommendations of the Committee. The Government would be taking final decision on these recommendations soon.

At present the prices of drugs are controlled under the Drugs (Prices Control) Order, 1970 which provides for a detailed mechanism for fixation of price of drugs at reasonable levels. As a result of cost examination by

the Bureau of Industrial Costs and Prices the prices of several bulk drugs ¹⁹⁷⁵ have been revised in the past, however, the prices of the following drugs have been reduced:—

S.No. Name of the Drug	Unit	Pre-revised price (Rs)	Price as now fixed by the Government (Rs)
1. Vitamin B 12 . . .	gram	100.00	95.00 (w.e.f. 30-6-75)
2. Riboflavin-5 Phosphate . . .	kg.	2500.00 (Franco-India) 2800.00 (Nivedita) 3000.00 (IDPL)	2350.00 (for all) (w.e.f. 10-7-75)
3. Benzathin Penicillin . . .	Kg.	1263.00 (HAL) 2000.00 (Geoffray-Manners)	1375 (for all) (w.e.f. 10-2-75)

The STC based on the reduction in prices of drugs in the international market have also reduced the prices

of the following bulk drugs w.e.f. 30-4-75:—

S.No. Name of the Drug	Pre-revised price Rs. per kg.	Revised Price
		Rs. per kg.
1. Ampicillin Anhydrous . . .	2030.00	1540.00
2. Ampicillin Sodium . . .	1670.00	1300.00
3. Ampicillin Trihydrate . . .	1425.00	1105.00
4. Chloramphenicol Powder (Pooled Price) . .	646.00	524.60
5. Chloramphenicol Palmitate . . .	670.00	552.00
6. Chloramphenicol Sodium Succinate . . .	1060.00	748.00
7. Indomethacin . . .	1316.	816.68

A large number of formulations are based on these bulk drug and there have been consequential reduction in the prices of formulations based on these drugs.

The Committee on Drugs and Pharmaceutical Industry has also made

certain recommendations in regard to the distribution of life-saving drugs. These recommendations are under consideration. Certain steps have, however, been taken to implement some of the recommendations on distribution of drugs to the extent possible.

Allocation of funds for Ole Fines Project of I.P.C.

1162. SHRI B. S. BHAURA: Will the Minister of PETROLEUM be pleased to state:

(a) whether Government have allocated necessary funds to the Ole Fines Project of the Indian Petro-Chemical Corporation for the next financial year;

(b) whether the commissioning of this project has been delayed because of the late supply of equipments by a British firm; and

(c) the facts thereof and when is the completion of this project expected?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) Necessary funds for the Olefins Project of Indian Petrochemicals Corporation Limited have been provided in the Budget Estimates 1976-77.

(b) and (c). Delay in supply of equipment by some U.K. vendors has been one of the many factors leading to delay in the commissioning of the project.

The project is now expected to be mechanically completed by early 1977.

New Railway line between Mangalore and Bombay

1163. SHRI P. R. SHENOY: Will the Minister of RAILWAYS be pleased to state:

(a) the average number of passengers per day travelling from places between Trivandrum and Mangalore in the West Coast to Bombay in the Jayanti Janata Express introduced recently;

(b) the average number of passengers, per day, travelling from these places and places in West Coast North of Mangalore, to Bombay;

(c) whether Government propose to lay railway line from Mangalore

to Bombay in view of large passenger and cargo traffic from the West Coast to Bombay moving in circuitous and tedious routes at present; and

(d) if so, the steps taken to lay this line?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) The average number of passengers booked by Jayanti Janata Express per day to Bombay and other intermediate state is about 700.

(b) There is no Railway line North of Mangalore and the average number of passengers travelling by Road Transport is not available with the Railways.

(c) and (d). Final location surveys have already been carried out from Apta to Dasgaon and Final location survey from Dasgaon to Ratnagiri including spot checks between Ratnagiri and Mangalore is in progress. It is also proposed to carry out an Engineering-cum-traffic and financial appraisal of Apta-Dasgaon rail link during 1976-77. The proposal will be considered further after the surveys are completed and their reports examined.

Production of Chemicals from Sea Water

1164. SHRI P. R. SHENOY: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the variety of chemicals that can be produced from sea water; and

(b) the steps taken and proposed to be taken to produce these chemicals on commercial scale?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) Sea water contains, in the dissolved state, a variety of inorganic chemicals like Common Salt (Sodium Chloride), Calcium Carbonate, Calcium Sulphate, Potassium Chloride, Magnesium Sulphate, Magnesium Chloride, Magnesium Bromide etc. It is, however, not economically viable to recover a number of these compounds.

(b) At present in India large quantities of Common Salt (Sodium Chloride) are recovered from sea water, besides, small quantities of Calcium Chloride, Magnesium Chloride, Megnesium Bromide, Magnesium Carbonate, Potassium Chloride, Calcium Sulphate, Bromine and Bromides, etc., are also being recovered.

The Central and Marine Research Institute, Bhavnagar working under the Council of Scientific and Industrial Research are engaged in developing suitable and economic processes for production of chemicals from sea water or pittern.

Production of Crude Oil

1165. SHRI P. R. SHENOY:
SHRI SHANKARRAO
SAVANT:

Will the Minister of PETROLEUM be pleased to state:

(a) the total production of crude oil in the country in 1974-75 and 1975-76 so far;

(b) the estimated production in 1978-79 in the light of availability of new sources of oil; and

(c) whether there is enough capacity to refine the estimated crude oil?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI):

(a) (i) Production of crude oil in 1974-75 = 7.68 (M. Tonnes)
(ii) Production of crude oil in eleven months of 1975-76 = 7.69 , , ,

(b) The estimated Production of crude oil in 1978-79 is likely to be 14.1 million tonnes.

(c) Yes.

Eviction of Refugees from Netaji Nagar Colony under Barasat Anchal Panchayat

1166. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any representation regarding

the eviction of 2,000 refugee families staying in Netaji Nagar Colony No. 1 and 2 under Barasat Anchal Panchayat (24 Parganas of West Bengal);

(b) if so, the nature of demands; and

(c) steps taken by Government to stop that eviction?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (c). Sizeable areas of Railway land has been encroached between KM. 1/11 to 2/14 and KM. 3/11 to 4/10 on both sides of Railway line between Barasat and Korea Kadambagachi Stations. Railway Administration had initiated action to remove the encroaches. Representation was received from the encroachers for staying eviction. State Government has also written to the Railway administration and the action has been stayed and is under correspondence with West Bengal Government.

Development of Drug Intermediate Complex at Durgapur

1167. SHRI D. K. PANDA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Hathi Committee has recommended development of a drug intermediate complex at Durgapur; and

(b) if so, Government's decision thereon?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) and (b). The Committee on Drugs and Pharmaceutical Industry in their report, while noting that recovery of chemicals from coal-tar distillation products has been undertaken at Durgapur on a fairly large scale, have recommended that new units should be established for the manufacture of bulk drugs at Durgapur to utilise the available downstream products. The Committee has also recommended that the potentialities of coal carbonisation complex situated in

Durgapur and elsewhere should be fully explored by the Central and State Governments.

The Durgapur Chemicals Limited have, on the basis of these recommendations, submitted a proposal for an integrated coal-tar chemical project for drugs, dye intermediates and chemicals at an estimated outlay of Rs. 60 crores during the current plan. No decision has yet been taken on the proposal.

Allotment of dealerships to Co-operative Societies of lorry owners

1168. SHRI K. SURYANARAYANA: Will the Minister of PETROLEUM be pleased to state:

(a) whether Government have decided to give preference to Co-operative Societies of lorry owners in the allotment of retail units for the sale of public sector oil companies' products;

(b) if so, what is the number of such societies granted dealerships for the products of Indian Oil Corporation; and

(c) whether any applications from any such societies for new or additional retail units are pending with public sector oil corporations?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) No, Sir. No special preference is given to the Co-operative Societies of lorry owners. Requests from them are considered as per normal procedure followed for the other Consumer Co-operative Societies.

(b) Indian Oil Corporation has so far granted 22 retail outlet dealerships to Co-operative Societies of Lorry/Truck owners under its normal procedure.

(c) Some applications from such co-operative societies are pending with the public sector oil companies which would be considered by them based on their policy procedure.

Offshore drilling in Orissa Coast

1170. SHRI SHYAM SUNDER MOHAPATRA: Will the Minister of PETROLEUM be pleased to state:

(a) whether work on offshore drilling in Orissa Coast has started as per Government announcement; and

(b) whether areas on Balasore Coast have also been surveyed and if so, when will the work start?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) Drilling of one well in the Bay of Bengal off the Coasts of West Bengal and Orissa has been completed and another well is being drilled.

(b) The area has been surveyed but the date does not warrant any drilling at this stage.

Alleppy-Kayamkulam Techno-Economic survey

1171. SHRI C. JANARDHANAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Kerala State Government has agreed to bear the cost of techno-economic survey for the portion from Alleppy to Kayamkulam;

(b) if so, whether the survey for the portion also will be taken up along with the survey of Ernakulam to Alleppy already in progress; and

(c) the salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No.

(b) and (c) Do not arise.

Progress of Techno-Economic Survey between Cochin and Alleppey

1172. SHRI C. JANARDHANAN: Will the Minister of RAILWAYS be pleased to state:

(a) at what stage is the techno-economic and engineering survey of

the rail link between Cochin and Alleppey at present;

(b) by when it is expected to be completed; and

(c) whether the construction of this line is supposed to be taken up during this financial year; and if so, what amount has been earmarked for this purpose in the Annual Plan outlay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) The survey is in progress and overall physical progress is 40 per cent.

(b) The survey is expected to be completed by the middle of the year.

(c) The construction of this line is not proposed to be taken up during the current financial year.

Steps to protect oil rigs in open sea

1173. SHRI SHASHI BHUSHAN: Will the Minister of PETROLEUM be pleased to state the steps taken to protect the oil rigs in the open sea in view of large-scale violations of Indian waters by foreign vessels?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): Adequate precautionary measures would be taken, as and when necessary, for the security of the oil rigs and equipment. It will not be in the public interest to disclose the measures.

Strengthened Railway line for double decker railway coaches

1174. SHRI SHASHI BHUSHAN: Will the Minister of RAILWAYS be pleased to state whether any railway line has since been strengthened to meet the requirement of double decker railway coach?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): The double decker coach designed can operate on the existing B. G. Railway track. As such strengthening of the track is not envisaged at present.

Construction of by-pass at Rajkhar-swan

1175. SHRI ARJUN SETHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Department of Steel has since deposited a sum of Rs. 50 lakhs with the Railways for construction of a by-pass at Rajkhar-swan; and

(b) if so, the action taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) The work has not yet been taken in hand as a review is being made by the Ministry of Steel and Mines of the need for this work.

Improvement in Paradip Rail link in Orissa

1176. SHRI ARJUN SETHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Paradip rail link in Orissa is in a bad shape due to insecure tracks; and

(b) if so, the reasons therefor and how soon would the tracks be opened for passenger traffic?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No. There is nothing insecure regarding the track.

(b) Traffic facilities for running passenger trains are being provided on this section. Efforts shall be made to complete these in 1976-77.

हाजीपुर को लालगंज, बैशाली, साहिबगंज (पूर्वोत्तर रेलव) के साथ जोड़ने के लिए
रेल-मार्ग

1177. श्री के० एम० “मधुकर”: क्या रेल मन्त्री यह बताने की कृपा करेंगे कि : सरकार का विचार हाजीपुर को लालगंज,

वैशाली, साहिवगंज, केसरिया अरेराज तथा अन्य स्थानों से जोड़ने के लिये पूर्वोत्तर रेलवे में एक शाखा लाइन निर्मित करने के लिए एक सर्वेक्षण करने का है?

रेल मन्त्रालय में उपमन्त्री (श्री बूटा सिंह) : बहुत सीमित साधन उपलब्ध होने के कारण अभी इस सर्वेक्षण को कराने का कोई प्रस्ताव नहीं है।

ओषध उद्योग में लगी पूँजी

1178. श्री फै० ए० “मधुकर” : क्या रसायन और उर्वरक मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान इस समाचार की ओर दिलाया गया है कि जिन उद्योगपतियों ने ओषध उद्योग में अपनी पूँजी लगा रखी है उन्होंने सरकार से यह सांग की है कि ओषध उद्योग में लगी सरकारी पूँजी का अविलम्ब विस्तार किया जाये और उन्होंने इस मन्त्रवन्ध में सरकार को ज्ञापन भी दिया है;

(ख) यदि हाँ, तो उस पर सरकार की क्या प्रतिक्रिया है; और

(ग) ओषध-उद्योग में सरकारी पूँजी निर्णयिक स्थिति में कब तक पहुँचेगी?

रसायन और उर्वरक मन्त्री (श्री पी० सी० सेठी) : (क) जी, हाँ।

(ख) और (ग) इंडियन ड्रग्स एण्ड फार्मास्युटिकल्स लि० और हिन्दुस्तान एन्टीवायोटिक्स लि० को प्रायोजनाओं के विस्तार के लिये पांचवीं पंचवर्षीय योजना के प्रारूप में 70 करोड़ रुपये का प्रावधान किया गया है। सम्भाव्यता रिपोर्ट के आधार पर इन एककों के विस्तार में निम्नलिखित परिकल्पना की गई है:—

इण्डियन ड्रग्स एण्ड फार्मास्युटिल्स लि०

(1) 21.79 करोड़ रुपये के निवेश से सिन्थेटिकड्रग्ज

प्लांट, दैदराबाद का विस्तार जिससे उत्पादन क्षमता में 1988 मी० टन से 3886 मी० टन को बढ़ा होगी।

(2) बिहार में एक निकोटिनामाइड प्लांट की स्थापना जिसमें 8.58 करोड़ रुपये का अनुमानित पूँजीगत परिव्यय निर्धारित है।

(3) गुडगांव, हरियाणा में 8.10 करोड़ रुपये के अनुमानित पूँजीगत परिव्यय से एक नये सूबयोग एकक की स्थापना।

(IV) एन्टोबायोटिक्स प्लांट छत्विकेश विस्तार, जिसमें लगभग 15.69 करोड़ रुपये का निवेश निर्धारित है।

हिन्दुस्तान एण्टीवायोटिफ्स लि०

(I) वेसिनेल एन्टोलैन प्लांट के क्षमता का विस्तार जिसमें 2.94 करोड़ रुपये का अनुमानित पूँजीगत परिव्यय निर्धारित है।

(II) 2.91 करोड़ रुपये को अनुमानित लागत से स्ट्रैटोमाइसीन प्लांट का विस्तार

(III) 1.67 करोड़ रुपये को अनुमानित लागत से अर्ध संश्लिष्ट पैसिलिन प्लांट का विस्तार

(IV) 4.16 करोड़ रुपये को अनुमानित लागत से एस्थोनाइसेन प्लांट की स्थापना

(V) 4.46 करोड़ रुपये को अनुमानित लागत से एक नये सूबयोग प्लांट की स्थापना

यह आशा को जारी है कि पांचवीं पंचवर्षीय योजना के अन्त तक उपरोक्त समस्त प्रावधानों शहित प्रायोजनाओं को सरकार द्वारा स्वीकृत किया जावेगा।

Self Sufficiency in Production of Crude Oil

1179. SHRI SHANKERRAO SAVANT: Will the Minister of PETROLEUM be pleased to state:

(a) what was the annual production of crude in India during 1973-74; and

(b) when are we expected to reach self-sufficiency in crude?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) Production of crude oil during 1973-74 7.19 (Million Tonnes)

(b) The estimated production of crude by the end of the V Plan period from the present known resources is expected to be of the order of 14 million tonnes against a projected demand of the order of about 32 million tonnes. All efforts are being made to discover more oil and the exploratory activities have been stepped up for this purpose.

Contract between a Shipping Company of Singapore and Cochin Refinery Limited

1180. SHRI RAJ DEO SINGH: Will the Minister of PETROLEUM be pleased to state:

(a) whether a Shipping Company of Singapore named as Norse Shipping Company has entered into a contract with the Cochin Refinery Limited;

(b) whether the Cochin Refinery Limited is losing regularly in this contract;

(c) if so, the reasons for the loss specially when the whole Refinery earned a profit of 7 crore rupees; and

(d) what was the profit envisaged in this freight contract?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) Yes, Sir.

(b) No Sir,

(c) Does not arise.

(d) No profit was envisaged by Cochin Refinery Ltd.

Revised rates of certain allowances

1181. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether, after revision of pay scales, the orders for revised rates of National Holiday allowance, travelling allowance, acting allowance and other allowances have since been issued; and

(b) if not, the time by which the rates will be issued and the reasons for this extraordinary delay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b): The revised rates of Night Duty Allowance and Messing Allowance have already been notified. As regards National Holiday Allowance, it has been decided not to revise the existing rates.

The revision of rates of travelling allowance is under the active consideration of Government and the revised rates will be notified soon.

The question of revision of rates of acting allowance (paid on a daily basis) is still under consideration and is likely to be finalised shortly.

All India Judicial Service

1182. SHRI RAJDEO SINGH:
SHRI VASANT SATHE:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government are considering to constitute an All India Judicial Service on the pattern and lines of the Indian Administrative Service; and

(b) if so, when it is expected to come into being?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) and (b). The proposal to constitute All India Judicial Service was examined from time to time from 1960 onwards. In view of lack of unanimity amongst the State Governments about the desirability of constituting such a Service, the proposal was dropped in August 1969. However, the matter is under examination whether the proposal should be once again revived and the State Governments should be consulted in the matter.

Replacement of machinery and plant of Railway workshops

1183. SHRI HARI SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether nearly 60 per cent of the existing machinery and plant of all Railway workshops are outdated and over-aged; and

(b) if so, what steps Government propose to replace them?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) Depending upon the urgency and priority, overaged machines are being replaced by new units every year within the funds made available.

Simultaneously, reconditioning of old machines is also being done.

Procedure for recruitment of Apprentices

1184. SHRI HARI SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry has recently decided to recruit 12,000 apprentices every year; and

(b) if so, what would be the procedure of recruitment of the above apprentices?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) The Ministry of RAILWAYS have increased the number of trade apprentices for training under the Apprentices Act to over 12,000 per annum.

(b) In the first place wide publicity is given regarding the number of apprentices likely to be recruited both reserved and non-reserved categories by notifying the vacancies through the local Employment Exchanges within the recruitment unit, by intimating to the recognised associations of Scheduled Castes and Scheduled Tribes and by exhibiting it on the Notice Boards of the Railway offices situated in the area of recruitment. Thereafter selections are made by Selection Boards from amongst the candidates sponsored by the employment exchanges etc., and also from amongst the applicants who applied directly.

Priority for orders placed with Railway Workshops

1185. SHRI HARI SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railway workshops are getting orders from various Ministries of the Government of India to supply their various requirements; and

(b) if so, what are those requirements and which Ministry is given priority in the matter of supply thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) The requirements are mostly Rolling Stock items and components thereof. Priority in the matter of supply is determined according to the urgency of the requirements.

Broad gauge line for Khamgaon and Amraoti Stations (Central Railway)

1186. SHRI VASANT SATHE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government had received proposals for diversion of broad gauge lines on Central Railway to bring Khamgaon and Amraoti on broad gauge lines;

(b) if so, when were the proposals received, the estimated cost of the project and the decision taken by Government in the matter; and

(c) in view of the growing importance of Khamgaon and Amraoti as commercial and industrial centres, whether Government are considering incorporation of the proposal in the Fifth Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (c). There is no proposal under consideration at present to carry out the proposed diversion which will increase the length by about 11 kms. In view of the very limited availability of funds, it may not be possible to take up the proposed diversion in the 5th Five Year Plan.

Existence of Dumex and Pfizer as two separate companies

1187. SHRI BHALJIBHAI PARMAR: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether M/s Dumex and Pfizer were existing as two separate companies at any time or Dumex came earlier and Pfizer purchased them, if so, in which year and whether administrative Ministry approved such a purchase;

(b) whether change in the name of the firm was endorsed on the industrial licences of M/s Dumex and if so, why some of the products of this company bear the name 'Dumex' and some other bear the name of 'Pfizer';

(c) what is the production during last three years of product range of

3010 LS—5.

Dumex and Pfizer, separately, item-wise giving official approval number and date against each item; and

(d) under what name and style the company/companies under this group function?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) M/s. Dumex was incorporated as a Private limited company on 21st November, 1950. The approval of the Government was accorded under the Indian Companies Act 1913 and the company was registered in Bombay on 21st November, 1950. The name of the Company was changed from M/s. Dumex to M/s. Pfizers Limited on 1st June, 1961 and a certificate of incorporation was issued by the Registrar of Companies, Bombay.

(b) and (c). The licences issued to M/s. Dumex were rendered in the name of M/s. Pfizers on its re-incorporation as M/s. Pfizers. It is being checked up as to now some of the products of this company bear the name 'Dumex' and some others bear the name of 'Pfizer'. Item-wise production figures for last three years of product range of Dumex and Pfizer separately with official approval number and date for each item are being collected. This data, when collected, will be laid on the Table of the House.

(d) so far as Government is aware, this company is functioning under the name of 'Pfizer Ltd.' only. However, exact position about the name and style is being ascertained. This information will also be laid on the Table of the House as early as possible.

कानूनी किताबों, नियमों तथा विनियमों का हिन्दी अनुवाद

1188. श्री शंकर दयाल सिंह: क्या विधि, न्याय और कम्पनी कार्य मन्त्री यह बताने की इच्छा करेंगे कि :

(क) शहतव्यपूर्ण कानूनी पुस्तकों, नियमों तथा विनियमों का हिन्दी में अनुवाद करने की दिशा में कितनी प्रगति हुई है; और

(ब) क्या चालू वर्ष के लिए इस सम्बन्ध में कोई लक्ष्य रखा गया है; और यदि हाँ, तो तत्सम्बन्धी मुक्य बातें क्या हैं?

विधि, स्थाय और कम्पनी कार्य अन्वालय में राज्य सभी (30 बी० ए० सेप्टेम्बर महान्वाद) (क) उन 13 विधि पुस्तकों को बाबत, जिनको विधि के गौरव प्रन्थ का दर्जा प्राप्त हो गया है, अनुवाद अधिकार प्राप्त करने के लिए विदेशी प्रकाशकों के साथ किए जाने वाले करारों को यीक्षण ही अन्तिम रूप दिये जाने की सम्भावना है। इन पुस्तकों के अनुवाद का कार्य उन करारों पर हस्ताक्षर हो जाने के पश्चात ही प्रारम्भ होगा। 411 केन्द्रीय अधिनियमों, 53 अध्यादेशों और 279 कानूनी नियमों के हिन्दी में प्राप्तिकृत पाठ राजपत्र में प्रकाशित हो चुके हैं। 123 केन्द्रीय अधिनियमों, 27 अध्यादेशों और 36 कानूनी नियमों के हिन्दी में प्राप्तिकृत पाठ प्रकाशनाधीन हैं। इसके अन्तिरिक्त 208 केन्द्रीय अधिनियमों के हिन्दी में अनुवादों को अन्तिम रूप दिया जा चुका है और ये मुद्रण के विभिन्न प्रक्रमों पर हैं।

(ख) देसी विधि पुस्तकों के, जिनको विधि के गौरव प्रन्थ का दर्जा प्राप्त हो गया है, हिन्दी में अनुवाद किए जाने के बारे में कोई लक्ष्य नियन्त्रण नहीं किया गया है। किन्तु सभी कानूनी नियमों के हिन्दी में अनुवाद को विनियोग अवधि में पूरा करने के लिए एक स्कीम पर विचार किया जा रहा है।

रेलवे लाइन का ओवनर तक बढ़ाया जाना

1189. श्री शक्तर दयाल सिंह : क्या रेल मन्त्री यह बताने को कृपा करें कि.

(क) क्या ओवनर तक रेलवे लाइन को बढ़ाने के बारे में सर्वेक्षण किया जा रहा है, और

(ख) यदि हाँ, तो तत्सम्बन्धी प्रतिवेदन क्या है और क्या कार्य कब तक पूरा हो जायेगा?

रेल अन्वालय में उत्तमन्धी (बी बूटा सिंह) : (क) श्रीर (ख). बड़ी लाइन का जम्मू से कश्मीरपुर तक विस्तार करने और ओवनर के रास्ते बारामूला से काजोकुण्ड तक एक नयी बड़ी लाइन/मोटर लाइन बनाने के लिए प्रारम्भिक इजेनियरी एवं यातायात सर्वेक्षण किये जा चुके हैं। जम्मू से कश्मीरपुर तक 56 कि० मी० लम्बी लाइन पर 40.65 करोड़ रुपये लागत आने का अनुमान है और उसके खुल जाने के लिए वर्ष में उससे 0.50 प्रतिशत प्रतिफल मिलेगा। बारामूला से काजोकुण्ड तक 122.35 कि० मी० लम्बे प्रस्तावित भार्या पर बड़ी लाइन बिछाने पर 78.63 करोड़ रुपये लागत आने का अनुमान है। मोटर लाइन पर (-) 0.88 प्रतिशत और बड़ी लाइन पर (-) 0.80 प्रतिशत प्रतिफल मिलने का अनुमान लगाया गया है।

रेलवे बुक-स्टालों पर अश्वील साहित्य की विक्री

1190 श्री शक्तर दयाल सिंह : क्या रेल मन्त्री यह बताने की कृपा करें कि

(क) क्या सरकार का गत वर्ष यह शिकायत मिली थी कि रेलवे के कतियप बुक-स्टाल निकृष्ट और अश्वील साहित्य की विक्री को प्रोत्तमाहन दे रहे हैं,

(ख) क्या सरकार ने इस मम्बन्ध में किसी बुक-स्टाल के विषद कार्यवाही की है, और

(ग) यदि हाँ, तो तत्सम्बन्धी तथ्य क्या है?

रेल अन्वालय में उत्तमन्धी (बी बूटा सिंह) : (क) जो नहीं।

(ख) श्रीर (ग). प्रश्न नहीं उठा।

विना टिकट यात्रा करने वाले यात्री

1191. श्री शंकर दयाल सिंह : क्या रेल भवनी यह बताने को कृपा करें कि :

(क) गत 4 महीनों में किस रेलवे फिरीजन में विना टिकट यात्रा करने वाले अधिकतम सोग पाये गये; और

(ख) उनसे जुमनि के रूप में कितनी अवागिनी वसूल की यहै ?

रेल भवनालय ने उपलब्धी (श्री बूटा मस्त) : (क) पूर्व रेलवे का हवड़ा मण्डल ।

(ख) 1 अगस्त, 1975 से 31 जनवरी 1976 तक की अवधि में हवड़ा मण्डल पर विना टिकट अवागत गलत टिकटों पर यात्रा करने द्वाएँ पकड़े गये अविक्षयों से वसूल की गयीः राशि निम्नलिखित है :—

- (1) किराया 2,10,487 रु०
- (2) अविक्षय 7,57,537 ०
- (3) अदानी जुमना 1,06,269 रु०

Comfortable Journeys on Welded Rail Tracks

1192. SHRI P. GANGADEB Will the Minister of RAILWAYS be pleased to state.

(a) whether Indian Railways have welded many rail tracks in the recent past;

(b) if so, whether it has made railway journeys more comfortable and less bumpy;

(c) whether any other measures are proposed to be taken to make the journeys of passengers more comfortable; and

(d) if so, salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes, About 27600 Kms. of Railway track has been welded upto the end of 1975.

(b) Yes.

(c) None for the time being as far as rail tracks are concerned.

(d) Question does not arise.

Utkal Express

1193. SHRI P. GANGADEB: Will the Minister of RAILWAYS be pleased to state:

(a) whether bi-weekly Utkal Express is proposed to be run four times a week; and

(b) if so, when this will be done?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). The frequency of 77/78 Utkal Express has been increased from bi-weekly to tri-weekly with effect from 15th March, 1976. There is no proposal at present to increase frequency of this train to four times a week.

Railway Line between Bimalgarh and Talcher in Orissa

1194 SHRI P. GANGADEB Will the Minister of RAILWAYS be pleased to state

(a) whether his Ministry has finalised the proposal to construct the Railway line between Bimalgarh and Talcher in Orissa under the South Eastern Railway;

(b) when will the work begin and is expected to be completed; and

(c) if not, the reasons for such delay and the time by when Government propose to run trains on this line?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No.

(b) Does not arise.

(c) It has been revealed by the survey reports carried out for the construction of a B.G. rail link from Bimlagarh to Talcher in 1970 that the project of length 135 kms. will cost about Rs. 16.75 crores at the then prevailing prices and yield a return of only 3.22 per cent by D.C.F. technique. In view of the present difficult financial position of the railways and lack of adequate traffic justification, the project is not likely to be taken up at present.

Writ Petitions in Supreme Court and High Courts

1195. SHRI SHANKERRAO SAVANT: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state how many writ petitions were filed in the Supreme Court and each of the High Courts during 1973, 1974 and 1975 and how many were admitted and disposed of by them during that period?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): A statement giving the institution, disposal and pendency during 1973, 1974 and 1975 is laid on the Table of the House [Placed in Library. See No LT-10510/76.]

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PAPERS LAID ON THE TABLE

CONDUCT ELECTIONS (AMENDMENT) RULES AND TAMIL NADU GENERAL CLAUSES (AMENDMENT) ORDINANCE

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): On behalf of Dr V. A. Seyid Muhammad, I beg to lay on the Table—

- (1) A copy of the Conduct of Elections (Amendment) Rules, 1976 (Hindi and English versions) published in

Notification No. S.O. 180(E) in Gazette of India dated the 9th March, 1976, under sub-section (3) of section 189 of the Representation of the People Act, 1951, [Placed in Library. See No. LT-10500/76.]

- (2) A copy of the Tamil Nadu General Clauses (Amendment) Ordinance, 1976 (Tamil Nadu Ordinance No. 4 of 1976), (Hindi and English versions) promulgated by the Governor of Tamil Nadu on the 3rd March, 1976, under provisions of article 213(2)(a) of the Constitution read with clause (c)(iv) of the Proclamation dated the 31st January, 1976, issued by the President in relation to the State of Tamil Nadu. [Placed in Library. See No. LT 105107/76]

NOTIFICATIONS UNDER COMPANIES ACT

SHRI BEDABRATA BARUA: I beg to lay on the Table—

- (1) A copy of Draft Notification No 15/8/76-IGC (Hindi and English versions) regarding non-application of section 205A of the Companies Act, 1956 to the Government Companies, to be issued under sub-section (1) of section 620 of the Companies Act, 1956, under sub-section (2) of section 620 of the said Act. [Placed in Library. See No. LT-10502/76]

- (2) A copy of the Company Law Board (Bench) Rules, 1975 (Hindi version) published in Notification No. G.S.R. 233 in Gazette of India dated the 21st February, 1976, under sub-section (3) of section 642 of the Companies Act, 1956. [Placed in Library. See No. 10503/76.]

137 C.A.G.'s (Duties etc.) CHAITRA 3, 1898 (SAKA) Departmentalization of 138
Amtd. Bill Union Accounts etc. Bill

REPORT OF COMMITTEE ON DRUGS AND
PHARMACEUTICALS INDUSTRY

THE DEPUTY MINISTER IN THE
MINISTRY OF CHEMICALS & FER-
TILISERS (SHRI C. P. MAJHI): I
beg to lay on the Table a copy of the
Report of the Committee on Drugs
and Pharmaceutical Industry (Hindi
version). [Placed in Library. See No.
BT-10504/76.]

11.55 hrs.

BUSINESS ADVISORY COMMITTEE

SIXTIETH REPORT

THE MINISTER OF WORKS AND
HOUSING AND PARLIAMENTARY
AFFAIRS (SHRI K. RAGHUPATHI-
RAMAIAH): I beg to move:

"That this House do agree with
the Sixtieth Report of the Business
Advisory Committee presented to
the House on the 22nd March, 1976."

SHRI O. V. ALAGESAN (Tiru-
tani): I would like to submit that the
time allotted for the discussion on the
Tamil Nadu budget is not sufficient.
(Interruptions)

MR. SPEAKER: We will see when
it comes. We will make some ad-
justment.

Now the question is:

"That this House do agree with
the Sixtieth Report of the Business
Advisory Committee presented to
the House on the 22nd March, 1976."

The motion was adopted.

11.57 hrs.

COMPTROLLER AND AUDITOR-
GENERAL'S (DUTIES, POWERS
AND CONDITIONS OF SERVICE)
AMENDMENT BILL*

THE MINISTER OF FINANCE
(SHRI C. SUBRAMANIAM): I beg to
move for leave to introduce a Bill to

amend the Comptroller and Auditor-
General's (Duties, Powers and Condi-
tions of Service) Act, 1971.

MR. SPEAKER: The question is:

"That leave be granted to intro-
duce a Bill to amend the Comptrol-
ler and Auditor-General's (Duties,
Powers and Conditions of Service),
Act, 1971."

The motion was adopted.

SHRI C. SUBRAMANIAM: I
introduce the Bill.

11.59 hrs.

DEPARTMENTALISATION OF
UNION ACCOUNTS (TRANSFER
OF PERSONNEL BILL)*

THE MINISTER OF FINANCE
(SHRI C. SUBRAMANIAM): I beg to
move for leave to introduce a Bill to
provide for the transfer of officers
serving in the Indian Audit and
Accounts Department to any Ministry,
Department or office of the Central
Government for facilitating the effi-
cient discharge by such Ministry,
Department or office of the responsi-
bility in connection with compiling
the accounts thereof.

MR. SPEAKER: The question is:

"That leave be granted to intro-
duce a Bill to provide for the trans-
fer of officers serving in the Indian
Audit and Accounts Department to
any Ministry, Department or office
of the Central Government for faci-
litating the efficient discharge by
such Ministry, Department or
office of the responsibility in con-
nection with compiling the accounts
thereof."

The motion was adopted.

SHRI C. SUBRAMANIAM: I intro-
duce the Bill.

*Published in Gazette of India Extraordinary Part II section 2, dated 23-3-76

STATEMENT re. COMPTROLLER AND AUDITOR GENERAL'S (DUTIES, POWERS AND CONDITIONS OF SERVICE) AMENDMENT ORDINANCE AND DEPARTMENTALISATION OF UNION ACCOUNTS (TRANSFER OF PERSONNEL) ORDINANCE

MINISTER OF FINANCE (SHRI C. SUBRAMANIAM): I beg to lay on the Table an explanatory statement (Hindi and English versions) giving reasons for immediate legislation by (1) the Comptroller and Auditor-General's (Duties, Powers and Conditions of Service) Amendment Ordinance, 1976 and (2) the Departmentalisation of Union Accounts (Transfer of Personnel) Ordinance, 1976.

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12.02 hrs.

GENERAL BUDGET, 1976-77—GENERAL DISCUSSION—contd.

MR. SPEAKER: We now resume further general discussion on the Budget (General) for 1976-77. The Finance Minister.

THE MINISTER OF FINANCE (SHRI C. SUBRAMANIAM): Mr. Speaker, Sir, At the outset, I would like to express my grateful thanks to the hon. Members who had participated in the debate. On the whole, 70 Members have spoken on the budget, including the two Ministers who had intervened—57 on this side and 13 from the Opposition. I do not think that anybody would say that I am exaggerating if I say that this budget has been generally welcomed by the country. And the debate here also generally reflected the mood of the country with regard to this budget, even though there were certain political over-tones with regard to the criticism made by some hon. Members on the other side and this side, as well. The initiator of the debate had stated that my budget is based on faith, hope and charity, if I

remember the terms correctly. Certainly, this is not based on charity, to any extent; but certainly, it is based on faith and hope—but not on the people he had mentioned, but on a completely different set of people. This budget is based on the new atmosphere that has been created by the promulgation of the Emergency. Then, there is the qualitative difference that has come about in the functioning of the various organisations, industrial, business, Government etc. in the country. This budget presupposes the continuance of these conditions. If there should be any disruption and again the old chaotic conditions come into existence, certainly the basis on which this budget has been framed will fall to the ground. But, I am sure, this House would agree that no such catastrophe would be allowed to happen.

The second set of people on whom I have reposed my faith and hope is the workers of this country. Of all the sections of the community, the section which responded in an excellent and splendid manner was the working class. If today there is better industrial performance, both in the public sector and, to a certain extent, in the private sector also, it is mainly because of the contribution which the worker has made in this field. Today if steel production is at a record level, certainly the workers can take legitimate pride for that contribution. The production of electricity has increased, as also the production of fertiliser. I am hoping that this new discipline and the new atmosphere in the industrial relations would continue.

I know that certain section of the trade union leadership is not quite happy about this state of affairs. Unfortunately, in the trade union movement also a certain amount of vested interest has come into existence. Just like landlordism in agriculture, labour-lordism has come into existence. My hope is, just as we want to remove landlordism, this labour-lord-

ism has also got to be removed. I am sure the working population, whatever may be the instigation of the mischievous section of the trade union movement, will continue to respond to this new situation, and that they will continue to contribute to the growth of the economy, particularly the industrial sector. My budget is based on the faith and hope placed on the working class as such.

The third section which has given me confidence to come forward with this high level of investment is the scientific community and the scientific and technological competence that has been developed within the country. We have, by and large, a reservoir of scientific and technical manpower. I have no doubt in my mind without the scientific and technological competence, we could not have withstood the onslaught of the various adverse factors in the international economy and in our own economy.

This is the tripod on which the budget stands. Therefore, I am quite confident, with faith in the committed and determined leadership which has given this new atmosphere in the country with faith in the working class, with faith in the skill of our scientific and technological community, the expectations created by this budget of accelerated growth would be completely fulfilled.

Having said this, I would like to deal with what I consider to be the central point of my proposals which I am afraid did not attract sufficient attention from this House and even outside this House, though it has been taken note of by some. That is with reference to what I have called the integrated rural development programme.

Our basic policy is removal or eradication of poverty. We should be quite clear where this poverty exists on an extensive scale. It is in the rural areas. It is a fact that 80 per

cent of the people live in the rural areas and that 70 per cent are engaged in agriculture. And if we look into the contribution made by the rural sector and the urban sector—when I say urban sector, I include various industries etc.—we find that roughly 45 per cent of the GNP is contributed by the rural sector and 55 per cent by the urban sector. What is the implication of this? Fifty-five per cent of the GNP is shared by 20 per cent of the population and 45 per cent of the GNP is shared by 80 per cent of the population. This is a hard fact and, therefore, if you take into account the per capita income in the rural sector, it will be only one-third or one-fourth of the per capita income in the urban sector.

How are we going to remove this glaring disparity between the urban sector and the rural sector? This is a matter for consideration and unless we improve the wealth-producing capacity of the rural sector, we are not going to bring about a transformation in the rural economy which alone would enable us to eradicate poverty.

The experience of the last 25 years of our development of various sorts has established, even though it has percolated to a certain section of the rural sector and it is an accepted fact that even in the rural sector only a small section has derived almost all the benefits of that development, that if we continue in the same old way of planning and the same method of economic development, this three tier society would continue for ever and large sections of the people would be living under poverty conditions for generations to come.

Therefore, we have to find out an alternative strategy for tackling this problem. That alternative strategy has got to be on the basis of enabling the rural sector to produce more wealth and participate in the general economic development. Naturally in

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this agriculture forms the core because that is the activity round which economic development in the rural areas has got to take place, but even there, in view of the large population involved and increasing population and in view of limited land availability,—you cannot increase land availability, even though marginally here and there you can bring under cultivation a little more land—if larger and larger number of people have to depend upon land alone, then a qualitative improvement cannot take place. I think this matter was dealt with by the National Agricultural Commission. And they have made the recommendations that at least 30 per cent of the rural population should be taken off the land into other activities. It may be allied activities. Unless this transfer takes place, even improving agriculture with all the technology available, etc. will not be able to provide the answer to rural population. So, how is it possible to make this diversion of this large population, which roughly comes to 75 million of people to other activities? All our employment programmes, till now conceived, make only a marginal effect. That is why we have to find out an alternative technology where we would be able to divert this problem to other activities of producing more wealth. That could happen only on the basis of the exploitation of the natural resources available in each particular area. And that is why in this paper, I have tried to identify how we have to go about in bringing about this change. I do not claim perfection for this paper. As a matter of fact, if this would only induce a little more thinking and a debate a national debate, with regard to the technology, I would be more than satisfied.

Sir, I have tried to identify what should be the central factor with regard to this approach. To put it successfully, what we must aim at is not just an improvement in the yield per

unit of a land on a few crops or prop-
ing of the poor through make-believe
programmes of employment. What is
called for is something more compre-
hensive, fundamental, a systematic
scientific and integrated use of all our
natural resources, and as part of this
process, enabling every person to en-
gage himself in production and so-
cially useful occupation and earn in-
come that would meet at least mini-
mum basic needs. Advance in science
and technology now makes such an
objective viable. The question is how
we go about this task and organize
ourselves in Government and else-
where for reaching this goal.

Therefore, it is a question of
identifying the natural endowments
available in any particular region, in
any particular locality, the man-
power available there and marrying
the two for the purpose of exploita-
tion. That is why, I have identified
that the first task is to have this com-
prehensive natural resources survey
without which we cannot plan and
unfortunately, today the survey tech-
nology has advanced so far that what
would have been possible to achieve
in one generation earlier could now
be achieved in the course of a few
years.

Today, before we eradicate rural
poverty, we have to use the most
sophisticated technology for completing
the survey of our natural re-
sources.

Having identified these natural re-
sources, then for the purpose of ex-
ploitation of these natural resources,
we will have to evolve an appropriate
technology, for this purpose. This is
where the scientific community comes in.
This is where we have to take
advantage of the scientific base which
we have fortunately built up in our
country. The other technologies for
sophisticated production, for mass
production, etc. are already available
in the world. But this appropriate
technology for tackling the rural

problems for the purpose of providing technology, for exploiting the natural resources in these areas by using the man-power more and more rather than the machine is a matter which we will have to engage the attention of our scientists. As a matter of fact, this was the fall-out of our attempt to formulate a national science and technology plan, and in that, they came to the conclusion that it is only with a scientific approach with regard to the rural problems and it is only by the application of science and technology, that we will be able to bring about regeneration of the rural India.

Panditji said, "The future lies with those who bring science to the people." But, unfortunately, the rural population is a complete stranger to science and scientific developments. Therefore, it will have to be on the basis of our scientific community also getting involved into the rural problems. Fortunately, there is an awareness, not merely an awareness but a willingness to engage themselves in tackling the rural problems. This is what we want to achieve.

The importance of the strategy which I had indicated was, perhaps, lost sight of because of the meagre sum of Rs. 15 crores that I had provided. Naturally, the people would have thought, "What are you going to do with Rs. 15 crores for a large population and a large area like this?" This is like a small, an insignificant, seed of a banyan. I have sown this seed. If it is only allowed to grow, it will grow into a mighty growth. I have purposely said, if it is only allowed to grow, because the existing bureaucratic system may put all sorts of obstacles in the growth. Various other factors also come in: social factors also come in the way. If I have provided Rs. 15 crores, it is not going to solve the problem of rural poverty but this is the purpose of identifying a course of action, diverting and deploying sufficient scientific manpower for this purpose and hav-

ing devoted administrative manpower for this purpose. It is only on this basis that it could be done.

This problem cannot be tackled on the basis of macro-planning. Sitting at New Delhi in the Yojna Bhavan, certainly, we can plan for steel, we can plan for national transport, we can plan for power and we can even plan for major irrigation projects. But, certainly, we cannot plan for the problems of the rural areas because they vary from area to area. Even within a district, there are so many varying factors. Unless you have intimate knowledge of these problems, you cannot find solutions. That is why, in spite of all our professions—we want to improve agriculture; we want to remove backwardness from the rural areas, etc.—we are not able to do it because we do not comprehend all these problems. Rather, we do not have any knowledge as to what these problems are. That is why, if it has to become a success, the decentralised planning, the micro-planning becomes absolutely important. It has to be at least taken to the district level, if not to the block level.

I have indicated that it cannot be done by just one set of people. There has got to be a composite team which will have to be brought into existence. That composite team will have to consist of the political elements because it is the political elements, particularly, the dynamic political elements, which can bring about the social change, which can bring about the social awareness, for the purpose of making these faster and revolutionary changes in the rural system. Naturally, as I have stated, the scientific component will have to be there, not scientists sitting in the national laboratories but they will have to shift their headquarters to the local areas and get themselves involved in the local problems. Again, it cannot just be one discipline. It has got to be a multi-disciplinary team taking into account the various conditions

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existing in a particular area. The third component will have to be necessarily, whether we like it or not—the administrative component but tuned to the problems of the rural sector.

In my view, this is the only way in which we can bring about social transformation, whether it be in agriculture or in other activities, allied to agriculture, agro-based industries, decentralised industries, etc. It is here, we find the relevancy of Gandhian philosophy, the the relevancy of what Gandhiji said even during the days of freedom struggle, that by eliminating one exploiter, there should not be another exploiter of the rural area. He even warned, instead of the Britishers, perhaps, the urban sector might become the exploiter of the rural sector. And, unfortunately, that is what has happened. This transformation has to be brought about, and we are prepared to do it. But, unfortunately, our plans are completely different. That is why these problems had been engaging our attention rather than other problems—already the fat sector, namely, the urban sector, has had its share of the spoils—rather than the transfer of the resources from the urban to the rural sector. I hope and trust that this (what I would call) a small and insignificant sum of Rs 15 crores) will set in motion a sufficiently large movement, a new movement, for rural regeneration based on the application of science and technology. This is my humble submission and, in my view—not that I want to minimise the various other sectors and other problems—if only we are able to evolve a strategy for the purpose of regeneration of the rural areas, we would have done the greatest service for posterity and for the coming generation. Let us, as representatives of the people, give all encouragement for the development of this strategy and give all support to the development of this strategy and, with faith—as I said—

in science and technology, I am hoping that it would be possible for us to bring about what I would call an integrated rural development.

I don't think I should go into further details with regard to this matter which will have to be further discussed in detail but, during this year, I am hoping that it should be possible at least to take two representative districts—one an irrigated district and the other an un-irrigated district—so that, in each area the problems would be thrown up and, on that basis, to go forward; and perhaps—in my view—our Sixth Plan should be based on a basically integrated rural development with more and more resources being diverted for this purpose. That alone would bring about what many of my friends here have been pleading for during the budget. They have been asking what we are going to do for the rural sector and for agriculture. It is not just a small 'this' here and a small 'that' there which is going to meet the situation; it is a structurally changed approach alone which can bring about a new life for the rural people or, otherwise, the urban sector will continue to be exploiters of the rural sector.

Having said this as Finance Minister I have got a duty to see that while the future developments have got to take place on the one side, the system during the current period should be enabled to work. In the dream of what is going to happen, I cannot ignore the realities of the present situation—and that is that, whatever might be the structural disparities, unless as a nation we are strong—industrially strong, Scientifically strong and agriculturally moving forward—we won't have the capacity to tackle the problems of the rural poor. If we had thought in terms of tackling poverty twenty-five years ago, soon after the attainment of independence, we would not have had the capacity to tackle these problems. Today we are in a

position to tackle them because of the industrial base we have created, particularly the basic and the heavy industries which we have created, and the benefits of these things will have to be diverted to the rural sector. We could not have thought in terms of this rural strategy, as I have already stated, but for the scientific base that we have now built up and the scientific base of man-power we have built up. Therefore, while we are thinking in terms of evolving new processes, we cannot ignore what exists today and the strengthening of what exists today. That is why, in these budget proposals I have tried to make a few proposals for the purpose of making the existing system not only function but to become a little stronger. Naturally, our priority has got to be better agricultural production, that is the first and foremost thing. Today there are warnings that there is going to be a world shortage. There was recently a paper circulated that while till now the socialist block was a surplus area, in the next four or five years there will be a deficit to the extent of 20 to 25 million tonnes every year and there are other areas where there would be a shortage. We have a population of 600 million, and while the shortages of a small nation could be very easily met, the shortage which will come about in a large country like ours would become unmanageable—and that is why we have got to devote our attention, even within the limitations that we have, on more and more agricultural production. I know there have been many critics of the green revolution and certain prejudices against it. But I would like to put this question: but for this change in technology in agriculture, could we think in terms of 114 million tons of food-grains being produced in the country? Perhaps if this transformation had not been brought about in agriculture with the introduction of new technology, other problems would have arisen from it: no country would have provided this amount of food-grains to support our people and we would have not only become a hungry nation, but we would have become a

dying nation. Therefore, I would respectfully make an appeal particularly to the carping critics of the green revolution. I know there are certain imbalances that will have to be set right: but can you make any change without an imbalance coming about in the process of change? We will have to stabilise it later on.

Therefore, I do claim that whatever might have been the other difficulties as a matter of fact, plenty itself brings about certain difficulties because, today, we don't have sufficient storage facilities and an adequate transport system to deal with this, and therefore we can say that this green revolution has brought about new problems and we have to solve those problems. Unfortunately, no perfect solution is there; from one solution arise more difficult and new problems. That is the law of progress and that is the law of change. That has got to come about and, therefore, we have intensified our effort with regard to agricultural production. And naturally, for that, irrigation has to improve and, for that, power is becoming more important and, for that, fertilizers has to play a more important role. I know there are carping critics even with regard to fertilizers and they say that we are using chemicals like fertilizers more and more and for that we have to depend only on America as we cannot produce it. But we are producing it. More and more fertilizers are being produced today and we are using them and, because of that, it has been possible for us to improve the production. While we were dealing with 60 million tons in the 1950s and 80 million tons in the 1960s, we are now dealing with 100 or 110 million tons today. Today, if we are able to think in terms of a large investment, it is mainly because of the success of the green revolution. Today we are in a position to say that we will be in a position to build up a buffer stock. Questions are put as to what happens if there is an indifferent monsoon for the coming Rabi crop.

Fortunately, we are building up a buffer stock which will take care of us

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even if there is an adverse monsoon in the coming kharif season. The meteorological astrologers and other astrologers also give us the hope that this year is not going to be a bad year, it is going to be a normal-monsoon year. Even then, we are providing for the contingency that it might be an indifferent year, and we are building up a buffer stock for this purpose. If, however, there are two continuous failures, perhaps, we may again be in difficulties. Even that we may be able to face, provided our buffer stocks are used in a judicious manner. So, we have given that thrust for agricultural development in these Budget proposals, and if you take into account the investments, what have been put in the State sector and the Central sector, both together, agriculture gets the priority in every sense, taking into account the provisions for power, irrigation, fertilisers, pesticides, etc.

Naturally we are interested in the industrial sector also. In the industrial sector, we have two components: the public sector and the private sector. I am sure that all of us are happy that today the public sector apart from its having a dominant position in investments, in production also it is becoming more and more prominent is coming to occupy a dominant position. If 1975-76 is a good year industrially, that is mainly because of the contribution made by the public sector. Naturally, our investments will have to be more in the public sector, so that further steps could be taken, and we have provided for that. But what is not understood by the critics on the other side, particularly by friends like Mr. Indrajit Gupta, is how we can give any incentive at all to the private sector and not to the people in the private sector. If his argument is that we cannot depend upon the private sector people and therefore there is no use giving the incentive, if it is merely based on the non-reliability of the persons who are in the private sector—the personal factor—, then I can very well under-

stand the argument. But, fortunately or unfortunately, his philosophy is that there should be no private sector at all. He approaches everything from that angle. But today our strategy, our policy, is to have a mixed economy. If you want to change, it is, of course, within our hands to change. But now today we want to function in a mixed economy, at least for a short term. What will happen four years hence or five years hence, I do not know. But as the Finance Minister in charge of the economy of the country today, I cannot throttle the private sector and try to have growth only in the public sector. I will have to provide all the facilities to the private sector as long as the private sector is there to contribute to the economy of the country. Naturally I have to take the other safeguards against monopoly growth or exploitation by the private sector of the community as a whole. These are various things which we are undertaking by way of controls, by way of various statutory safeguards. But human ingenuity goes beyond the Statutes and, therefore, sometimes we find people, as human beings trying to get over some of them, even in breach of some of these regulations. But there cannot be an argument that I should throttle the private sector as such. Therefore, if you look at it from that point of view, both the private sector and the public sector, you will realise that one is complementary to the other. Now all the developments in the public sector? Today we have confined ourselves only to most of the basic industries in the public sector and those products will have to be utilised somewhere, and that will have to be mainly in the private sector. Naturally, we cannot have only one-sided activity, we cannot afford to neglect the other activity, the complimentary activity. Whether some of the Members on that side like it or not, I have to make the existing system function more effectively and efficiently, and that is the attempt I have made. And I would like the hon. Members to look at this from this point of view. At the same time, we are quite well aware of the deficiencies

in the private sector. Today more and more units are becoming sick. What are the reasons for that? The private sector will have to sit and pause over that. As a matter of fact, somebody has said that capitalism is becoming the dustbin of socialism—or the other way, that socialism is becoming the dustbin of capitalism. Whatever does not work in the private sector, we are supposed to take it over and there is a great pressure. More the sick, the greater the pressure. They say: No, no, it has become in the private sector, therefore, you better take it over. And that comes from all sections of the House. This is the difficulty. There are dynamic institutions in the private sector. Once the pioneering person leaves the scene we find a complete collapse. There are many instances. That is why, today if the private sector has got to survive, as the public sector has come about because of this transformation, it is only by professionalising the management that the private sector can go forward. A certain person can be a pioneer; certainly he would be able to deliver the goods, but that does not mean that it is inherited by the son, grand-son or it gets diverted to the son-in-law or the cousins or nephews. This is the unfortunate aspect of it and, therefore, if private sector should have a future, it will have to be mainly on the basis of professionalization of management and this will have to be brought about. This hereditary management is going to be the bane of the private sector and unless they get away from that, whatever support might be given, even without the opposition of the hon. Members on the other side, it is bound to collapse. I hope and trust, these remedial measures will be taken by them.

I took the opportunity of having consultations with a wide cross-section of the business community, the industrial community, the economic experts, scientists etc. before formulating the plans. It is only after that that a package of incentives had been provided for—I do not deny it, an incentive has been provided—and the private

sector is on test today, whether after this package of incentives they would be able to deliver the goods or they are going to justify the criticism which the hon. Members have made. You can never rely upon the private sector. Therefore, it is not as if it is a dogma with me that the private sector should always be supported. If we find that this system does not function, we would not hesitate to scrap it. Therefore, it is for them to function in such a way justifying their existence or face the consequences.

In this, naturally what has already become sick will have to be treated properly, otherwise that would affect others cases. That is why, I have suggested the modernization of at least those sectors of industry which play a great role in the economy of our country and I have identified them as textile industry, sugar industry, the industry and engineering industry and, of course, while these get the preference, there would be, I am sure, marginally some units in other areas also which would require some help in modernization. In that process of modernization, streamlining of the management will have to take place, otherwise you will be throwing good money after bad. This is one important aspect which we will have to keep in mind.

Under these circumstances, we have to look into the resource mobilization, the resource mobilization for the purpose of backing up of this large-scale plan investment. Also, there should be resources available in the community as a whole for the purpose of growth in the private sector to a certain extent as I have already said. It is complementary to the other. It is from this point of view that our taxation measures have been evolved.

My colleague, Shri Pranab Kumar Bhattacharya yesterday dealt with various aspects of the tax relief which we have given. I would like to make one point regarding bringing down the rate of taxation from the maximum 77 percent to 66 percent. Now, it has

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been our philosophy that through fiscal measures we should remove disparities. But this has introduced, unfortunately, another disparity, a mere injurious disparity, a disparity between the honest tax-payer and the dishonest tax-evader. That becomes such a glaring disparity which perhaps induces even the honest tax-payer think that if that man is able to enjoy by evading so much if he is able to evade tax on Rs. 100, he gains Rs. 97 or in some cases when he has got to pay Rs. 160 as tax with Rs. 100 as income, then he is saved from paying Rs. 160. Therefore, it becomes infectious. That is why we thought particularly after the experience of the disclosure scheme: what is it that has been disclosed? They say, it is only the tip of the ice-berg. If their argument is taken at its face value that means that there has been so much of evasion. So, by tightening the screw, we have not been able to avoid this evasion, in spite of all our rates and other things. That is why we have tried to evolve a carrot and stick policy, a little bit of carrot and also the application of the stick. That is how this has been done.

A question is legitimately put because it is little bit complicated. It is all right as far as income-tax is concerned, but why did you bring down the wealth tax? Now, I would like the hon. Members to answer this question.

When we give these tax reliefs, what do we want to happen? Do we want all these to be consumed or saved? We want these to be saved. When it is saved, it becomes wealth.

Therefore, if the wealth tax is such that there is no incentive for saving and by saving he is called upon to pay 100 or 160 per cent of the income as tax, then when you give relief, there is only more inducement to spend than to accumulate and save. That is why we have to make the accumulation of wealth also attractive enough. Not that we completely allow it.

That is why it is a corollary of the other thing. Unless you say that whatever we give....

SHRI VASANT SATHE (Akola): Why don't you have it accumulated in the hands of the government?

SHRI C. SUBRAMANIAM....let them spend, then it is quite a different thing altogether. If you want them to save and invest and create more wealth, then in the existing system, we have to see that this does become a disincentive. This is how an integrated approach has been made with regard to income tax and wealth-tax.

But as far as our meeting the investment requirements is concerned, could it be done only through taxation measures? Naturally, you cannot meet current expenditure, the revenue expenditure through other savings or through borrowings. I do agree. But, as far as investment is concerned to a certain extent no doubt we do provide the resources through taxation measures also. Our taxation measures are such to-day that they not only meet the current expenditure but leave a little for the purpose of providing investment also. But there is, in my view, a better method in the existing system. Of course if we go to a different system altogether, then that is different. What I am saying may not be relevant to a system which my hon. friend, Mr. Indrajit Gupta, would like to have here. But I am talking about the relevancy in the existing system. Therefore, savings will have to be encouraged and it is here. I would request the hon. Members to consider about the proposal of continuing the CDS Scheme. Some people seem to think that there is a breach of trust on the part of the Government in continuing the scheme. What was the objective of this scheme? The objective of the scheme, when it was introduced, was to contain inflation, so that the purchasing power of the rupee could go up, not merely getting more and more rupees but for what they get, they get more and more goods. What has happened during the current year

and a part of the last year? There has been a continuous fall in prices. Even though 50 percent of the DA had been impounded, if you take the pay packet which they are taking to-day and the pay packet which they received say in August 1974 when this scheme was not introduced, and when they were getting their full pay after this impounding of 50 per cent. DA, you will see that the purchasing power of the pay packet has increased by about 9-12 per cent in various sectors. I would like to put this question to the hon. members—do you want more and more money but less and less purchasing power or do you want money which has more and more purchasing power? This is the thing which people have got to see. I have not taken away the money by way of taxes. It is their savings and savings invested at an attractive rate of interest—12½ per cent. From where else can you get? What they have saved for themselves they are taking along with interest. At the same time the real income of the industrial working community has improved. Do you want this to continue or bring about a situation wherein again an inflationary situation would come in and even though you may be getting dearness allowance, what you would be getting by way of goods would be only less and less? This is the economic dilemma in which we are. If we pay the entire dearness allowance every year it will be at least Rs. 400 crores. In addition to that, we are standing by the commitment of paying, repaying the first instalment which falls due in July—Rs. 270 crores. I have tried to look into it from this aspect if this....

(Interruptions)

SHRI INDRAJIT GUPTA (Alipore): Who about their Provident Fund dues? Is that refund to be made available to them in cash or is it going to be credited to some other frozen account?

SHRI C SUBRAMANIAM: This Rs. 270 crores will be paid to them. There is no doubt about it. Can we afford to inject Rs. 400 crores plus Rs. 270

crores—Rs. 670 crores—and then still say we would be able to contain inflation? Anyhow, as a person responsible for formulating the proposals before you, I do not have the confidence, rather I am quite sure, if such an amount is injected into the system, this is bound to lead to an inflationary situation which will affect more than anybody else the working class. This is most important. That is the justification and this is how we have looked at it, and I am sure, hon. members will have more opportunities to speak on this.

Here, also I would respectfully appeal, particularly to the labour leaders to take a more enlightened view and not to become another vested interest in it, because as far as working population is concerned, they are prepared to make this sacrifice. They are prepared to contribute to the welfare of the country as a whole. Let us not stand in the way. In a competitive bid for maintaining their leadership put forward greater and greater demand perhaps, their approach should be let off now at least and take the interest which is more beneficial to the country as a whole and the economy as a whole.

There are two more points to deal with. One is the question of foreign aid.

DR. KAILAS (Bombay South): For middle class, no relief is indicated in this Budget. I request, rather suggest raising the ceiling of income-tax exemption limit from Rs. 8,000 to Rs. 12,000. So many other members have also suggested the same. Let the hon Minister reply on this point.

SHRI C. SUBRAMANIAM: In July we raised the level from Rs. 6,000 to Rs. 8,000. Had we done it now, perhaps it might have gone as a package. As it was done six months back, it comes into effect along with this proposal. So far as relief is concerned, you will find the greatest relief comes to the small income group. It starts with Rs. 260 an odd. It comes down gradually and ultimately ends with Rs.

[Shri C. Subramaniam]

44. If you add these two—relief under the proposal here and the relief which had been given—the charge, that the lower income group would not have got adequate relief will not be substantiated. If you take into account the increase in the exemption limit for the smaller-income group you will find that there is greater relief to them. Of course, that is a minor matter because one thing I would say, when we think in terms of giving relief sometimes it is not possible to computerise it and give it in such an equitable manner and all that. But that aspect can always be looked into.

Now I will come to the subject of Foreign Aid. We are confronted with the question that we wanted to become net-zero borrower by the end of Fifth Plan and where are we now? I wish one could have control over the international situation. As you know, even before the oil price hike an inflationary situation crept in leading to oil crisis. That crisis itself is a reflection of the spiralling that has gone on in the international economy and the inflation has been on the rampage, if I may say so, during the last 2 or 3 years. And regarding our imports, mainly our major imports are Food, Fertilisers and Fuel, the Three F's. The prices of these three commodities have gone up significantly. Sometimes the price as far as food is concerned is more than three times, for petroleum and crude oil it is more than five times. I think the hon. Member Shri Gopalani made a suggestion that we should have no foreign aid and we should have no exports also. I don't know who gave him the philosophy.

AN HON. MEMBER: Mao.

SHRI DINEN BHATTACHARYYA (Serampore): He did not say that there should be no foreign aid. Kindly read his speech. He said that we should not depend upon foreign aid. That is what he said.

SHRI C. SUBRAMANIAM: I have read his speech; I know the source

of that speech also. If that is the policy, then, it will become insulated from the whole world and I do not know whether that is the philosophy we should adopt in the modern world. So, as far as that is concerned, because of the change in the international situation which affected our economy too, the trade gap has gone on increasing and certainly this has to be made up by finding our own efforts, exporting more and more, earning foreign exchange and also, to the extent possible, make it up by foreign assistance.

The hon. Member, Shri Indrajit Gupta made a mention of Asoka Mehta, but he got confused between investment and what we get as foreign loans. We get foreign assistance by way of loan sometimes under concessional terms; they are not attached to any strings; we take those loans; we use loan for whatever we like. This is different from inviting foreign investment.

SHRI INDRAJIT GUPTA: I asked to what extent it should be used for the purpose of supporting your Budget.

SHRI C. SUBRAMANIAM: I will come to that.

SHRI INDRAJIT GUPTA: You are not telling us where you get your resources from

SHRI C. SUBRAMANIAM: I have taken note of it. I will answer that point. One question was asked: If you go on borrowing at this rate do we have the capacity to re-pay?

It is only during the last two or three years that the tempo of borrowing also has gone up I do agree; but, if you look into the debt service charges we are incurring today, till recently—two years back—it was roundabout 28 per cent of our export earnings. Now 20 per cent is supposed to be a reasonable level—20 per cent of our export level in service of our debt is reasonable. To-day it has come down to 18 per cent. And, therefore, from

that point of view, we have not reached the danger mark. But, apart from that, ultimately, we will be able to repay by cutting down our imports as I have already explained it. Our major imports are fertiliser, oil and food. Fortunately I am sorry my good friend, Shri Malaviya has left this House to-day the oil prospects are so good that when these loans have to be paid, by that time at least because there is a gap of ten years' grace period, I have no doubt in my mind that the way in which our oil economy is developing—oil discoveries are developing—we shall be able to cut everything and, significantly our oil import during the coming decade. Even to that extent there would be a saving of foreign exchange. In the same way, in regard to food we are not going to be perpetual importers of food. I have no doubt in my mind that it should be possible for us even to cut down our imports. To-day we are reaching a level when we are able to maintain that tempo to see that the imports could be cut off. For fertiliser, fortunately, the capacity utilisation has been increasing. In 1975-76, there has been a record increase in the utilisation of the capacity and, therefore, the import of fertilisers has been brought down and that more fertiliser factories have been established here. If we are able to eliminate or cut down significantly the import of these three commodities we get the capacity to repay our loans whatever may be the loans, on this basis. After all, a businessman has to take into account that he should not be afraid of taking loans, but should not unfructuously use those loans and not be in a position to repay them later. But he should judiciously use it. To-day for investment he depends upon loans. It is only on that basis that he is building up an efficient business. A good businessman is able to build it up on the basis of loans and he is able to repay them. Therefore it ultimately depends upon how well we are able to perform in the implementation of various proposals. That is the last question I would like to answer because even some of the speeches which came from the learned friends opposite

indicated that this budget is going to be inflationary, particularly they mentioned the figure of Rs 320 crores. They said that this amount of Rs 320 crores is being used for loan purposes. Fortunately, this year, we have taken care to see that there is no deficit funding in any of our projects. We can take up more and more projects. But in all the projects which we have taken up, we have provided sufficient funds, therefore, for these purposes, additional resources may not be deployed and this deficit will have to be looked at from the total figure of Government expenditure or investment. When our budget is at the level of Rs 5,000 crores, certainly, Rs 300 crores will be a significant amount. But, when it becomes Rs 10,000 crores or Rs. 13,000 crores to-day, this Rs 320 crores becomes a small percentage of the total picture and, therefore, it is not the figure which is important but the percentage to the totality which is important and, if you take that into account I make bold to say that this is a reasonable risk which we are taking as far as this Rs 320 crores is concerned. But, as I said elsewhere, that is not inflationary. How we are going to utilise those funds which we have provided for investment is going to decide whether this budget is going to be inflationary or not. If again there is unfructuous implementation or lengthening of the projects instead of building them on schedule, I have no doubt in my mind that this might lead to inflation. But this is where our administrative system will have to be geared even information and monitoring systems will have to be built up and they are being built up and it is on this basis, by only improving our efficiency, and fortunately the national efficiency on the whole has improved and there is greater scope for improvement, and ultimately whether it is going to be inflationary or not depends upon our national efficiency and fortunately we have an atmosphere in which this national efficiency is improving, in spite of various forces working to the contrary the dominating force has become national force of efficiency, national force of discipline.

[Shri C. Subramaniam]

and on this basis I have faith, hope and confidence that we would have greater growth, greater prosperity and we will set in motion a new dynamism in our economy.

13 hrs.

श्री विनोद तिवारी (मोरीहारी) : अध्यक्ष महोदय, मैं काइनेस मिनिस्टर से एक सवाल पूछना चाहता हूँ। किसानों द्वारा पैदा की हुई चीजों, आहे खाने की चीज, आहे हो कैश-कप हो, की कीमतें ज्यादा गिर रही हैं बनिस्वत कारखानों से पैदा की हुई चीजों के। मैं जानना चाहता हूँ कि किसनों को राहत पठुचाने के लिए कोई प्राइम कमीशन बनाना चाहते हैं या नहीं?

अध्यक्ष महोदय : यह तो एर्डिकल्चर मिस्ट्री की बात अमेरी, तब पूछिंग।

श्री विनोद तिवारी : यह एर्डिकल्चर का सवाल नहीं है। पर्वी जी जवाब देने के लिए तैयार हैं?

अध्यक्ष महोदय : इनका अपको कई बार मोका पिलेगा।

श्री विनोद तिवारी : अध्यक्ष महोदय, मेरा सवाल मुझे जागे, इन्हिन्हीं नंबरों कीमतें कम गिर रही हैं और बंगाल के मम्मन की कीमतें ज्यादा गिर रही हैं। मैं यह महोदय मेरे प्रश्न का

[List of Demands for Grants on Account (General) for 1976-77, Voted by Lok Sabha]

No. of Demand	Name of Demand	Amount of Demand for Grant on Account	
		Revenue Rs.	Capital Rs.
MINISTRY OF AGRICULTURE AND IRRIGATION			
1 Department of Agriculture		35,63,000	..
2 Agriculture		10,84,74,000	92,74,33,000
3 Fisheries		1,95,84,000	27,23,000

*Moved with the recommendation of the President.

उत्तर देने के लिए तैयार हैं, आप उसके उत्तर दिलवा दीजिए।

भी सवाल साठे : अध्यक्ष महोदय, सवाल का जवाब दिलवा दीजिए, ये संतानियर मैम्बर हैं।

श्री विनोद तिवारी : मेरा एक छोटा सा सवाल है, इनका जवाब दिलवा दीजिए।

अध्यक्ष महोदय : और लोग भी सवाल पूछने लगें, छोड़ दिये।

13.02 hrs.

DEMANDS* FOR GRANTS ON ACCOUNT (GENERAL) 1976-77

MR. SPEAKER: Now we take up Demands for Grants on Account. The question is:

"That the respective 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, on account, for or towards defraining the charges during the year ending on the 31st day of March, 1977, in respect of the heads of demands entered in the second column thereof against Demands Nos 1 to 108."

The motion was adopted

165 D.G. on Account CHAITRA 3, 1898 (SAKA) 166
(Genl.) 1976-77 (Genl.) 1976-77

No. of Demand	Name of Demand	Amount of Demand for Grant on Account	
		Revenue Rs.	Capital Rs.
4	Animal Husbandry and Dairy Development . . .	6,14,51,000	64,33,000
5	Forest	1,76,62,000	13,33,000
6	Department of Food	62,11,78,000	3,91,38,000
7	Department of Rural Development	11,75,02,000	1,17,56,000
8	Department of Agricultural Research and Education	1,26,000	..
9	Payments to Indian Council of Agricultural Research	7,58,44,000	..
10	Department of Irrigation	2,24,71,000	1,13,08,000
MINISTRY OF CHEMICALS AND FERTILIZERS			
11	Ministry of Chemicals and Fertilizers	5,34,000	..
12	Chemicals and Fertilizers Industries	3 29 000	81 59 30 000
MINISTRY OF COMMERCE			
13	Ministry of Commerce	16,74,000	..
14	Foreign Trade and Export Production	34,99,48,000	64,06,47,000
MINISTRY OF COMMUNICATIONS			
15	Ministry of Communications	23,31,000	1,39,33,000
16	Ov erseas Communications Service	1,55,48,000	1,20,82 000
17	Posts and Telegraphs - Working Expenses	92 34 01 000	..
18	Posts and Telegraphs - Divided to General Revenue, Appropriations to Reserve Funds and Repayment of Loans from Govt. of India Revenues	25,66,96,000	..
19	Capital Outlay on Posts and Telegraphs	35,34,67,000	
MINISTRY OF DEFENCE			
20	Ministry of Defence	27,79,000	4,77,61,000
21	Defence Services - Army	2,74 05,56 000	..
22	Defence Services - Navy	28,03,71,000	..
23	Defence Services - Air Force	85,28,41,000	..
24	Defence Services - Pensions	19,09,37,000	..
25	Capital Outlay on Defence Services . . . . .	..	43,20,43,000
MINISTRY OF EDUCATION AND SOCIAL WELFARE			
26	Department of Education	23,90,000	..
27	Education	27,16,19,000	
28	Department of Social Welfare	2,26,38,000	..

No. of Demand	Name of Demand	Amount of Demand for Grant on account
MINISTRY OF ENERGY		
29	Ministry of Energy	8,87,000 ..
30	Power Development	9,19,81,000 18,20,10,000
31	Coal and Lignite	3,72,44,000 45,79,00,000
MINISTRY OF EXTERNAL AFFAIRS		
32	Ministry of External Affairs	15,85,19,000 1,79,17,000
MINISTRY OF FINANCE		
33	Ministry of Finance	5,63,24,000 ..
34	Stamps	2,98,82,000 30,71,000
35	Audit	10,83,10,000 ..
36	Currency, Corage and Mint	6,78,15,000 3,98,51,000
37	Pensions	10,50,00,000 ..
38	Transfers to State and Union Territory Governments	125,32,51,000 ..
39	Other Expenditure of the Ministry of Finance	33,13,39,000 34,93,56,000
40	Loans to Government Servants, etc.	8,83,33,000
DEPARTMENT OF REVENUE AND BANKING		
41	Department of Revenue and Banking	79,71,000 13,91,97,000
42	Customs	4,14,94,000 ..
43	Union Excise Duties	7,14,17,000 ..
44	Taxes on Income, Estate Duty, Wealth Tax and Gift Tax	6,83,33,000 ..
45	Opium and Alkaloid Factories	19,94,33,000 11,23,000
MINISTRY OF HEALTH AND FAMILY PLANNING		
46	Ministry of Health and Family Planning	11,54,000 ..
47	Medical and Public Health	15,22,01,000 7,22,37,000
48	Family Planning	12,70,48,000 1,67,000
MINISTRY OF HOME AFFAIRS		
49	Ministry of Home Affairs	36,10,000 ..
50	Cabinet	21,07,000 ..
51	Department of Personnel and Administrative Reforms	1,23,35,000 25,000
52	Police	31,46,80,000 50,00,000
53	Census	61,44,000 ..

No. of Demand	Name of Demand	Amount of Demand for Grant on account	Revenue Rs.	Capital Rs.
54	Other Expenditure of the Ministry of Home Affairs	22,75,29,000	6,21,87,000	
55	Delhi	18,70,87,000	8,33,05,000	
56	Chandigarh	2,68,91,000	1,01,89,000	
57	Andaman and Nicobar Islands	3,53,02,000	1,61,72,000	
58	Dadra and Nagar Haveli	31,44,000	22,61,000	
59	Lakshadweep	53,13,000	18,05,000	
MINISTRY OF INDUSTRY AND CIVIL SUPPLIES				
60	Ministry of Industry and Civil Supplies	56,66,000		
61	Industries	3,61,89,000	24,60,59,000	
62	Village and Small Industries	5,46,50,000	5,61,16,000	
63	Civil Supplies and Cooperation	1,12,19,000	4,67,27,000	
MINISTRY OF INFORMATION AND BROADCASTING				
64	Ministry of Information and Broadcasting	7,16,000		
65	Information and Publicity	2,47,98,000	19,25,000	
66	Broadcasting	6,73,23,000	3,55,69,000	
MINISTRY OF LABOUR				
67	Ministry of Labour	12,00,000		
68	Labour and Employment	7,33,46,000	1,65,000	
MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS.				
69	Ministry of Law, Justice and Company Affairs	3,65,54,000		
70	Administration of Justice	5,41,000		
MINISTRY OF PETROLEUM				
71	Ministry of Petroleum	7,65,000		
72	Petroleum and Petro-Chemicals Industries	9,24,35,000	48,55,05,000	
MINISTRY OF PLANNING				
73	Ministry of Planning	1,17,000		
74	Statistics	1,69,44,000		
75	Planning Commission	78,52,000		
76	Department of Science and Technology	1,80,19,000	24,83,000	
77	Survey of India	2,96,32,000		
78	Grants to Council of Scientific and Industrial Research	7,46,64,000		

No. of
Demand

Name of Demand

Amount of Demand for Grant
on accountRevenue
Rs. Capital
Rs.**MINISTRY OF SHIPPING AND TRANSPORT**

79	Ministry of Shipping and Transport	• • •	40,99,000	..
80	Roads	• • •	13,44,42,000	12,80,74,000
81	Ports, Lighthouses and Shipping	• • •	4,15,13,000	34,52,07,000
82	Road and Land Water Transport	• • •	17,51,000	2,90,90,000

MINISTRY OF STEEL AND MINES

83	Department of Steel	• • • • •	8,80,88,000	88,52,25,000
84	Department of Mines	• • • • •	4,75,000	..
85	Mines and Minerals	• • • • •	6,00,93,000	16,70,52,000

MINISTRY OF SUPPLY AND REHABILITATION

86	Department of Supply	• • • • •	3,89,000	..
87	Supplies and Disposals	• • • • •	1,33,06,000	..
88	Department of Rehabilitation	• • • • •	4,07,64,000	1,57,75,000

MINISTRY OF TOURISM AND CIVIL AVIATION

89	Ministry of Tourism and Civil Aviation	• •	7,96,000	..
90	Meteorology	• • • • •	1,87,89,000	33,87,000
91	Aviation	• • • • •	4,46,84,000	4,23,80,000
92	Tourism	• • • • •	64,32,000	71,23,000

MINISTRY OF WORKS AND HOUSING

93	Ministry of Works and Housing	• • •	9,88,000	..
94	Public Works	• • • •	9,51,07,000	2,45,86,000
95	Water Supply and Sewerage	• • •	22,22,000	..
96	Housing and Urban Development	• •	1,68,41,000	3,37,88,000
97	Stationery and Printing	• • •	4,76,22,000	..

DEPARTMENT OF ATOMIC ENERGY

98	Department of Atomic Energy	• • •	7,34,000	..
99	Atomic Energy Research, Development and Industrial Projects	• • • •	9,46,52,000	16,94,48,000
100	Nuclear Power Schemes	• • • •	6,42,05,000	9,18,93,000

DEPARTMENT OF CULTURE

101	Department of Culture	• • • •	1,25,44,000	..
102	Archaeology	• • • •	1,00,85,000	..

373 Appropriation (Vote CHAITRA 3, 1898 (SAKA) on Account) Bill Appropriation (Vote 174 on Account) Bill

No. of Demand	Name of Demand	Amount of Demand for Grant on account	
		Revenue Rs.	Capital Rs.
DEPARTMENT OF ELECTRONICS			
103	Department of Electronics	1,25,28,000	37,09,000
DEPARTMENT OF SPACE			
104	Department of Space	5,61,88,000	1,43,84,000
PARLIAMENT, DEPARTMENT OF PARLIAMENTARY AFFAIRS, SECRETARIATS OF THE PRESIDENT AND VICE-PRESIDENT AND UNION PUBLIC SERVICE COMMISSION			
105	Lok Sabha	76,19,000	..
106	Rajya Sabha	30,93,000	..
107	Department of Parliamentary Affairs	3,29,000	..
108	Secretariat of the Vice-President	95,000	..

13.04 hrs.

APPROPRIATION (VOTE ON ACCOUNT) BILL*, 1976

THE MINISTER OF FINANCE (SHRI C. SUBRAMANIAM) I beg to move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1976-77.

MR. SPEAKER The question is

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1976-77."

The motion was adopted

SHRI C. SUBRAMANIAM: I introduce the Bill.

I beg to move:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1976-77, be taken into consideration."

MR. SPEAKER: The question is:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1976-77, be taken into consideration."

The motion was adopted

MR. SPEAKER Now, we shall take up clauses

The question is

"That clauses 2 and 3, the Schedule, clause 1, the Enacting Formula and the Title stand part of the Bill"

The motion was adopted

Clauses 2 and 3, the Schedule, clause 1, the Enacting Formula and the Title were added to the Bill

SHRI C. SUBRAMANIAM. I beg to move

"That the Bill be passed"

MR. SPEAKER The question is:

"That the Bill be passed."

The motion was adopted

*Published in Gazette of India Extraordinary Part II, section 2, dated 15th March 1976.

†Introduced/Moved with the recommendation of the President.

13.06 hrs.

DEMANDS* FOR GRANTS (RAILWAYS), 1976-77

AND

SUPPLEMENTARY DEMAND* FOR GRANTS (RAILWAYS), 1975-76

MR. SPEAKER: The House will now take up discussion and voting on the (1) Demands for Grants in respect of the Budget (Railways), for 1976-77 and (2) Supplementary Demands for Grants in respect of the Budget (Railways) for 1975-76 for which 6 hours have been allotted.

There is a large number of cut motions to the Demands for Grants in respect of the Budget (Railways) for 1976-77. Honourable members present in the House who desire to move their cut motions may send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move.

DEMAND NO. 1—RAILWAY BOARD

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs. 2,59,94,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Railway Board'."

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs. 11,31,49,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 3—PAYMENTS TO WORKED LINES AND OTHERS

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs. 29,75,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Payments to Worked Lines and Others'."

DEMAND NO. 4—WORKING EXPENSES—ADMINISTRATION

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs. 158,69,09,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Working Expenses—Administration'."

DEMAND NO. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs. 627,72,40,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Working Expenses—Repairs and Maintenance'."

DEMAND NO. 6—WORKING EXPENSES—OPERATING STAFF

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs. 333,68,96,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of pay-

* Moved with the recommendation of the President.

177 D.G. (Rlys.), 1976-77 CHAITRA 3, 1898 (SAKA) D.G. (Rlys.), 1976-77 178
and D.S.G. (Rlys.) 1975-76

ment during the year ending the 31st day of March, 1977 in respect of 'Working Expenses—Operating Staff'."

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

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs. 294,47,26,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Working Expenses—Operation (Fuel)'."

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

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs 118,57,61,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Working Expenses—Operation other than Staff and Fuel'."

DEMAND NO. 9—WORKING EXPENSES—MISCELLANEOUS EXPENSES

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs. 57,85,48,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Working Expenses—Miscellaneous Expenses'."

DEMAND NO. 10—WORKING EXPENSES STAFF WELFARE

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs. 54,82,25,000 be granted to the

President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Working Expenses—Staff Welfare'."

DEMAND NO. 11—WORKING EXPENSES—APPROPRIATION TO DEPRECIATION RESERVE FUND

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs 135,00,00,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'"

DEMAND NO. 11A—WORKING EXPENSES—APPROPRIATION TO PENSION FUND

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs. 30,00,00,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Working Expenses—Appropriation to Pension Fund'."

DEMAND NO. 12—DIVIDEND TO GENERAL REVENUES AND CONTRIBUTION FOR GRANTS TO STATES IN LIEU OF PASSENGER FARE TAX

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs 207,59,82,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Dividend to General Revenues and Contribution for Grants to States in lieu of Passenger Fare Tax'."

179 D.G. (Rlys.), 1976-77 and D.S.G. (Rlys.) 1976-76

DEMAND NO. 13—OPEN LINE WORKS (REVENUE)

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs. 8,98,88,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Open Line Works (Revenue)'."

DEMAND NO. 14—CONSTRUCTION OF NEW LINES—CAPITAL AND DEPRECIATION RESERVE FUND

MR. SPEAKER: Motion moved

"That a sum not exceeding Rs. 42,52,80,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Construction of New Lines—Capital and Depreciation Reserve Fund'."

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

MR. SPEAKER: Motion moved

"That a sum not exceeding Rs 1,086,02,41,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

DEMAND NO. 16—PENSIONARY CHARGES—PENSION FUND

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs 25,19,29,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of pay-

MARCH 23, 1976 D.G. (Rlys.), 1976-77 and D.S.G. (Rlys.) 1976-76

ment during the year ending the 31st day of March, 1977 in respect of 'Pensionary charges—Pension Fund'."

DEMAND NO. 17—REPAYMENT OF LOANS FROM GENERAL REVENUES AND INTEREST THEREON—DEVELOPMENT FUND

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs. 8,46,70,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Repayment of loans from General Revenues and interest thereon—Development Fund'."

DEMAND NO. 18—APPROPRIATION TO DEVELOPMENT FUND

MR. SPEAKER Motion moved:

"That a sum not exceeding Rs 8,98,48,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Appropriation to Development Fund'."

DEMAND NO. 20—PAYMENTS TOWARDS AMORTISATION OF OVER-CAPITALISATION, REPAYMENT OF LOANS FROM GENERAL REVENUE AND INTEREST THEREON—REVENUE RESERVE FUND

MR. SPEAKER. Motion moved:

"That a sum not exceeding Rs 164,04,64,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Payments towards Amortisation of Over-capitalisation, Repayment of Loans from General Revenue and interest thereon—Revenue Reserve Fund'."

181 D.G. (Rly.s.), 1976-77 CHAITRA 3, 1898 (SAKA) D.G. (Rly.s.), 1976-77 182
and D.S.G. (Rly.s.) 1975-76 and D.S.G. (Rly.s.), 1975-76

DEMAND NO. 21—APPROPRIATION TO
ACCIDENT COMPENSATION, SAFETY AND
PASSENGER AMENITIES FUND

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs. 8,06,07,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Appropriation to Accident Compensation, Safety and Passenger Amenities Fund'."

DEMAND NO. 22—ACCIDENT COMPENSA-
TION, SAFETY AND PASSENGER AMENITIES
FUND

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs. 3,63,10,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Accident Compensation, Safety and Passenger Amenities Fund'."

DEMAND NO. 1—RAILWAY BOARD

MR. SPEAKER: Motion moved:

"That a supplementary sum not exceeding Rs. 20,16,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Railway Board'."

DEMAND NO. 2—MISCELLANEOUS EX-
PENDITURE

MR. SPEAKER: Motion moved:

"That a supplementary sum not exceeding Rs. 89,72,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 3—PAYMENTS TO WORKED
LINES AND OTHERS

MR. SPEAKER: Motion moved:

"That a supplementary sum not exceeding Rs. 5,94,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Payments to Worked Lines and Others'."

DEMAND NO. 4—WORKING EXPENSES—
ADMINISTRATION

MR. SPEAKER: Motion moved:

"That a supplementary sum not exceeding Rs. 21,52,46,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Working Expenses—Administration'."

DEMAND NO. 5—WORKING EXPENSES—
REPAIRS AND MAINTENANCE

MR. SPEAKER: Motion moved:

"That a supplementary sum not exceeding Rs. 55,87,25,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Working Expenses—Repairs and Maintenance'."

DEMAND NO. 6—WORKING EXPENSES—
OPERATING STAFF

MR. SPEAKER: Motion moved:

"That a supplementary sum not exceeding Rs. 29,73,75,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Working Expenses—Operating staff'."

183 D.G. (Rlys.), 1976-77 MARCH 23, 1976 D.G. (Rlys.), 1976-77 184
and D.S.G. (Rlys.) 1975-76 and D.S.G. (Rlys.), 1975-76

DEMAND No. 7—WORKING EXPENSES—
OPERATION (FUEL)

MR. SPEAKER: Motion moved:

"That a supplementary sum not exceeding Rs. 15,36,09,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Working Expenses—Operation (Fuel)'."

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

MR. SPEAKER: Motion moved:

"That a supplementary sum not exceeding Rs. 9,61,41,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Working Expenses—Operation Other than Staff and Fuel'."

DEMAND No. 9—WORKING EXPENSES—
MISCELLANEOUS EXPENSES

MR. SPEAKER: Motion moved:

"That a supplementary sum not exceeding Rs. 5,78,66,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Working Expenses—Miscellaneous Expenses'."

DEMAND No. 10—WORKING EXPENSES—
STAFF WELFARE

MR. SPEAKER: Motion moved:

"That a supplementary sum not exceeding Rs. 5,64,17,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Working Expenses—Staff Welfare'."

DEMAND No. 11A—WORKING EXPENSES
—APPROPRIATION TO PENSION FUND

MR. SPEAKER: Motion moved:

"That a supplementary sum not exceeding Rs. 7,50,00,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Working Expenses—Appropriation to Pension Fund'."

DEMAND No. 12—DIVIDEND TO GENERAL
REVENUES AND CONTRIBUTION FOR
GRANTS TO STATES IN LIEU OF PASSENGER
FARE TAX

MR. SPEAKER: Motion moved:

"That a supplementary sum not exceeding Rs. 36,99,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Dividend to General Revenues and Contribution for Grants to States in lieu of Passenger fare tax'."

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

MR. SPEAKER: Motion moved:

"That a supplementary sum not exceeding Rs. 116,13,01,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

DEMAND No. 16—PENSIONARY CHARGES
—PENSION FUND

MR. SPEAKER: Motion moved:

"That a supplementary sum not exceeding Rs. 8,01,79,000 be granted to the President out of the Consoli-

dated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Pensionary charges—Pension Fund'."

DEMAND NO. 17—REPAYMENT OF LOANS FROM GENERAL REVENUES AND INTEREST THEREON—DEVELOPMENT FUND

MR. SPEAKER: Motion moved:

"That a supplementary sum not exceeding Rs. 53,61,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect 'Repayment of loans from General Revenue and interest thereon—Development Fund'."

DEMAND NO. 21—APPROPRIATION TO ACCIDENT COMPENSATION, SAFETY AND PASSENGER AMENITIES FUND

MR. SPEAKER: Motion moved:

"That a supplementary sum not exceeding Rs. 23,71,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of Appropriation to Accident Compensation, Safety and Passenger Amenities Fund'."

13.07 hrs.

[MR. DEPUTY SPEAKER in the Chair]

*SHRI KRISHNA CHANDRA HALDER (Ausgram): Mr Deputy-Speaker, Sir, I rise to speak on the demands for grants Railways 1976-77 and the Supplementary demands 1975-76. First I will take up demand No. I 1976-77 concerning expenditure on the Railway Board. At the very outset I will stress that we consider the Railway Board as superfluous body I find that sum of Rs. 2,59,94,000 have been

provided for meeting the expenditure on the Railway Board. Last year the budget estimate for this was Rs. 2,50,31,000. In 1975-76 the number of staff and officers employed on the Railway Board was 1786. In 1976-77 that number has gone upto 1858. Thus, we find that the staff and expenditure on the Railway Board is ever increasing. What is the justification of this huge expenditure. The Railway Board is a legacy of the British period and it has no justification in the present changed circumstances. No other Ministry has a similar parallel organisation, yet they are working quite smoothly and efficiently. Therefore, I demand that the Railway Board should be wound up without delay. This will result not only in the saving of a huge amount of Railway revenue to the tune of Rs. 2 crores and 60 lakhs but will also result in speedier work by cutting redtape.

Now, Sir, I come to demand No. 5. In 1975-76 the amount allocated for repairs and maintenance was Rs. 513,83,41,000 but in 1976-77 that amount has been raised to Rs 672,72,40,000. Therefore much more amount has been allocated this year for repairs and maintenance. But we see in actual practice that the railway coaches particularly the 1Ind class coaches are not at all properly maintained. Their roofs leak during rains, few of them have fans, water is not often available in the lavatories. This is the position about maintenance. In the crowded suburban areas, the railway coaches are rarely cleaned and washed. Proper sweeping arrangements in these trains must be made. Every year the allegation for maintenance is only mounting. I of course do not say that funds should not be allocated for maintenance but attention should be paid to proper and satisfactory maintenance and repairs. In most of the stations, excepting a few big stations, adequate drinking water facilities are not provided. So far

*The original speech was delivered in Bengali.

[Shri Krishna Chandra Halder]
 I recollect, the Deputy Minister of Railways Shri Buta Singh had assured in his last year's speech that arrangements will be made for drinking water on the long distance trains. But till today arrangements for drinking water has not been made on the running trains. Sir, the EMU coaches on the suburban trains are in very poor shape. There are no shutters for windows, the roofs leak during rains. We want more amenities for the second class passengers. But neither the 2nd class nor the 1st class coaches on these suburban trains have any fans. This causes misery to the passengers in the summer season. I feel that the EMU coaches on the trains running between Burdwan and Howrah, Sealdah and Naihati, Howrah and Kharagpur and those running in the Diamond Harbour area are in dire need of replacement. These coaches have become very rickety and unless they are totally replaced, I fear some serious accident may take place. All these must be properly looked into. Sir, the railway track between Ahmedpur-Katwa and Burdwan-Katwa is in very poor shape. I have spoken earlier also that these tracks should be replaced. I will demand that the Burdwan-Katwa section may be electrified because this section connects two important lines running from Bankura-Barhaura-Farakka and on to Bihar and another line that maintains communication with Darjeeling, Assam etc. This Burdwan to Katwa line connects the above two important lines with the main line. Therefore it is very necessary that the Burdwan-Katwa Section is electrified. I will also demand that the Bankura-Damodar railway which runs in a backward area should be substantially improved. You had raised the passenger fares twice during the last year but proportionate passenger amenities had not been provided for the railway users. You talk of social service and all that but the railway passengers should also feel that something is being done for their benefit. The long

distance trains like the Grand Trunk express etc., are provided with a large number of first class coaches on such trains are reduced and replaced by more second class coaches, then the large number of travelling public will be benefited to a great extent. There will be less of overcrowding. The present system of berth-reservation should be further simplified so that the long distance travellers may be able to reserve their berths with ease and less irritation.

In demand No. 10, Rs. 54,32,25,000 have been provided for staff welfare during 1976-77. It was stated by the Government last year that they will open sufficient number of fair price shops at important railway centres. I want to know how many new fair price shops have been opened by the railway authorities during the course of last one year and the total number of such shops. Mr Deputy Speaker, Sir, you are aware that the railway employees are facing scarcity of living accommodation. Till this time hardly 40 per cent of them had been provided with accommodation. About 55 per cent to 60 per cent of the employees doing important and responsible work like the engineers, drivers and their helpers running the long distant trains and those running the administrative officers etc. have not been provided with quarters. No staff welfare worth the name is possible unless all of them are provided with staff quarters. What is the position about education facilities to the children of the railway employees? I would like to know whether educational facilities have been provided to the children of all the railway employees. Many railway employees have told me that proper education facilities have not been provided for their children. About medical facilities I will say that suitable medical facilities should be made available to all the railway employees in whatever position they may be. The gangmen, the casual workers, and other low paid employees must have adequate medical facilities and care. In the

context of staff welfare I would like to stress that no welfare measures can be effective unless good relationship is developed between the 16 to 17 lakhs railway employees and the railway administration. Cordial relationship cannot be developed through the 'emergency' or any type of forced discipline. Even now we find that about 1000 railway employees who were removed from service have not been taken back. All these employees dismissed during the May 1974 railway strike must immediately be reinstated otherwise this talk of staff welfare will be meaningless. In this context I will also say that resorting to strikes for pressing the workers' economic demands is a constitutional right of the workers and is perfectly justified. The right to strike has been recognised in the Constitution. However hard the Government may propagate to mislead the public opinion, the fact remains that the railway workers resorted to strike in 1974 for the redress of their economic demands. We find that the railway authorities spent crores of rupees for employing agents or black leggers to break up the legal strike of the railway workers. On the South-Eastern railway alone 3062 such black leggers were employed to break up the railway strike and a sum of Rs. 6 lakhs and 63 thousands were spent on them. The deductions made from the pay of the railway employees of S. E. railway for joining the strike amounted to Rs 62,90,000.

I want to quote from the audit report on the Railways for 1973-74. It has been said that if the railway authorities employ agents for breaking up strikes, it may have repercussions in other departments also I quote from page 63 of the audit report it says, "the Ministry of Railways, in relaxation of the restrictions imposed from 1963, informed the General Managers of Railways on 15th May 1974 that advance increments might be granted to loyal non-gated employees

not exceeding 4,500 on all the zonal railways, including the three Production Units." Then again it says "The increment was not to be granted to those working in administrative offices." Then again at page 84 it says, I quote "The number of employees to be granted advance increments was raised from 4,500 to 4,95,300. On 27th June 1974 the benefit of advance increment was extended to the officers and staff of the Ministry of Railways (Railway Board), Indian Railway Conference Association, Railway Service Commission, Metropolitan Transport Projects etc ... Their number was not to exceed 4,455, including 1,500 of the Railway Board." In this way the railway authorities has spent huge sums of money for employing the agents or black leggers. I again quote, from page 65 of the audit report which says, "the annual recurring liability because of pre-mature increments, is estimated to be about Rs 8 to 9 crores" This shows how fabulously Government have spent on these agents. The strike is over now, if the Government wants smooth running of the railways and good relations with its employees then they should give up this practice of maintaining agents or black leggers. The 5000 and odd casual workers who have been retrenched must be taken back on service and the thousands of contract labourer who are working on the railway, should be made quasi-permanent or permanent. The Government is also indulging in discrimination in the matter of various unions. Mr Samar Mukerjee has written to the hon. Railway Minister in this connection and I along with Mr Mukerjee went to see Shri Tripathi in order to bring to his notice what sort of discrimination is being practised regarding the Chittranjan Locomotives Works labour union. One of our workers was murdered there and the quarter of Shri Dilip Bose, Vice-President, CLW Labour Union, was set on fire, Shri Dilip Bose went to the local police station for lodging a complaint and to diarise his case. But the police

[Shri Krishna Chandra Halder]

arrested 62 workers of the labour union and not only that Dilip Bose, the aggrieved person who went to the police station to lodge the complaint was arrested under MISA. What a fantastic thing! Even now about 11 or 12 persons are in detention under MISA. The Sub-Divisional Magistrate, Asansol has passed strictures against the local police in this case. I had to give many quotations from the Magistrate's observations but since the time is very short I will only quote from the concluding portions of his orders to show how the police cook up and fabricate cases against genuine sufferers. I quote from the Magistrate's order: "I totally disagree with the final report submitted in this case by the Police and I am unable to accept it. In view of the powers vested in me under the code, I direct that proper and thorough investigation ought to be held again in this case to bring the miscreants to justice. Final report is not accepted."

When this matter was brought to the notice of the Railway Minister earlier, he stated that this is a matter falling under the State's jurisdiction. But I want to stress that with a view to developing good relations with the different Railway Unions, the Railway Minister should make independent inquiry in the above cases so that the miscreants may be brought to book and the relations with the railway employees may improve

Now I will speak a few things on demand No. 14 regarding construction of new lines for which 42,52,30,000 rupees have been provided. Out of this amount only one lakh rupees has been provided for the Howrah-Shakhalia Line in 1976-77. I do not know how far the work on this line can proceed with this meagre allocation. I will only request that work on this line may kindly be expedited. Again Rs. 10 lakhs only have been provided for the Howrah-Amta Railway line. I wonder when the work on

these lines will be completed? I will also request the hon. Minister to complete two important railway lines in Kerala which have been demanded by the State Government also. These lines are Trichur-Guruvayoor which is very important pilgrim centre and lakhs of pilgrims from all over India visit this place every year, the other line is coastal railway from Ernakulam to Quilon via Alleppey. These two important railway lines in Kerala may be completed soon. I will request that the Dharmanagar-Agartala railway line in Tripura may also be included in the list of new lines to be constructed.

In the end I will request that as I have said many times earlier also that the Burdwan-Asansol section may be declared as a suburban section and more trains may be introduced on this section connects Shantiniketan more trains may be given to the Burdwan-Rampurhat section since this section connects Shantiniketan where large number of people from all over India and abroad come. Therefore, more trains should be introduced on this section for the benefit of the visitors. With that I conclude my speech.

MR. DEPUTY-SPEAKER: Hon'ble Members may now move their cut motions.

SHRI KRISHNA CHANDRA HALDER (Ausgram): I beg to move:

"That the Demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to continue existing travelling by Express trains to the monthly ticket holders of Burdwan-Howrah and Katwa-Howrah suburban section of the Eastern Railway. (1)]

"That the Demand under the head 'Railway Board' be reduced to Re. 1"

[Curtailment of break journey facilities to the monthly ticket holders of the Eastern and South-Eastern Railway suburban sections. (2)]

193 D.G. (Rly.), 1976-77 CHAITRA 3, 1898 (SAKA) D.G. (Rly.), 1976-77 194
and D.S.G. (Rly.) 1975-76 and D.S.G. (Rly.), 1975-76

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1"

[Failure to provide more fast passenger trainings between Asansol—Howrah line (38)]

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1"

[Failure to provide more passenger trains from Rampurhat in Loopline section to Howrah, (40)]

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced to Re 1"

[Failure to declare Burdwan—Asansol as suburban section of Eastern Railway (41)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced to Re 1"

[Failure to construct double line in Khana Junction to Sahebganj loop line section of Eastern Railway (76)]

"That the demand under the Head Construction of new Lines—Capital and Depreciation reserve Fund be reduced to Re 1"

[Failure to construct Howrah—Sambhal Railway line (77)]

PROF S L SAKSFNA (Maharajganj) I beg to move

"That the demand under the Head Railway Board be reduced to Re 1"

[Refusal to provide coach attendant for each 1st class coach in A T Mail Vaishali Express and Gauhati Express and Shan Awadh Express on North Eastern Railway (3)]

"That the demand under the Head Railway Board be reduced to Re 1"

[Failure to provide a telegraph office at Gorakhpur Junction Railway Station (4)]

"That the demand under the Head Railway Board be reduced to Re 1"

[Failure to revise pay scales of coach attendants (5)]

"That the demand under the Head Railway Board be reduced to Re 1"

[Need for survey of the Railway line to connect Gorakhpur with Mahrajganj Nichlaul and Thuntibari (441)]

SHRI SAROJ MUKHERJEE (Katwa) I beg to move

"That the demand under the head Railway Board be reduced to Re 1"

[Functioning of the Railway Board which has been systematically failing to do away with red-tapism costing huge amount of money (164)]

"That the demand under the head Railway Board be reduced to Re 1"

[Refusal to abolish the Railway Board altogether and to make the Board members several joint secretaries to the Railway Ministry (165)]

"That the demand under the head Railway Board be reduced to Re 1"

[Non-compliance with the long standing demand of the people to abolish the separate post of Chairman of the Board and to make the Railway Minister the Chairman of the Board and to make the Railway Minister the Chairman of the Board (166)]

"That the demand under the head Railway Board be reduced to Re 1"

[Sticking to the good old policies of spending lot of money and time by adhering to the bureaucratic methods of functioning of the British days and not solving problems quickly on the spot (167)]

[Shri Saroj Mukherjee]

"That the demand under the head Railway Board be reduced to Re. 1"

[Failure to improve Railway finance. (168)]

"That the demand under the head Payments to Worked Lines and Others be reduced by Rs. 100."

[Decision to give subsidy to Arah-Sasaram Light Railway which money could be saved for actual take over of the said line. (169)]

"That the demand under the head Payment to Worked Lines and Others be reduced by Rs. 100."

[Subsidy to Arah-Sasaram line which neither benefits the employees financially nor helps the local people to avail of railway journey. (170)]

"That the demand under the head Payment to Worked Lines and Others be reduced by Rs. 100."

[Failure to adopt a reasonable decision in favour of travelling public of Bihar by nationalising Arah-Sasaram Railway, which, in the long-run, will add to the revenue of the Railway. (171)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re. 1"

[Absence of guarantee for workers' participation in management and various aspects of Railways for its all round improvement. (172)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re. 1"

[Non-acceptance of the suggestions given by the workers and employees' representatives in various zones for improvement of Railway service. (173)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re. 1"

[Refusal to meet the various urgent economic and demands of the workers and employees in various zones. (174)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re. 1"

[Wreaking vengeance on the staff who participated in the last general strike in the Indian Railways. (175)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re. 1"

[Failure to keep the promise given by the Ministry to reinstate all employees victimised during the last strike and thus to improve the labour relations in the Railways. (176)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re. 1000."

[Failure to cut down unnecessary travelling in saloons, A.C. first class and ordinary first class by higher officers in and out of season. (177)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Rs 100."

[Failure to stop unnecessary book-keeping and record keeping in various Departments and thus saving use of paper, reducing printing expenses and book-keeping expenses. (178)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Rs. 100"

[Failure to reduce drastically the highly paid supervising staff doing to actual work of the Railway. (179)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to do the repair and maintenance jobs in time thus leading to heavy loss due to damage caused to tracks, lines, coaches and engines. (180)]

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and D.S.G. (Rly.) 1975-76 and D.S.G. (Rly.), 1975-76

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure of promptly repairing and maintaining the EMU coaches in the suburban section of Sealdah and Howrah in Eastern Railway. (181)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to keep clean the local trains in suburban lines in Eastern and South Eastern Railways in Howrah and Sealdah which are damaged, defaced and shabby looking. (182)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need to give proper and prompt care to the coaches specially their latrines, bathrooms, fans and lights (183)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need to be very particularly about each train after coming to terminal stations in finding out the disorders in any sphere and to repair immediately to save a heavy damage and huge financial loss to the Railways (184)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need to increase the efficiency of damage inspecting staff (185)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need to clean and do minor repair jobs in every station where a train stops. (186)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Re. 1."

[Need for sufficiently and adequately increasing the expenditure on medical facilities, health and welfare services, educational assistance and training of staff, staff canteens and other amenities in the Railway. (187)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced to Re. 1."

[Failure to make available the staff amenities to the class IV employees as well as casual and manual labour in the Railways. (188)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Failure to Eastern Railway to build adequate number of quarters for class IV and other employees in various important stations (189)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Need to open more schools for the education of the lower grade employees in Eastern and South Eastern Railways in the jurisdiction of State of West Bengal. (190)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Need to open clubs and libraries for the use of railway workers and their family members in important railway centres. (191)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to reduce the railway fare for suburban lines for passengers travelling below 100 Km. (192)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to allow the monthly ticket holders to break journey, which is necessary for passengers, travelling by the EMU Coaches that do not provide for any latrines or urinals. (193)]

[Shri Saroj Mukherjee]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to reduce the fare for the monthly ticket holders who should get special benefit than ordinary travellers. (194)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to beautify the EMU Coaches and local trains. (195)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to protect the travelling passengers from snatchers, robbers and bandits (196)]

"That the demand under the head Construction of new Lines—Capital and Depreciation Reserve Fund be to Re 1"

[Minimising the expenditure to an appalling extent for construction of new lines. (197)]

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced to Rs 1"

[Reduction of the annual average of new lines in the coming year to only 86 kilometres from an annual average of 283 3 kilometres since 1950, which is dangerous for the future growth of Indian Railways for national progress (198)]

"That the demand under the head Construction of new Lines—Capital and Depreciation Reserve Fund be reduced by Rs 100"

[Failure of building Howrah-Amta-Makhera broad gauge line for the last three years (199)]

"That the demand under the head Construction of new Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to link up Bankura with Burdwan junction by making the BDR a broad gauge line and erecting a railway line over the Damodar bridge. (200)]

"That the demand under the head Construction of new Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to link up Burdwan-Katwa-Ahmadpur by a broad gauge line in place of the present BK-AK railways (201)]

"That the demand under the head Open Line Works—Capital Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to introduce suburban trains between Burdwan-Asansol and Durgapur-Asansol to help the growing industrial potentiality of the area (202)]

"That the demand under the head Open Line Works—Capital Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to increase the number of shuttle trains between Burdwan-Asansol and Panagar-Asansol in view of growing traffic in the zone (203)]

"That the demand under the head Open Line Works—Capital Depreciation Reserve Fund and Development Fund be reduced by Rs 100"

[Need to increase the No of FMU coaches between Ranaghat-Sealdah and Bangaon-Sealdah (204)]

"That the demand under the head Open Line Works—Capital Depreciation Reserve Fund and Development Fund be reduced by Rs 100"

[Need of electrification of Bandel-Katwa line (205)]

"That the demand under the head Open Line Works—Capital Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to build rest shelters for licensed porters and others at major rail-

201 D.G. (Rly.s.), 1976-77 CMATTRA 3, 1898 (SARAY) D.G. (Rly.s.), 1976-77 202
and D.S.G. (Rly.s.) 1975-76 and D.S.G. (Rly.s.), 1975-76

way stations in Eastern and South Eastern Railways (206)]

"That the demand under the head Open Line Works—Capital Depreciation Reserve Fund and Development Fund be reduced by Rs 100"

[Need to beautify the railway platforms at stations between Howrah to Asansol and Bandel to Katwa (207)]

"That the demand under the head Pensionary charges—Pension Fund be reduced by Rs 100"

[Need to increase the number and amount of family pension in all the zonal railways which are very meagre, excepting Western, Northern and Southern Railways (208)]

"That the demand under the head Pensionary charges—Pension Fund be reduced by Rs 100"

[Need to increase compassionate allowance, in all the zonal railways where large number of applications are pending (209)]

"That the demand under the head Pensionary charges—Pension Fund be reduced by Rs 100"

[Delay in sanctioning and paying the retirement benefits to the employees in all the railways (210)]

"That the demand under the head Pensionary charges—Pension Fund be reduced by Rs 100"

[Need of accounting, clearing and paying the retirement benefits to the employees on the day of retirement itself and the need to compute the figures as the services move on year to year (211)]

"That the demand under the Head Pensionary Charge—Pension Fund be reduced to Rs 100"

[Need to make a provision in the form of a rule that the superior officer who is incharge of finally sanctioning retirement benefit in case of delay or harassment to any retiring employee is punished (212)]

"That the demand under the Head Pensionary Charges—Pension Fund be reduced by Rs 100"

[Need to increase the rate of invalid pension in all the railways (213)]

"That the Demand under the Head Appropriation to Accident Compensation, Safety and Passenger Amenities Fund be reduced by Rs 100"

[Need to build platforms and covers and overbridges in congested stations between Howrah-Burdwan and Bandel-Katwa lines as safety measures (214)]

"That the demand under the Head Appropriation to Accident Compensation, Safety and Passenger Amenities Fund be reduced by Rs 100"

[Need to increase the budget for compensation payments for passengers involved in accidents (215)]

"That the demand under the head Appropriation to Accident Compensation, Safety & Passenger Amenities Fund be reduced by Rs 100"

[Need of building an overbridge in Guptipara station in Bandel-Katwa line and also one more overbridge in Katwa station for the people going over to A K line (216)]

"That the demand under the head Accident Compensation Safety and Passenger Amenities Fund be reduced by Rs 100"

[Need to provide one privy at least in every EMU coach in suburban line (217)]

SHRI AJIT KUMAR SAHA
(Vishnupur) I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

[Failure to reconstitute or abolish the Railway Board (245)]

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 and D.S.G. (Rly.) 1975-76 and D.S.G. (Rly.), 1975-76

[Shri 'Ajit Kumar Sahai]

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Failure to reduce the number of Directors in the Rly. Board (246)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure of the Board to effect economy in the Railways (247)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure of the Board to take back retrenched workers who participated in the strike of 1974 (248)]

"That the demand under the head Railway Board be reduced by Rs 100."

[Failure of the Board of finish the projects in their scheduled time (249)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure of the Board to make the railway factories work to their full capacity (250)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Delay of going on with the work of the Calcutta tube railways (251)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to have electrification of Kharagpur-Adra line in the SE Railway (252)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure of running express train in Kharagpur-Adra section (253)]

[Failure to convert Bankura-Damodar railway into broad gauge (254)]

"That the demand under the head Payments to Worked Lines and Others be reduced by Rs. 100."

[Stoppage of the work of Howrah-Amta line (255)]

"That the Demand under the head Payments to Worked Lines and Others be reduced by Rs. 100."

[Failure of taking over Arrah-Sasaram Light Railway (256)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100"

[Failure in providing amenities to 2nd class passengers (257)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100"

[Failure of providing good food for passengers in the trains. (258)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure of building adequate no. of quarters for Rly. workers (259)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Extravagance in furnishing the offices of General Managers and Divisional Superintendents (260)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure of the Railway in reducing saloon cars and inspection cars (261)]

305 D.G. (Rlys.), 1976-77 CHAITRA 3, 1898 (SAKA) D.G. (Rlys.), 1976-77 206
and D.S.G. (Rlys.) 1975-76
and Maintenance be reduced by Rs. 100."

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure of taking in adequate no. of workers from Scheduled Castes and Scheduled Tribes (262)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Illegal possession of Railway land by Allahabad Bank at Adra (SE Rly). (271)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to reappoint casual workers who participated in strike of May, 1974 (272)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Use of Rly. employees by the high officers, as domestic servants or for personal work (273)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Attempt of raising the price of monthly tickets in suburban trains (274)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Reduction of facilities to railway employees (275)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to reduce working hours of certain categories of railway workers (276)]

"That the demand under the head Ordinary Working Expenses—Repairs

[Failure in providing better coaches to 2nd class passengers (277)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to provide more sleeper coaches in long distance trains (278)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to stop import of components of Railway coaches (279)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Malpractices in letting out Railway lands. (280)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to have timely repairs of passenger coaches (281)]

"That the Demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure of providing more platforms at Howrah station. (282)]

"That the demand under the head Ordinary Expenses—Operating Staff be reduced by Rs. 100."

[Failure to stop theft and robbery in running trains. (283)]

"That the demand under the head Ordinary Expenses—Operating Staff be reduced by Rs. 100."

[Extention to and re-appointment of superannuated workers for unknown reasons. (284)]

"That the demand under the head Ordinary Expenses—Operating Staff be reduced by Rs. 100."

[Shri Ajit Kumar Saha]

[Need to check over-crowding in the passenger trains. (285)]

"That the demand under the head Ordinary Expenses—Operating Staff be reduced by Rs. 100."

[Forced retirement of Rly. workers without any reason. (286)]

"That the demand under the head Ordinary Expenses—Operating Staff be reduced by Rs. 100."

[Failure of the Railway to confirm the services of its workers even after 10 to 15 years of services. (287)]

"That the demand under the head Ordinary Expenses—Operating Staff be reduced by Rs. 100."

[Need for regularisation of the services of R.E. workers in the Rlys. (288)]

SHRI C. H. MOHAMED KOYA (Manjeri): I beg to move:

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to provide more jobs to people belonging to minority communities in the Railway (302)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to conduct a survey for a new railway line from Feroke to Melattur (Southern Railway). (303)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Necessity for improving the facilities at Calicut Railway Station (308)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Necessity for opening the road going through Calicut railway colony for public (309)]

208
"That the demand under the head Railway Board be reduced by Rs. 100."

[Necessity of electrifying the trains in Kerala region where electricity is cheap (310)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Necessity for having one more overbridge at Calicut. (311)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Necessity for extending the Shornur-Nilambur Rly. to Calicut and have a survey for that (312)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Delay in constructing the Kutticpuram-Gurvayoor Trichur Rly. (313)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Delay in constructing the Cochin-Alleppey Rly. line (314)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to complete the Trivandrum-Kanyakumari Rly. line (315)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for having more trains between Cannanore & Quilon in Southern Railway (316)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Necessity for constructing an overbridge at Kuttippuram. (317)]

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and D.S.G. (Rlys.) 1975-76 and D.S.G. (Rlys.), 1975-76

SHRI SARJOO PANDEY (Ghazi-
pur); I beg to move:—

“That the demand under the head
Railway Board be reduced to Re. 1”

[Failure to provide facilities on
Allahabad-Chupra line on N.E. Rail-
way (321)].

“That the demand under the head
Railway Board be reduced to Re 1”

[Failure to provide safety to rail
passengers (322)].

“That the demand under the head
Railway Board be reduced to Re. 1”

[Failure to construct broad gauge
line from Chupra to Allahabad (323)].

“That the demand under the head
Railway Board be reduced to Re 1”

[Failure to construct a rail bridge
over Ganga river at Ghazipur thereby
connecting the metre gauge with
broad gauge line (324)].

“That the demand under the head
Railway Board be reduced by
Rs 100”

[Need to provide crossing over-
way stations from Chhura to Allah-
abad on N.E. Railway (325)].

“That the demand under the head
Railway Board be reduced by
Rs. 100.”

[Need to provide crossing over-
bridge at Ballia on Chupra-Allahabad
line on N.E. Railway (326)].

“That the demand under the head
Railway Board be reduced by
Rs 100”

[Failure to reconstitute the Railway
Board (327)].

“That the demand under the head
Railway Board be reduced by
Rs. 100.”

[Failure in reinstating the em-
ployees who participated in the 1974
strike (328)].

“That the demand under the head
Railway Board be reduced by
Rs. 100.”

[Failure of the Railway Board in
effecting economy in the Railways
(329)].

“That the demand under the head
Railway Board be reduced by
Rs. 100.”

[Failure to introduce fast running
trains on Chupra-Allahabad line (N.E.
Railway) (330)].

“That the demand under the head
Railway Board be reduced by
Rs. 100.”

[Delay in the construction of Delhi-
Shahdra railway line (331)].

“That the demand under the head
Ordinary Working Expenses—Ad-
ministration be reduced by Rs 100”

[Failure to provide facilities to
second class passengers (332)].

“That the demand under the head
Ordinary Working Expenses—Ad-
ministration be reduced by Rs 100”

[Lack of catering facilities on rail-
ways (333)].

“That the demand under the head
Ordinary Working Expenses—Ad-
ministration be reduced by Rs 100”

[Failure to reduce the number of
saloons and to prevent their misuse
(334)].

“That the demand under the head
Ordinary Working Expenses—Ad-
ministration be reduced by Rs. 100”

[Failure to recruit adequate number
of Scheduled Castes and Scheduled
Tribes employees in the railways
(335)].

“That the demand under the head
Ordinary Working Expenses—Ad-
ministration be reduced by Rs. 100.”

[Failure to provide adequate num-
ber of residential quarters to the rail-
way employees (336)].

211	D.G. (Rly.), 1976-77 and D.S.G. (Rly.) 1975-76	MARCH 23, 1976	D.G. (Rly.), 1976-77 and D.S.G. (Rly.), 1975-76	212
SHRI DINEN BHATTACHARYA (Serampore): I beg to move:—			“That the demand under the head Railway Board be reduced to Re. 1.”	
“That the demand under the head Railway Board be reduced to Re. 1.”	[Continuance of the Railway Board (337)].		[Continuance of casual labour for the jobs of permanent nature (383)].	
“That the demand under the head Railway Board be reduced by Rs. 100.”	[Maintaining a top-heavy administration (338)].		“That the demand under the head Railway Board be reduced to Re. 1.”	[Discriminatory promotion policy (384)].
“That the demand under the head Railway Board be reduced to Re. 1.”	[Maintaining A.C.C. 1st class in Rajdhani and Mail and Express trains causing heavy loss to the railway finance (339)].		“That the demand under the head Railway Board be reduced by Rs. 100.”	[Need to broaden ‘subway’ on the northern side of Konnagar station of E. Railway (385)].
“That the demand under the head Railway Board be reduced to Re. 1.”	[Continuing the existing abnormally high fares for the long distance passengers of 1Ind class (340)].		“That the demand under the head Railway Board be reduced by Rs. 100.”	[Need for construction of flyovers in Serampore and Baidyabati on National Highway No 2 over which Railway line crosses (386)].
“That the demand under the head Payments to Worked Lines and Others be reduced by Rs. 100”	[Need for taking over Arrah-Sasaram Light Railway (347)].		“That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100.”	[Need for better maintenance of E.M.U coaches in S.E. Railway and Eastern Railway suburban sections (387)].
“That the demand under the head Payments to Worked Lines and Others be reduced by Rs. 100”	[Need to complete the laying of broad gauge line in Howrah-Amra and Howrah-Sheakhala section (348)].		“That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100.”	[Need to arrange for better and speedy replacement of lights, fans and window shutters of E.M.U coaches (388)].
“That the demand under the head Payments to Worked Lines and Others be reduced by Rs. 100”	[Need for the electrification of Bandel-Katwa section of Eastern Railway (349)].		“That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100.”	[Need for prompt and adequate supply of rolling stocks of better quality for all the Railways (389)].
“That the demand under the head Payments to Worked Lines and Others be reduced by Rs. 100.”	[Need to take up the work for remodelling of Bandel station of Eastern Railway (350)].			

213	D.G. (Rly.), 1976-77 CHAITRA 3, 1898 (SAKA) D.G. (Rly.), 1976-77 and D.S.G. (Rly.) 1975-76	214. and D.S.G. (Rly.), 1975-76
	"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."	[Need to abolish the contract system in the Railways (352)].
	[Need for better maintenance of trains specially long distance trains while in running stage (390)].	"That the demand under the head Railway Board be reduced to Re. 1"
	"That the demand under the Head Accident Compensation, Safety and Passenger Amenities Fund be reduced by Rs. 100."	[Failure to ensure participation of railway workers in the management (353)].
	[Need for better maintenance of food supply in the long distance trains (391)].	"That the demand under the head Railway Board be reduced to Re. 1."
	"That the demand under the head Accident Compensation, Safety and Passenger Amenities Fund be reduced by Rs 100."	[Failure to remove from service the officers and employees following the Anand Marg and RSS on N.E. and Eastern Railway (355)].
	[Need for better security arrangements in all long distance trains (392)].	"That the demand under the head Railway Board be reduced to Re. 1"
	"That the demand under the head Accident Compensation, Safety and Passenger Amenities Fund be reduced by Rs 100."	[Dismissal of workers engaged in legitimate trade union activities on North Eastern and Southern Railways (356)]
	[Need for supply of drinking water on all the suburban stations of E Railway and S.E. Railway (393)]	"That the demand under the head Railway Board be reduced to Re. 1"
	"That the demand under the head Accident Compensation, Safety and Passenger Amenities Fund be reduced by Rs. 100."	[Need to withdraw the illegal recognition granted to unregistered bogus union on North Eastern Railway (357)]
	[Need for introducing more trains to and from on Howrah-Burdwan and Howrah-Katwa, Eastern Railway (394)].	"That the demand under the head Railway Board be reduced to Re. 1."
	SHRI BHOGENDRA JHA (Jainagar): I beg to move:—	[Granting recognition to an unregistered bogus Rail Mazdoor Union instead of the duly registered and already recognised union of the same name on North Eastern Railway (358)].
	"That the demand under the head Railway Board be reduced to Re. 1."	"That the demand under the head Railway Board be reduced by Rs. 100."
	[Need to abolish the Railway Board (351)].	[Need to restore the old railway line which was washed away between Nirmal and Thurbhita in Samastipur Division of North Eastern Railway by constructing a bridge on the Kosi (359)].
	"That the demand under the head Railway Board be reduced to Re. 1."	

[Shri Bhogendra Jha]

"That the demand under the head Railway Board be reduced by Rs 100"

[Need to augment the income of Railways as well as the forest wealth of the country by planting mango and other fruit trees on both sides of the railway line throughout the country (360)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Delay in constructing Jhunjharpur-Lokhabazar line in Samastipur Division of N E Railway (361)].

"That the demand under the head Railway Board be reduced by Rs 100"

[Delay in constructing the proposed Sakri-Hasanpuri line in Samastipur Division of N R Railway (362)]

"That the demand under the head Railway Board be reduced by Rs 100"

[Delay in converting Samastipur-Darbhanga line, N E Railway into a broad gauge line (363)]

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure in converting the metre gauge line from Samastipur to Raxaul via Darbhanga, N.R. Railway, into a broad gauge line (364)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to run New Delhi-Muzaffarpur Jayanti Janta daily (365)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to reduce the gap between

the departure and arrival time of Muzaffarpur-New Delhi Jayanti Janta by two hours (366)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Repression of the office bearers and members of the N R Railway Mazdoor Union (Regd.) in Samastipur and other Division (367)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to accord recognition to N.E Railway Mazdoor Union (Regd.) (368)]

"That the demand under the head Railway Board be reduced by Rs 100"

[Delay in converting the road across the line on the north side of Darbhanga Junction in Samastipur Division, N R Railway into an over-bridge (369)]

"That the demand under the head Railway Board be reduced by Rs. 100"

[Awarding contract to private contractors in preference to the cooperative societies of reailers at Darbhanga and Muzaffarpur Junctions of Samastipur Division, N R Railway (370)]

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to construct Sitamarhi-Jaynagar-Lokhabazar line in Samastipur Division, N. E. Railway (371)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Delay in converting Barabanki-Sonepur Metre Gauge line, N E Railway into broad gauge line (372)]

237 D.G. (Rly.), 1976-77 CHAITRA 3, 1898 (SAKA) D.G. (Rly.), 1976-77 218
and D.S.G. (Rly.) 1975-76 and D.S.G. (Rly.), 1976-76

SHRI MOHAMMAD ISMAIL
(Barrackpur): I beg to move:—

“That the demand under the head Railway Board be reduced to Re. 1.”

[Maintaining the Railway Board which is costing huge amount to the exchequer (375)]

“That the demand under the head Railway Board be reduced to Re. 1.”

[Maintaining a top heavy administration causing a serious drain on the finances of the Railways (376)]

“That the demand under the head Railway Board be reduced to Re. 1.”

[Continuance of casual labour for the jobs of permanent nature (377)]

“That the demand under the head Railway Board be reduced to Re. 1.”

[Discriminatory promotion policy (378)]

“That the demand under the head Payments to Worked Lines and Others be reduced by Rs. 100.”

[Need for the taking over of Arrah-Sasaram Light Railway (379)]

“That the demand under the head Accident Compensation Safety and Passenger Amenities Fund be reduced by Rs 100”

[Need for better arrangements to supply qualitative food in the long distance trains (380)]

“That the demand under the head Accident Compensation Safety and Passenger Amenities Fund be reduced by Rs. 100.”

[Need for supply of drinking water on all the suburban stations in E. Railway and S. E. Railway (381)]

“That the demand under the head Accident Compensation Safety and Passenger Amenities Fund be reduced by Rs. 100.”

[Need for introducing more trains between Howrah and Burdwan and

Howrah and Patna of E. Railway (382)]

SHRIMATI PARVATHI KRISHNAN (Coimbatore): I beg to move:—

“That the demand under the head Railway Board be reduced to Re. 1”

[Failure to fulfil assurances of Ministers regarding reinstatement of workers victimised after 1974 strike and withdraw cases against them (407)]

“That the demand under the head Railway Board be reduced to Re. 1.”

[Failure to evolve a rational Railroad transport policy (408)]

“That the demand under the head Railway Board be reduced to Re. 1.”

[Failure to take action against the senior official of Lucknow Division, N. E. Railway, for insulting behaviour towards members of Contract Labour (Railway Loco Sheds) Enquiry Committee (409)]

“That the demand under the head Railway Board be reduced to Re. 1.”

[Failure to reorganise railway finances and streamline them in accordance with the needs of the times (410)]

“That the demand under the head Railway Board be reduced to Re. 1.”

[Failure to abolish saloons and luxury travel of Ministers and officials (411)]

“That the demand under the head Railway Board be reduced to Re. 1.”

[Misuse of emergency powers in unfair retirement of loyal personnel in Gonda Loco Shed, Lucknow Division of North Eastern Railway (412)]

“That the demand under the head Railway Board be reduced to Re 1”

[Failure to grant recognition to Integral Coach Factory Workers Union affiliated to AITUC (413)]

219	D.G. (Rly.), 1976-77 and D.S.G. (Rly.) 1975-76	MARCH 28, 1978	D.G. (Rly.), 1976-77 and D.S.G. (Rly.), 1975-76	220
	(Shrimati Parvathi Krishnan.)		"That the demand under the head Railway Board be reduced to Re. 1."	
	"That the demand under the head Railway Board be reduced to Re. 1."		[Failure to speed up electrification of Madras-Trivellore and Madras-Vijayawada sections of Southern Railway (414)]	
	"That the demand under the head Railway Board be reduced to Re. 1."		[Failure to extend Mangal re-New Delhi Jayanti Janta Express to Amritsar (422)]	
	[Delay in electrification of Villupuram-Trichy section of Southern Railway (415)]		"That the demand under the head Railway Board be reduced to Re. 1."	
	"That the demand under the head Railway Board be reduced to Re. 1."		[Failure to abolish the Railway Board and reorganise it with Minister of Railways as ex-officio Chairman (423)]	
	(Refusal to recognise the legally registered North Eastern Railwaymen's Union and recognising instead an unregistered union (416)]		"That the demand under the head Payments to Worked Lines and Others be reduced to Re. 1."	
	"That the demand under the head Railway Board be reduced to Re. 1."		[Need to speed up the new project work on Kanyakumari and Trivandrum Railway link (424)]	
	[Refusal to take action against officers responsible for neglect leading to theft of imported ball bearings in Integral Coach Factory, Perambur (417)]		"That the demand under the head Payments to Worked Lines and Others be reduced to Re. 1."	
	"That the demand under the head Railway Board be reduced to Re. 1."		[Failure to stop contribution of Railways to lines run by private companies (425)]	
	[Failure to evolve a system of workers' participation in management at all levels and associating all registered union (418)]		"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re. 1."	
	"That the demand under the head Railway Board be reduced to Re. 1."		[Failure to provide upgrading posts in class II, class III and class IV as recommended by Administrative Reforms Commission (426)]	
	[Interference of administration in the internal affairs of S. E. Railwaymen's Union (419)]		"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re. 1."	
	"That the demand under the head Railway Board be reduced to Re. 1."		[Failure to introduce stringent economy in travelling and other expenses of members of Railway Board and other class I Officers (427)]	
	[Refusal to provide separate coach attendants to each railway coach in all passenger, mail and express trains (420)]		"That the demand under the head Pensionary Charges—Pension Fund be reduced to Re. 1."	
	"That the demand under the head Railway Board be reduced to Re. 1."		[Failure to increase pensionary benefits of pensioners as has been done in other services (428)]	
	[Failure to include the extending of broad gauge link from Trichy via Dindigul to Tuticorin in Plan for 1976-77 (421).]		"That the demand under the head Railway Board be reduced by Ra. 100."	

221 D.G. (Rlys.), 1976-77 CHAITRA 3, 1898 (SAKA) D.G. (Rlys.), 1976-77 222
and D.S.G. (Rlys.) 1975-76 and D.S.G. (Rlys.), 1975-76

[Failure to stop the practice of asking railway employees to work as domestic servants in the houses of officers (429)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100."

[Failure to settle the cases of promotion of section controllers in Olavakkot Division even after court judgment setting aside these reversions (430)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Need to review the wage structure of watch and ward staff not covered by III Pay Commission (431)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100."

[Upgradation of posts of Record Suppliers in ICF, Parembur, with retrospective effect (432)]

"That the demand under the head Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs 100"

[Delay in arranging for priority loading of edible salt from small and medium producers, particularly around Vedaranniyam, Tamil Nadu (433)]

"That the demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100."

[Need for manning of level crossings and introduction of new crossings (434)]

"That the demand under the Head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100."

[Delay in undertaking the construction of over-bridges in Southern Railway Zone (435)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100"

[Failure to provide woollen clothing to gangmen in winter on Nilgiri Section of Southern Railway (436)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs 100"

[Failure to provide adequate footwear to gangmen (437)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Need to provide raincoats and protective clothing to gangmen during monsoons (438)]

"That the demand under the head Open Line Works (Revenue) be reduced by Rs. 100."

[Lack of facilities to Travelling Ticket Collectors in Olavakkot Division of Southern Railway (439)]

"That the demand under the head Open Line Works (Revenue) be reduced by Rs. 100"

[Failure to provide fair price shops of all essential commodities in all Railway centres where 300 families reside (440)]

SHRI D K PANDA (Bhanjanagar):
I beg to move

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to cancel unreasonable and deliberate transfers of office bearers of the South Eastern Railwaymen's Union designed to weaken the union and unity among the workers (441)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct the Talcher-Bimlagarh railway line in S E Railway (443)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Shri D. K. Panda]

[Need to reorganise the Railway Board with workers' representatives and the Railway Minister as Chairman (444)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to change the anti-labour policy of the Railway Board (445)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to extend the Puri-Vizianagram Express to Titulagarh (446)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to rehabilitate the discharged employees involved in the railway strike in 1974 (447)]

"That the demand under the head Railway Board be reduced by Rs 100."

[Need to provide all amenities to South Eastern Railwaymen's Union including telephone connections for their offices on equal footing with other unions (448)]

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to reconsider the cases of those railway workers whose appeals have been rejected with a view to reinstating them (449)]

"That the demand under the Head 'Railway Board' be reduced by Rs 100."

[Need to provide for sufficient funds for expeditious construction of Jakhapur-Bansapani railway line in Orissa (450)]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to make provision for a new railway line from Gopalpur to Balangir in Orissa via Berhampur railway station, Asha, Bhanjanagar and Phubabani (451)]

श्री देवदारा सिंह : (होशियारपुर) विधी स्पीकर साहब, मैं इस डिमांड पर बहुत उदादा बोलना नहीं चाहता, लेकिन कुछ मोर्डेंस आप के सामने लाना चाहता हूँ जो कि इस बारे में जाही चा सकती है। जहाँ तक बजट का ताल्लुक है उस पर काफी डिस्काम हो चुका है और उस के बारे में सब लोगों ने कहा है कि इस बजट में कुछ आमदारी हुई है, जो एक खुशी की बात है। यह सेन जो इन को हुई है वह इस बजह से हुए है कि हमरक्षेत्री से डिस्ट्रिक्ट-लन पैदा किया है, इस में कोई दो राय नहीं है।

मैं सिर्फ एक पौर्वांट कहना चाहता हूँ और वह यह है कि जहा आप ने इन्हें नेम किये हैं वहा आप ने और भी स्टैम लिए हुए जिस से कि इत्तीर्ण तौर पर उत्तर कोई ट्रैफिक चल रहा था वह बन्द हुआ, और वर्तीर टिकट जो लोग चलते थे उन की रोकथाम की होगी, जो आपूर बर्तीर टिकट के लोगों को सफर करवाते थे उन की रोक थाम की होगी। मेरी शिवायत यह है कि मैं उम इलाये से आता हूँ जहाँ के लिए आप रोज यह कहते हैं कि पंजाब में बहुत उदादा आना ज होता है और उस ने लोगों को भूमे मरने से बचाया है। इस बारे में बार-बार बात की जाती है। मैं सिर्फ एक नवाल करता हूँ कि आज तक आजादी के बाद कोई एक इच्छे रेलवे लाइन पजाब में आप ने शी है? यह सलूक पजाब के माथ झस्ता नहीं। अगर आप नहीं दोगे रेल लाइन तो हम वर्तीर उस के भी अपनी इतजाम कर सकते हैं। लेकिन आप की सहजियत के लिए है कि जहाँ बनाव काफी पैदा होता है वहा से रेल है उपर फौरी नीर पर अमाज डेफिस्ट एरिया में पहुंचाया जा सके। आप ने सारी स्टेट कैपिटल्स को रेलवे से जोड़ रखा है, लेकिन एक बन्दीगढ़ की बदकिस्मती क्यों है कि वह रेल से जुड़ा हुआ नहीं है?

चन्द्रीगढ़ से सुविधाना के लिए लाइन का सब ही यथा, एक बार नहीं, दो, तीन बार सब ही यथा है लेकिन उस पर भ्रमण नहीं मुझ हुआ। यथा आप उस को ठप्प करना चाहते हैं? मुझे पता नहीं। अबर यह जिक पूरा नहीं हुआ तो चन्द्रीगढ़ की वह अर्थात्यत नहीं हो सकती जो कि एक स्टेट कपिटल होने के नाते उम्मी की होनी चाहिए। चन्द्रीगढ़ प्राचार में रहे या न रहे, यह एक पोलिटिकल मवाल है, लेकिन चन्द्रीगढ़ को सुविधाना में मिलाना चाहती है। आप ने 90 मील के फासले को छोड़ रखा है, यह अच्छा नहीं है। मुझे खदणा मालूम होता है कि ऐसी बात कहीं कहीं चल रही है। नी यह चीज मैं आप के नोटिस में लाना चाहता हूँ। आपने लोकोमोटिव्ज दुरुस्त किये होंगे और जो अर्थ की लाग डिस्ट्रेंट द्रेस है, उन में आप को ज्यादा भूनाफा होगा और मेरा ऐसा लक्षण है कि 70 परमट आप का भूनाफा लाग डिस्ट्रेंट ट्रैम से है लेकिन मैं यह अर्थ करता चाहता हूँ कि जो बैकवैंड रुख्याज है, जिन को गवर्नेंट आफ इडिया ने बैकवैंड डिक्लेयर किया है, उन में जो मिसिंग लिंक हैं, उन को आप मिला दे, तो उस से भी काम चल मिलना है। हमारे मरहूम दोस्त श्री एन०एन० मिश्र ने विश्वास दिलाया था कि नामल से जो ट्रैन आगे जाए है उम को पूरा करेंगे। मैं रेलवे के मजबूत में ज्यादा दिन-चर्पी नहीं रखता हूँ और मूले नो एपीकल्चर पर बोलना है लेकिन मूले अकानोस यह है कि इस की तरफ मैंने पहले भी दो, तीन मिनट कह कर आप का ध्यान दिलाया था और उम के बाद मैं उठ कर चला गया था, लेकिन वह अभी तक हुआ नहीं है। मैं आज फिर जोर दे कर इस बात को कहता हूँ कि आप इस पर ध्यान दीजिए। हम अपने प्रदेश में इतना ज्यादा अनाज पैदा कर के अवाम को देते हैं और यह हम अपनी हिम्मत से पैदा करते हैं और गवर्नेंट इस में ज्यादा भद्र नहीं करनी है। यह बात सही है कि ऐसा कर के हम कोई अहसान नहीं करते हैं बल्कि नेतृत्व इकोनोमी को तुलस्त करते हैं लेकिन मैं

चूंगा कि आप हम पर ही अहसान करें और हम को रेलवे लाइन दें। आपने 32 ट्रेनें और चलाई हैं और इन से ट्रैकिं में बढ़ोत्तरी होनी और लोडों के आने जाने में भी सुविधा होनी लेकिन आप हमें क्यों इन्होंने करते हैं? आज जो पश्चीमा इन्हाँके हैं उन के लिए जो रेले हैं वे बहुत कम हैं और उन का कोई जिक नहीं करता है, उन के लिए कोई नहीं कहता है। उन का रिप्रेजेनेटन यहा नहीं हुआ है। मैं इसलिए बहुत जोर से यह बात कहता हूँ कि वहां पर आप को रेलों का इनजाम करना चाहिए।

इस के माथ ही माथ अब मैं यह कहता हूँ कि लेबर की हैन्ड का इनजाम आप को करना चाहिए। कुछ दूसरे दोस्तों ने भी इस के बारे में कहा है। मैं भी यह कहना चाहता हूँ कि उन की भेतृत के लिए आप को ज्यादा इनजाम करना चाहिए। आप के पाम पैमे की कमी है लेकिन जो कुछ आप इस बारे में कर सकते हैं उम को जबर करना चाहिए।

अब मैं आप के नोटिस में यह बात नाना चाहता हूँ कि किनपुर में जो आनन्दपुर माहूल के नजदीक है, वहां पर रेइंड लेटफार्म नहीं है। हिमाचल का जो एक इंट्रेटेंड इन्हाँका इस के माथ नगा हुआ है, वहा से उम की जो आमोदफन है गुडम की है और दूसरी सब चीजों की होती है, उम के लिए वहा पर एक रेइंड लेटफार्म देना चाहिए। इस से जो माल अमवाब जाता है, वह आसानी से पहुँच मिलेगा और आप को पैमा अधिक मिल मिलेगा।

अभी एक रिपोर्ट श्री बी० एम० मृति की आई है। उम में उन्होंने यह सोचने की कोशिश की है कि किस हद तक सावेज में कटौती की जा सकती है। अब यह कटौती कैसे होनी? कटौती इसी नग्न से हाती कि मिसिंगलिंक नहीं बनने चाहिए और छोटी लाइन, जिन से लोगों को झायदा होगा, वे

[बी दरबारा लिह]

नहीं बननी चाहिए। कठीती वहीं होती और वहीं नहीं होती। वी बी० एम० मूर्ति की रिपोर्ट बहुत शानदार होती, बहुत अच्छी होती इम नुकसानियां हैं कि उसमें कमी की बात वही गई होती और वह कहा होगा कि यहां पर रेलवे लाइन नहीं बननी चाहिए क्योंकि यह अनरेस्यूरेटिव है। यह एक लप्प इन को ऐसा मिल गया है जिससे हम सब पर तलबार लगती है। वह कैसे? मैं एक दफा वहां नोटिस में लाया था। एक रेलवे मेम्बर थे जो वहां निनिटर थे, उन के नोटिस में लाया था। कि एक डिब्बा होशियार-पुर से चला करता था जो बिल्कुल दुनिया से कटा हुआ है, जो किसी दूसरे जिले से, किसी दूसरे वे से मिला हुआ नहीं है, वह इनका बैकवर्ड जरूर है, लेकिन एक डिब्बा आप लगाते जरूर थे और वह पहुंचता था। आज मुझे एक चिठ्ठी आती है कि वह बाटे का काम है इसलिए हम डिब्बा नहीं देंगे। वह बाटे का काम नहीं है। वहां के लोगों के रिप्रेजेंटेंशंस आपके पास हैं। वे लोग कहते हैं कि एक डिब्बा नहीं दोनों डिब्बे सभे ताकि लोगों को सहुलियत हो वहां से बैठ कर लोग डिल्ली और इमरी जगह कारोबार के लिए आ सकें। आप पहले लाइन बनाते नहीं हैं। आप कहते हैं कि सवारी आयेगी या नहीं आयेगी। आप कहते हैं कि लाइन रेस्यूरेटिव होगी या नहीं होगी। मैं कहता हूं कि आपके अन्दाजे ठीक थी हो सकते हैं लेकिन यहां मैं कहता हूं कि आपका यह अन्दाजा गलत है। आप पिंतिंग लाइन क्यों नहीं बनाते हैं? आप क्यों नहीं उसे किसी दूसरे जिले से जोड़ते हैं?

डिप्टी स्पीकर लालू, मैं आपके नोटिस में लाठं कि हम वहां रेलवे जावते हैं, वहां लोडी नेशनल हाईवे की सड़क है, वह बन्द कर दी है, वह उत्तर कर दी है। कहते हैं कि ऐसा नहीं है। पुल बन रहा है। लोट-लोटे एरियाज में शामाज़ फौजा, बजरी और बूलरा

लामाल पड़ा है, वह बरसात, मैं बहा जाकरी क्योंकि रिवोल्यूट्स वहां बहुत हैं कि उन्हें लिरे से कहें कि हमारे पास वैज्ञा नहीं हैं। मैं समझता हूं कि न आप वहां देख बनावें, न सड़क बनावें, न उस इलाके के लोगों को आप कोई सहुलियत देने के लिए तैयार हों, जो छोटी छोटी स्कीमें हैं, उनको भी आप वहां बालू न कर सकें तो उन के साथ वह बैठायाएं हैं।

मैं पंजाब के बारे में बाट्चार नहीं बहना चाहता। आपको वहां से भ्राता भिलता है, इसान भी वहां से मिलते हैं। वहां स्ट भी पाकिस्तान की तरफ से पहले होता है, हमसाबर वहां आते हैं। वे लोग उजड़ते हैं, बसते हैं किर खड़े होते हैं। किर आप हमारी छोटी मोटी डिमाण्ड की तरफ तबज्जो नहीं देते तो हम अफसोस ही कर सकते हैं और क्या कर सकते हैं। हम इसरे इमानों ने तो नह सकते हैं, अपनों से नहीं लड़ सकते हैं। इसलिये मैं कहना चाहना हूं कि आप उनकी तरफ जरूर ध्यान दीजिए बरना हम हम बात की उठाने रहेंगे।

मैं रेलवे के बारे में एक अर्ज करना चाहता हूं। रेलवे में करणन में कुछ कमी हुई है। मैं जफी साहब को मुबारकबाद देता हूं कि उन्होंने खुद छापे लगाए। लेकिन हमारा जो मुगलमराय है उसको और कंट्रोल कीजिए। वह लाभों रूपया रोजाना हजार करने वाला है। उसमें कुछ कमी हुई है। लेकिन वहां ऐसा चोर है जो कि आपके अफसरों से मिला हुआ है। वहा का नील ऐसा है कि वह अपने चर में लाकर आधा निकलता है। बाड़ी में ताला लगा है, बोहर लगी है लेकिन बाड़ी बाली होती है, अन्दर कुछ नहीं होता। बोहर ठीक लगी होती है लेकिन जिसके पास सामान जाता है वह आपके पास क्लेश भेजता है। क्लेश में आप लेजी लाये हैं, इनको कम करने की कोशिश की है, लेकिन इस तरफ जब तक ध्यान नहीं देने लाये कुछ हीने बाला नहीं है।

‘मैं एक हकीकत बायान करता हूँ । गाड़ी में कुछ देकर के तो कुछ लोग अपनी टिकट ने ले लेकिन मेरे जैसा हमान बिना कुछ दिये बाहर अपर लेना चाहे तो नहीं ले सकता । गाड़ी चलने वाली है, सीटी लग चुकी है, दम आर्द्धवर्षी को अन्दर दाढ़िल कर लिया जायगा और कहा जायगा कि यहाँ बैठ जायों । वे लोग नौट हाथ में लिये हुए हैं । इस बात की तरफ भी निगरानी करने की ज़रूरत है । यह ठीक है कि आपने इसके लिए बहुत कदम उठाये हैं लेकिन अभी भी इसमें ढीलापन है । अभी इसकी तरफ और तबाह देने की ज़रूरत है । ये सारी बात मैंने बहुत दुखी होकर कही है । मैं बहुत कम बोलता हूँ ।

मैं एक अर्ज और करने लगा हूँ । इलाहाबाद में एक पर्यावरक सर्वविश कमीशन बनाया है उसको आप दिल्ली में रख लीजिए ताकि हिमाचल, पंजाब, जम्मू कश्मीर और इसरी जगहों के लोग भी अपने इन्स्टिहान देकर के उसमें पास हो जायें तो रखे जा सके । कई दफा इन्हीं दूर से उनको चिट्ठी तब मिलती है कि जब इन्स्टिहान हो जाता है क्योंकि दूर दराज के इलाकों में डाक का इनजाम ऐसा नहीं है कि उनको बक्त पर चिट्ठी मिल जाय । कई इलाकों में तो डाक ही हमें में दो बार नहीं जाती । उनकी महुलियत के लिए आप उसका एक विंग बाहे दिल्ली में ले जाएं चाहे कोई और इतजाम करे । ऐसा करके आप उनको इन्स्टिहान देने की सहुलियत दीजिए । अगर आप वहाँ से सहरा जिफ्ट नहीं करें तो कुछ थोड़ा-सा जिफ्ट कर दीजिए ।

इस अल्पावध के साथ मैं कहना चाहता हूँ कि आपने जो अच्छा काम किया है उससे आपको एलेक्ट्रोबैंट बिलनी चाहिए और आपको और और ज्यादा अच्छा काम करने की खोजेंगे करती चाहिए ।

जी सरेंडू थारे (नामीपुर) : मेरी आपस में ही कि इस बार रेलवे बजट में

कुछ नहीं चीजें होंगी । लेकिन ऐसा मुझ दिखाई नहीं दिया है । एमरजेंसी के बाद इस में कोई जक नहीं है कि रेलवे के काम में कुछ सुधार हुआ है ऐसा गाड़िया समय में आने जाने लगी है । लेकिन यहीं मानने में रेलवे की जो नीति है वह पुगानी ही नहीं है । प्रगती नीति पर धारा भी रेलवे के अधिकारी चल रहे हैं और उहनों उम से अनना नाना नहीं तोड़ा है । पुगानी नीति क्या थीं । रेलवे में लग्जरीयस गाड़ियों को व्यवस्था दृढ़ी है पर इस बात का कभी ज्यान नहीं रखा गया कि देश में साधारण यात्रा करने वालों के लिए ज्यादा से ज्यादा फिले और सुविधाएं मूल्यांकी जाए । पुगानी नीति यह रही है कि जो कभी बनास में लोग यात्रा करते हैं, अफपर हैं, विद्यारक हैं, बड़े बड़े विजनेमन हैं उनको ज्यादा से ज्यादा भुविधाये प्रदान की जाएं और जो निम्न श्रेणी के लोग हैं, जो दूसरी श्रेणी में यात्रा करते हैं उनके बास्ते किसी नहीं भुविधा की व्यवस्था न की जाए । इस बजट में भी यहीं चीज देखने की मिलती है ।

हमारी आगा यह थी कि जो इनके पिछों हैं, जहा रेलो की व्यवस्था नहीं है—अभी मानवीय सहस्र बड़ीगड़ की शिकायत कर रहे हैं कि वहाँ रेल नहीं है—मध्य प्रदेश में रीवा है जहा कोई रेल बने इशन नहीं है—बैलाडीला से बालटेयर तक केवल भाल गाड़िया आ जा सकती है, लोगों के जाने की कोई सुविधा नहीं है—पूर्वों उत्तर प्रदेश के किसे है जहा सब लोटी लाइन है न बहा जान की सुरक्षा की व्यवस्था है और न समय की बीच होती है—जहा रेलो आदि की व्यवस्था की जायेगी । लेकिन ऐसा नहीं हुआ है । बजट में नई लाइनों की व्यवस्था होगी, यह भा हमे आगा थी लेकिन देश भी कुछ देखने को नहीं मिला है । जालीनीर से उन इलाकों से जहा रेलों की बहुत अधिक आवश्यकता है, हम समझते हैं कि इस बजट में अविज्ञ होगा

[भी सरजू पाए]

लेकिन कोई प्रविष्टि किया गया हो, 'ता हमें दि ई नहीं देता है।

हम यह भी आगा करते थे कि रेलों में जो हमारे कर्मचारी काम करते हैं, जास तौर से जीवी धेनी के कर्मचारी उनकी सुविधाओं पर ध्यान दिया जाएगा लेकिन वह जीव भी इस में देखने को नहीं चिनी है। रेलों में जो अव्याचार हैं और जिस की कई बार यहां यिकायत भी की गई है और अभी भानीय सदस्य कह भी रहे थे, उसको लेकने के लिए भी कोई कदम उठाया नहीं गया है।

तब से बड़ी बात यह है कि रेलों को बदलने वाला जो रेलवे बोर्ड है जिस के बारे में कई बार भैन्डों ने कहा है कि यह सफर हाथी है उसके बच्चे में भी कोई कमी नहीं की गई है। कोई रेलवे बोर्ड पर रेलवे के बजट का आवेदन ज्यादा बन बर्बं हो जाता है। कुछ आदमी हैं जो एयर कंडिशन कमरों में बैठते हैं और जिन का जनता से कोई भनवव नहीं है और उनके बारे में कई बार कहा गया है कि उस में बैठने वाला जो रेलवे बोर्ड है उसकी कोई जहरत नहीं है फिर १ आज रेलवे बोर्ड बना हुआ है, वही रेलों का आतिक है लेकिन उसके बच्चे में इस बजट में कोई कटौती नहीं की गई है।

यूनियनों की बात भी कही जाती है, उनको आन्यता देने के कोई नियम आपने नहीं बनाए हैं। हाजार बार आग की गई है कि यूनियनों को आन्यता देने के बारे में आप नियम बनाए और उन नियमों के अन्तर्गत जो यूनियनें हैं उनको आप आन्यता दें। लेकिन अफसरों की इच्छा पर हम सब जीव को छोड़ दिया गया है। नतीजा यह है कि जाज जिन यूनियनों को आन्यता प्रदान की गई है, उनके लिए कोई बजहूर नहीं है। जैसे

यूनियनों को आन्यता प्रदान कर भी गई है जो पूरी तरह से देश के इंटरेस्ट्स के लियाँ नाम करती हैं।

यहां काफी आलोचना हुई है बजट की। इतना ज्यादा आप रेलवे बोर्ड पर बच्चे कर रहे हैं उसकी माउटपुट क्या है? वह हम लोगों के लिए क्या करता है यह आज तक बात समझ में नहीं आई है। आप कहते हैं कि याकी किराया आपने नहीं बढ़ाया है। मैं भानता हूँ कि वह नहीं बढ़ाया है। लेकिन ऐसा आपने इतनी नहीं किया है कि इतनी बात और इतना ज्यादा वह पहले से ही बढ़ा चुका है कि उसको अब और बढ़ाने का कोई धर्व नहीं चाहा। मगर माल के भाड़े बढ़ाये गये। जो जीव, कोयला, तेल आदि रेलवे में लाई जायेगी वह महंगी होंगी और उनके दाम बढ़ेंगे जो कि उपचारकार्यों को भोगने पड़ेंगे।

मैं यह भानता हूँ कि सरकार रेलवे बोर्ड पर इतना ज्यादा खर्च करने बनती है? इसकी क्या जहरत है? सदन में कई बार सलाव उठाया गया है, ये दो-दो सरकारें यहां बलती हैं, एक रेलवे अंतरालय है और दूसरा रेलवे बोर्ड है। मैं समझता हूँ कि रेलवे बोर्ड ज्यादा पावरफूल है रेलवे अंतरालय के बजाय। यहां बैठे हुए सरकार के अफसर जो चाहें, अपनी यन्मानी करते हैं।

रेलवे स्ट्राइक के बाद बहुन भारे सीधे निकाले गये। यंत्री महादय ने वहां आश्वासन दिया कि हम सब को रेलवे में ले लेंगे, लेकिन आज भी नार्थ-ईस्ट रेलवे के योंडा स्टेशन पर एक अक्सर है, जिनका रेलवे की नीतियों, पालियियों से कोई सम्बन्ध नहीं है। उन्होंने वहां पर 100 आदमियों को निकाला दिया। हड्डाल बहुत पहले जात्य हो गई, लेकिन आब उन पर जारी आगया था कि वे कानूनी नहीं बहरते हैं। और जारी लगाकर उनको निकाल

दिया जाय। आज गरीब रेलवे एम्प्लाई मर रहे हैं।" आप रेलवे एम्प्लाई के बारे में १० शाई० ३० से जांच करका सीजिये, वे रेलवे के अधिकारी तमाम खालियों से अपने घरों पर काम लेते हैं। यह जाता है कि बांडेड लिवर खत्म हो गई है, लेकिन आप देखे कि एमरजेंसी के बाट रेलवे के अफसर बहुत पावरफुल हो गये हैं। उनसे हर आदमी आज ढरता है। हरेक अफसर उनमें घरों पर काम लेते हैं। जो घर पर काम नहीं करता है, उसको निकाल देने हैं। मैं मरी महोदय से कहना चाहता हूँ कि आप इस मामले में कुछ सुधार कीजिये।

आज भी हमारे यहा आदमी रेल की छतों पर सफर करते हैं फुट-बोर्ड पर मफर करते हैं और मद्रास में बढ़वाई तक एयर-कंडीशन के डिव्वे खाली जाते हैं। उनमें चढ़ने के लिये आटमी मिलता नहीं है। आप सोच नीजिये कि रेलवे के एयर कंडीशन डॉक का किनाया और हवाई जहाज का किनाया जब बगावत है तो जिस आदमी को जाना होगा वह रेल में २४ या ५५ घंटे खो खर्च बनेगा? वह थोड़ा सा ज्यादा पैसा देकर ब्लैन में चला जायेगा। दूसरी तरफ हमारे मुलक के गरीब लोग रेलों की छतों और फुट-बोर्ड पर मफर करते हैं।

कई बार ऐसे किसे हो चुके हैं एक बार सारे सदन में हल्ला भी हुआ था कि एक रेल बाड़ी गोरखपुर से चलकर बाकुलहपुल पर पहुँची। उसकी छत पर बैठे पवासों आदमी पुल से टकराकर झश हो गये। तो क्या यह व्यवस्था रेलवे अधिकारियों को नहीं करनी चाहिये कि ज्यादा में ज्यादा रेल-गाडियां चलाई जायें? ताकि जो हमारे लोग छतों और फुट-बोर्डों पर सफर करते हैं, उनको स्वास भिज जाये।

भी एक पीढ़ीका प्रकाशित हुई थी, जल में उसे देख रहा था। दुनिया में हर जगह पौरेंड, फास और दूसरे मुलकों में वहाँ की सरकारें रेलवे को इलैक्ट्रिफाई करका रही हैं। रेलवे के पिछले दो बजटों में जो पैसा इलैक्ट्रिफिकेशन के लिए मिला था और वह कम कर दिया जाया है। अभी तक गाजियाबाद तक इलैक्ट्रिफिकेशन हो गया है। पीछे जो पैसा मिला था, उसको कम कर दिया गया। यह मरकार डीजल इंजन पर ज्यादा खर्च करती है। यह कहेंगे कि डीजल बाले डीजल ज्यादा भाल ढोते हैं, वह तेजी में भी चलने हैं, यह बात ठीक हो भक्ती है, मगर डीजल लाने के लिये कितना कारेन-ग्राम्पेज लगाना पड़ता है। अगर हम उनको ही हटाकर डीजिटलाईड करने तो बहुत आसानी से काम चल सकता था। उम्मीद दिन त्रिपुरा जी कहते थे कि पैसा नहीं है। तो यह डीजल के इंजन की जगह क्या और चीजे पहले नहीं बनाई जा सकती थीं। पहले स्थीम के इंजन चलते थे उनमें काम लिया जाता और कोशिश की जानी चाहिये थी वि पहले इलैक्ट्रिक ढ्रैन चलाई जानी।

फिर रेलों में मुसाफिरों को सुविधा! प्र०.न बग्ने की बात होनी चाहिये। जो फस्ट क्लास और एयर कंडीशन्ड क्लास में चलने वाले लोग हैं वे बड़े समर्थ हैं। उनके लिये तो गाड़ी में ही पानी पीने की व्यवस्था है, मगर जो तीसरे दर्जे के मुसाफिर हैं, जो बोरे की तरह चलते हैं, उनके लिये पानी पीने की बोर्ड व्यवस्था नहीं है। क्या रेलवे यह नहीं कर सकती है? दिमाग में तो यह है कि समाजवाद लायेंगे, लेकिन क्या यही समाजवाद है कि एक तरफ बड़े लोगों के लिये एयर-क्लर लगा हुआ है और रेलवे का ढंडा पानी पीते हैं और दूसरी तरफ मुसाफिर पानी के बिना मर जाते हैं।

[की वरदू थांडे]

क्या इसके लिए भी बहुत ज्यादा ज्ञन की ज़रूरत है? क्या उनीं दिल्ली में उन के लिए जानी की व्यवस्था नहीं की जा सकती है? लेकिन वह भी नहीं किया जाता है। उन के लिए न तो टिकट बिलने की व्यवस्था है, न गाड़ी पर चढ़ने की कोई सुविधा है और न ही उन की जान की सुरक्षा है। मैं यह जानना चाहता हूँ कि इस बट्टे में समाज के बीकर से क्षमता, गरीब सोचों, के लिए क्या व्यवस्था की गई है। मुझे तो इस में ऐसी कोई बात देखने को नहीं मिली है।

जहां तक कर्मचारियों का संबंध है, तीमरी और जीवी श्रेणी के कर्मचारियों के लिए मकान और शिला। आदि की कोई व्यवस्था नहीं है। वे लोग सड़क पर रहते हैं और वहां ही सारी जिन्दगी बिता देते हैं। वे लोग रेलवे का सब में महत्वपूर्ण और सब से मुश्किल काम करते हैं, जिन की एक गलती में भैंडडो और हजारों लोगों की जाने जा मिलती है, उन की दशा बहुत ख़राब है। लेकिन रेलवे मंत्रालय का ध्यान उन की तरफ नहीं है। उन का ध्यान बड़े बड़े अफसरों की तरफ है।

रेलवे के अन्य कर्मचारियों के लिए भी कार्टरों की कोई व्यवस्था नहीं है। क्या रेलवे मंत्रालय उन के लिए क्वार्टर नहीं बना सकता है? बड़े बड़े बगानों पर ख़ब्बे कम किया जा मिलता है। गोरखपुर में जेनेटेल-मैनेजर या किसी अन्य अधिकारी के बंगले में नहाने का टैक बनाया गया है। क्या ऐसे कामों पर ख़ब्बे को कम कर के छोटे कर्मचारियों के आवास के लिए कोई व्यवस्था नहीं की जा सकती है? लेकिन मरकार का ध्यान इस तरफ नहीं है। वह बात समाजाद की करती है, लेकिन बड़े बड़े अधिकारियों के लिए उस ने भव प्रकार की ऐसी की जी मूँहिया की हुई है। पुराने राजा महाराजा जले गये। आज हालात यह है कि कई राजा-महाराजाओं के बच्चे रिक्षा चला रहे हैं। लेकिन अब नौकरीही नये राजा बन कर बैठ मर्दी है। अगर सरकार के पास पैसा नहीं है, तो उस ख़ब्बे को कम कर के उन गरीब

मजदूरों के लिए उचित सुविधाओं की व्यवस्था करें, जो वास्तव में ऐसी ही चाहते हैं।

इस मद्दत में बूनियां की काम नहीं लड़े हैं। इस बारे में जार्ज फर्नेसीज नाम विक भी किया गया है। नार्स-इस्टर्न रेलवे मजदूर बूनियां के नाम पर एक ऐसी बूनियां लाने रेकमनाइज किया जाता है, जिस का रिस्ट्रेक्शन तक नहीं है, जिस के पीछे एक भी आदमी नहीं है। मैं यह सिद्ध कर सकता हूँ कि उस घूनियां का कोई भी आदमी रेलवे का काम नहीं करता है, दफ्तर में नहीं जाता है। किसी ने दबावों की दुकान खोली हुई है और वह दिन भर बहीं बिनाता है। जब भी मंत्रालय को कहा जाता है कि उस घूनियां का इलेक्शन हुआ है, जिस के फनन्वशप नये आकिप-बैयरज दूसरे आ गये हैं, उनको मान्यना दी जाये, तो जबाब दिया जाना है कि हम तो पुराने आकिप बैयरज को ही मानेंगे। रेलवे बाईं के बैयर-मेन, दौरी सालव, कहने हैं कि हम को पानिटिक्स में कोई मनमव नहीं है, हम तो सेट आफ पोपन में छोल करने हैं।

मरकार को इस बात का ध्यान रखना चाहिए कि जो यूनियन और अधिकारी के प्रति वफादार है, वे हमारी नीतियों को मानते हैं, उन के प्रति रेलवे विभाग का क्या व्यवहार होना चाहिए, और जो लोग मरकार की नीतियों का विरोध करते हैं और रेलवे में मद्दत से ज्यादा गडबड करते हैं, उन के प्रति वह नीति अनन्य है। आज रेलवे में यह स्थिति है कि जो उस को मद्दत से अधिक नमान पहुँचाते हैं, उन को तो नीतियों में से लिया गया है, और उन को मद्दत सुविधाओं प्रदान की गई है, और जो लोग मरकार की नीतियों के समर्थक हैं और ईमानदारी से रेलवे का काम करते रहे हैं, उन के लिए सब तरह के रास्ते बन्द हैं। मत्री महोदय की इस तरफ ध्यान देना चाहिए।

इनाहावाद से छुरा तक की लाइन को बही लाइन में परिवर्तित करना बहुत अवश्यक है। तभाम जगह बही लाइन बन गई है,

लेकिन पूर्ण उत्तर प्रदेश में हम के बिका बाल पहुंच ही नहीं सकता है। वहाँ चार पांच जाम्ह द्रासलिप्पेंट करता पहता है। इस बजट में भी वहाँ के लिए रेलवे लाइन की व्यवस्था नहीं की गई है। जो नई रेलवे लाइने बाने या छोटी लाइन से बड़ी लाइन में बदलने की ओर उन के बिस्तार की व्यवस्था की गई है उस में भी वह नहीं है। इसलिए मैं बाहता हूँ कि मानवीय मरी महोदय ग्रन्थ भी उन लोगों को बढ़ाएं जो ग्रन्थ-बन्दरी हैं। रेलवे बोर्ड में जो बैठे हुए लोग हैं उन के बच्चे कम करें, अफसरों के बच्चे कम करे और जिन कर्मचारियों के बिल्ड जिकायें हैं उन की यूनियनों की मान्यता समाप्त करे। मान्यता देने के लिये नये नियम बनाएं और उन लोगों की यूनियनों को मान्यता दें जिन वा मही माने में रेलवे म प्रभाव हो। बारिंगा को रोकने की व्यवस्था बरं और इलाहाबाद छपरा लाइन के बारे म विशेष स्पष्ट म ध्यान दें। इसके साथ साथ जो मैं जिक किया रीवा और वेनाडीला का वहा रेलवे लाइन की बहुत ज़रूरत है। वहा रेलवे लाइन से जाने की व्यवस्था बरे। नव जा कर हम समझेंगे कि हमारे दण वा रेलवे बजट मही माने म जनता के हिन का मामन रख कर नाया गया है।

जी एस बहादुर सिंह (मिश्नी) उपाध्यक्ष महोदय, मैं समझता हूँ कि हमारी रेल लाइन अब लम्बी मुरगा से निकल कर के एक प्रशासन-बान स्थान पर समय पर पहुंची है और अब की साल का जो बजट देश किया गया है वह इसी परिस्थिति का दोनों दीखता है। परन्तु फिर भी एक अरसे से जो यहा पर यह बान चलती थाई है कि हमारी रेल सेवाएं व्यावसायिक पहलू को लेकर चलेगी प्रथमा मामाजिक सेवाओं का जो एक बहुत अहम मुद्दा है उस को अपने साथ लेंगी, इन दोनों पहलुओं का समूलन इस बजट में नहीं आया, यह एक तक-सीक देह मामला दीखता है।

हम लोग जो मध्य प्रदेश के हैं हमारे लिए तो हमारी रेल लाइने और हमारी नदिया

दोनों ही एक अजीब रिस्ता रखती है मध्य प्रदेश से रेल लाइने और नदिया दोनों ही मध्य प्रदेश के लिए बेटियों बैसी हैं, दूसरों का घर जा कर बमाती हैं, निकलनी हमारे घर से है। जो तीन चार मुख्य रेलवे लाइने मध्य प्रदेश में गृजरती हैं वह हमारे देश के बड़े बड़े लहरों को जोड़ती हैं और वह जोड़ने का गमना मध्य प्रदेश में मैं है। कबल दमी बान का हम लोगों को बाजा सा लाभ मिल जाता है। मैं यही आप से निवेदन कर रहा था कि मामाजिक सेवा और व्यावसायिक पहलू का समूलन जहाँ तक मध्य प्रदेश का नाल्युक है वह खाया सा दीखता है।

मैं यह जानता चाहता कि मध्य प्रदेश में ऐन लाइनों के विकास ने निया और मध्य प्रदेश के ग्रोथांगिक विकास के बड़ने हुये चरणों में निया ग्रन्थ मतान्य ने बड़ा काई ऐसी परियोजना बनाई है कि जिन क्षेत्रों का मध्य प्रदेश म ग्राम बेटम डिक्लेर कर दिया गया है उनके निये यह रन की मन्दिरग्रन्थ इकान्त्यूकर दी जा सके ? उस लैने कोई योजना रेल मतान्य म है अप्रता नहीं ?

इमरी बात जो मैं कहता चाहता हूँ वह भी एक बड़ा पुराना मामला है। माम्बा म बटनी तक के निय कायना निकारने तेजु एक ग्रन नालन रिले तीन वर्ग म तगार पड़ी है। उस पर आप दिन बायले की रेल बना भी बनी है। परन्तु रैमेजर्म सर्विस उस लाइन पर आज भी मुद्देश्वर नहीं हुई। जिम लेव म यह ग्रन लाइन निकारनी है वहा पर मदड़ की काई मुविधा नहीं है। बरमान म अथवा आजकल भी यदि उस धोब का काई बेचारा गरोब आदिवासी वहा से निकलना चाहे तो उसके लिय काई माधन नहीं है। वह खेत मारा आदिवासी खेत है। पिछली जनसंख्या के प्रमुखार वहा पर आदिवासीयों की जनसंख्या करीब 35 प्रतिशत है। रोड न होने के कारण वहा पर यदि किसी आदिवासी की मौत हो जाये और ऐसी

[श्री रण बहादुर तिहा]

मौत हो कि जिसमें पोस्ट मार्ट्स की आवश्यकता पड़ जाये, जैसे अभी हाल में अपने क्षेत्र का दौरा करते समय हमारे सामने एक बात आई कि एक आदिवासी कुएं में गिर कर भर गया। उसके बारे वालों को आवश्यक हो गया, क्योंकि उसकी मृत्यु कुएं में गिरने से हुई थी। कि उसकी लास को लाद करके वहां से 40 मील दूर अस्पताल में पोस्ट-मार्ट्स के लिये ले जाये। रेल लाइन उस गांव से निकलती है। उन्होंने कोशिश की कि जो वहां में कोयले की गाड़ी चलती है उस पर उम आदिवासी की लाम को लाद करके सड़क तक पहुंच जायें ताकि फिर 15 मील का फासला बम ने तय करके अस्पताल में पोस्ट-मार्ट्स के लिये पहुंचा मिले। परन्तु चूंकि यह सुविधा उपलब्ध नहीं थी, उन्होंने उम लाम को अपने कधों पर लाद करके और चार दिन का सफर करके अस्पताल जाना पड़ा। जब नियमानुसार पोस्ट-मार्ट्स हो गया तो पुनः उम लाम को कधों पर लाद कर गाव आये। आप समझ मिलने हैं कि गरमी के महीनों में चार दिन तक लाश को कधों पर लाद कर चलने में क्या कष्ट होगा और क्या विडम्बना होगी।

14.00 hrs.

अभी हाल में जो हमने प्रयास किया उम पर रेल भवालय ने थोड़ा मद्भावनापूर्ण विचार भी किया और ऐसा सुना जाता है कि कट्टी के व्यवहारी तक पैमेंजर सेवा इम लाइन पर प्रारम्भ करने का विचार हो रहा है। अब केवल बीम मील का फासला व्योहारी में बरिगमा तक का रह जाना है। यदि बरिगमा व्यवहारी से जुड़ गया वह सेवे जरूर मिलेंगे में तो सीधी जिसे की जो मुख्य सड़क है वह बरिगमा से होकर गुजरती है, फिर सारा यह आदिवासी इलाका यातायात की सुविधा में बंध जायेगा। मेरा निवेदन है कि इतने दिन भले ही बीत गये हो लेकिन अब हमारे रेल मर्ती जी इस पर सीहावृप्ति

विचार करेंगे। व्यवहारी से बरिगमा एक छोटा सा दुकड़ा है जिसमें मुकिल से 3-4 लाख रुपये में वह सुविधावै उपलब्ध की जा सकती है जिसके कारण अभी तक वहां पैसेंजर ट्रेन नहीं चलती है—मर्ती जी इस पर विचार करे। साथ ही साथ बरिगमा हमारे जिले का एक मुख्य केन्द्र हो रहा है क्योंकि यहां नेम और रोड कास करती है। मेरा निवेदन है कि बरिगमा में भाल को ट्रेन पर लादने के लिये तत्काल सुविधा उपलब्ध कराई जाये। साथ ही मडवास, जो एक महत्वपूर्ण स्टेशन है, उम पर अभी तक कर्मचारी नहीं रहते, यदि वहां पर कर्मचारी रहने लग जाये तो वहां से भी भाल काफी निकलेगा। जब यह सुविधा भोवा में कट्टी तक उपलब्ध हो तो मैं अद्व भ में निवेदन करना चाहता हूँ कि जो जनता ऐक्सप्रेस हावड़ा में बम्बई चलती है उसका रुट हावड़ा से मिर्जापुर, भोवा, कट्टी, जबलपुर होकर चलाया जाये। इसमें एक बहुत बड़े इलाके को कही प्रारम्भिक सुविधा रेल की तरफ में प्राप्त हो जायेगी। आज ही एक प्रयत्न के उत्तर म हमारे रेल राज्य मर्ती जी ने बताया कि एक सर्वेक्षण सतना में रीवा होकर 'न्योहारी' के लिये किया गया और वह अस्पताल लाभप्रद हुआ है अत यह परियोजना अब विचाराधीन है नहीं रही। मेरा निवेदन है कि एक सर्वेक्षण देसा कराया जाये कि बजु-राहों, छतरपुर, पन्ना, मनता, रीवा और व्यवहारी को एक रेल लाइन से जोड़ा जाये और मुझे विवास है कि यदि ऐसा सर्वेक्षण हुआ तो यह नेम लाइन कदापि अलाभप्रद नहीं होगी।

मैं केवल दो मुद्दे और रखकर समाप्त करना चाहता हूँ। रीवा एक कमिशनरी का मुख्यालय है। आम पास मे कई जिले हैं, इन सब का स्टेशन सतना है। सभी लोगों का काम भोपाल से बना रहता है लेकिन सतना से भोपाल जाने के लिये अभी तक कोई रेल की सुविधा उपलब्ध नहीं है।

मेरा यह सुझाव है कि मानिकपुर से एक कम्पोजिट डिब्बा, जिसमें फर्ट बक्स

और सेकंड लास दोनों ही हैं, ऐसा चलाया जाय तो मानिकपुर से सतना हो कर कट्टी में बिलासपुर एक्सप्रेस में जोड़ दिया जाए, ताकि सतना तथा उसके आस पास के लोग आसपासी के घोपाल तक जा सके।

सतना से राजस्थान जाने वाले लोगों के लिये आज भी कोई मुविधा उपलब्ध नहीं है। यदि मानिकपुर से आगरा के लिये कोई हिल्डा चला दिया जाय तो मैं समझता हूँ कि दूसरी ओर के उन सभी यात्रियों को जो उत्तर पूर्वी मध्य प्रदेश से राजस्थान जाना चाहते हैं—उनके लिये काफी मुविधा हो जाएगी।

अन मे, उपाध्यक्ष जी, मैं एक बात की ओर रेल मत्तालय का ध्यान आकर्षित करना चाहता हूँ। रेलवे एक बड़ा विन्दू विभाग है, इसमें लाखों कर्मचारी का काम करते हैं। बहुत मे कर्मचारी ऐसे हैं कि जिनकी एक लम्बी सेवा इस मत्तालय को मिल चुकी है, उनका काम अच्छा है, उनके बारे में बहुत से लोगों ने लिखकर दिया है कि ये उच्च-कोटि के अधिकारी हैं, वे अच्छे डग मे काम किया करते हैं। परन्तु इस तरह के अधिकारियों को कई इनाम अर्थवा बेतन वृद्धि का कोई मिलासिला नजर नहीं आना, जिसमें इस तरह के सभी और अच्छे भोलाजमीन को अपने आप इस तरह के इनाम अर्थवा बेतन वृद्धि प्राप्त हो जाये, ताकि उनका हौसला बढ़े और वे अपने काम मे और ज्यादा चुस्ती ला सके।

इन शब्दों के साथ मैं पुन. रेल मत्तालय के इस बजट के नियन्त्रणवाद देता हूँ।

SHRI SHANKERRAO SAVANT (Kolaba): Mr. Deputy-Speaker, Sir, I have to ventilate a grievance which is promised every time to be removed but no honest attempt is made to remove it. It is a sad saga of broken promises and calculated callous indifference to peoples' demands. I mean to refer to the Apta-Dasgaon railway which is part of the West Coast Railway and is a project in a hilly and backward area. For well over fifty years, the people in Konkan have been clamouring for this vital

link with the rest of India but are being put off year after year on some pretext or the other. On several occasions, the Railway Minister has told, at the time of his budget speech, that he will always look to the needs of the hilly and backward areas. Though the railway lines there may not be remunerative, still he was aware of the fact that cultural considerations are as much important as the economic ones. And so new lines in backward areas will be taken up on priority basis. But these seem to be only pious words signifying nothing because nothing of the kind has been done during the last 3-4 years.

I shall give you here a chronological history of this particular demand of the West Coast Railway. On 7th January, 1973, our respected Prime Minister declared in a public meeting in Maharashtra that the work on the Konkan Railway would be taken up as a drought relief work on a priority basis. After this, the Railway Minister, while replying to my unstarred question No. 3131 on 13th March, 1973 assured the House that the entire West Coast Railway from Apta to Mangalore would be completed in eight years. The total length of this railway line is 909 kilometers, while from Apta to Dasgaon it is 100 kilometers. This means that if the promise was meant to be kept, this Apta-Dasgaon section which is practically only one-eighth or less than one-eighth part should have been completed in 1973-74 itself. There was no provision in 1973-74, also in 1974-75, 1975-76 and now in 1976-77. For four years, absolutely no attempt was made to keep the promise which was given solemnly in this House by the Railway Minister himself. Is there no sanctity to Government's promises? Now, thereafter, on the 5th April 1973, that very year, an urgency certificate for this Apta-Dasgaon section was given. Throughout all these years, government's stock excuse was that the project could not be taken up for one reason and that is that the final location survey was

(Shri Shankerrao Savant)

not completed. But now that excuse also is gone. It is said in reply to so many questions that the final location survey has been completed, its report has been received and that it is being examined. All these answers have been given, not to one question but to several questions. So, nothing remains to be done, except starting the work. Some earth work was done as a drought relief measure by the Maharashtra Government and not by the Railway Board. Of course, most of it was washed away. But absolutely no attempt was made to continue that work. All surveys including the location survey having been completed, there is now no excuse why this railway should not be taken up. The cost of this project, that is from Apta to Dasgaon is only Rs. 13.92 crores, i.e. nearly Rs. 14 crores. So, it is not a costly affair. Now, what is the new excuse given? It is that the Planning Commission has not cleared it. How can it clear it? Because these people went to the Planning Commission for sanction of the entire railway project from Apta to Mangalore which will cost nearly Rs. 300 crores. So, it remains there year after year. There is no reason why the Planning Commission should not be asked to give sanction for part of the Project only? You can take up one part this year, another part next year and that way you can complete the whole project. Bombay-Apta itself is part of the West Coast Railway. You got sanction for that part of the West Coast Railway and actually completed it. It is not a new railway. Bombay to Apta you have completed 5-6 years ago. Then why don't you take up another portion for execution—say, Apta to Dasgaon which is only a Rs. 14 crore project? If you ask the Planning Commission, I do not think the Planning Commission will stand in the way. You are putting up false excuses for denying a backward area its legitimate share in the railway complex of India and I have therefore, to make a fervent request to the Railway Minister and

the Railway Board, because I am told that the Railway Board is more powerful than the Railway Minister. That is the complaint made every year by everybody...

SHRI VAYALAR RAVI (Chirayinkil): Not now.

SHRI SHANKERRAO SAVANT: Even now, there is no change. Since you have asked me, let me explain. The Railway Minister has personally told me in that meeting of the Standing Committee six months back, 'I am going to look into it personally.' Still absolutely nothing is done. Then, what does it mean? That means that the Railway Board is more powerful than the Minister. He has told me even in the Standing Committee 6 months ago, 'I shall personally look into it.' Still at the time of the Budget it is not there. So, the Railway Minister should assert himself and see that this part of the project is taken up for execution in this very year and the standing grievance of the people from that backward area is removed.

My second request is that the air-conditioned coaches which are non-remunerative should be altogether abolished. It is no use keeping them because travelling by air-conditioned coach is much more costlier than air travel. The public are not using air-conditioned coaches. Only high railway officers and IAS officers are using them. They are kept for the officers' use only and not for public use. The Government is not getting any remuneration from it and it is non-remunerative. They should be completely done away with except in Rajdhani Expresses. So, these two requests of mine may kindly be taken into consideration. I hope at least this time the Railway Minister will not let us down. For the last for four or five years this project has been neglected. This neglect should be stopped. This is a very vital project in a backward area. All the surveys have already been completed. It should, therefore, be taken up this year.

SHRI NANUBHAI N. PATEL (Bul-sar): Mr. Deputy-Speaker, Sir, while supporting the demands for the Railways, I would like to congratulate through you the Railway Minister, Shri Kamlapati Tripathi, his colleagues, the Minister of Railways and the Railway Board.

I have been in this House since 1967. This is the first time that even the Opposition members and the people of this country are very happy because there is no increase in the railway fares. Of course, I am a member from the opposition, but if there is something good, we should appreciate, and it is not bad to criticise anything which is bad, I should say one thing that this is all due to emergency. When there was no emergency, people were not working properly; they were sitting idle, moving here and there. They did not resume their duties in time. But as soon as emergency was declared, I have seen in Bombay Central where there is a D.S. Office; D.S. himself was standing near the gate and was getting the gate closed at the proper time and after that nobody could enter the office. In the same way at a Church Gate Office also the higher officers were very particular to see whether the staff workers are attending to their job or not in time. Lakhs and crores of ticketless travellers were travelling in the train without ticket. That has also nearly stopped. People were pulling the chain before. My constituency is near Daman. It is notorious for smuggled goods all over India. The smugglers were pulling chains between Surat and Borivali; they used to get down from trains after stopping them by alarm chains and smuggle goods were taken to Bombay side. I have written to the Railway Minister and local officers concerned but no action has been taken. There are many big gangs and they used to join together. I know that twice or thrice there was actual firing between RPF staff and those smugglers. But now you can go, Sir, to that place and you

will see that there is not a single chain-pulling. Recently I have written to the Railway Minister. I am also a Member of the Consultative Committee for the Railways. Formerly, Sir, many people were bringing rice, even railway staff used to bring Basmati rice in gunny bags. The smugglers used to keep their persons near Railway stations like Virar, Borivali, Santa Cruz etc. Recently I have also written to the Minister about it. Again they have started this business. I request the hon. Minister to take proper action about this.

I have limited time I have nothing to say against the budget. On the contrary I appreciate the budget. But I have something to say on the running of the trains and I will say this briefly.

You have completed electrification from Sabarmati to Virar but at present you are running electric engine trains upto Bulsar only because you have not got prototype engines. Sir, you just consider how much amount you have spent for the completion of this electrification from Bulsar to Virar.

But, you cannot run them with electric engines. Sir, you know very well that in the Western Railways, from Valsad to Baroda and from Baroda to Ahmedabad, the trains are running with electric engines. But, between... (Interruptions)

MR. DEPUTY-SPEAKER: Why don't you give your suggestions instead of elaborating them? You have already exceeded your time. Make your suggestions and try to conclude.

SHRI NANUBHAI N. PATEL: I am talking about the Western Railways. There is a train called 'Flying Rani' which is running between Surat and Bombay. It is such a popular train that most of the people from Surat to Bombay go by this train in the morning and return home in the evening. There is the train which is already running between Poona and Bombay by electric engine. The Flying Rani run with steam engines. You cannot attach more bogies. And, due to that,

[Shri Nanubhai N. Patel]
most of the First-class passengers have to travel standing and there is a heavy demand....(Interruption).

MR. DEPUTY-SPEAKER: Now you can write these details to the Railway Minister. If you go on elaborating, then there is no end to it.

SHRI NANUBHAI N. PATEL: All right, Sir.

SHRI ARJUN SETHI (Bhadrak): Mr. Deputy-Speaker, Sir, while presenting the budget estimates for the next financial year, 1976-77, the hon. Minister for Railways is sanguine enough in achieving the two hundred and twentyfive million tonnes of originating freight traffic receipts. And, simultaneously, he keeps the target for gross traffic receipts at the existing fares and freights of Rs 1,860.47 crores.

The hon. Minister is optimistic of achieving this target due to the favourable working conditions following the declaration of emergency and substantial improvement achieved in their operating performance. Similarly, the estimate of working expenses for the year 1976-77 has been placed at Rs 1551.42 crores. On this I would like to emphasise and cite the words of the hon. Minister, particularly, when he says the following on page 4 of his budget speech:

"This increase in receipts opened the prospect of Railways emerging out of the tunnel with a surplus of Rs. 89.92 crores—nearly four times the budget forecast of Rs. 23.03 crores. As the year progressed, however, Railways were called upon to bear a series of incalculable financial burdens and the magnitude of these was such that all of them could not be met from savings in working expenses in spite of strenuous efforts."

So, from the experience and particularly beginning from the Fourth Five Year Plan, one major contributing factor for the deterioration of Railway Finances is the sharp increase in the Working Expenses during the

Fourth Plan the Railway ordinary Working Expenses showed an increase of Rs. 298.5 crores, that is, 46.6 per cent over 1968-69. The major items of expenditure under ordinary working expenses are repairs, maintenance, fuel, and operating staff, which in 1974-75 accounted for 37.4 per cent, 16.2 per cent and 22.7 per cent of the total working expenditure respectively. The expenditure under repairs and maintenance increased from Rs. 208.0 crores in 1968-69 to Rs. 356.1 crores in 1973-74 recording an increase of 147.1 crores, that is, 70.4 per cent of the total increase. In this context I would like to mention that one of the measures which can be taken to improve the finances is through better operating efficiency. But it reveals, I may point out here that the Railways operating efficiency in respect of wagon utilisation during the entire Fourth Plan was lower than in 1960. So, I would like to emphasise that it will be very difficult to achieve the target unless the operating cost is curtailed to the minimum.

Further, if we are to improve the railway finances another point which has to be improved is the rail and road competition. The recent Reserve Bank survey has shown while the total traffic in terms of freight kilometres of the railways recorded an increase of 67.0 per cent the road traffic increased by 282.45 per cent during the last one decade. So unless there is rail and road coordination the finances of the railways will be in a bad condition.

Regarding certain rail lines in respect of my State, viz., Orissa, I would like to highlight some of the points. In the budget estimates for 1976-77 they have provided only Rs. 1 crore for the construction of one Jakhpura-Banspani rail link in Orissa. In this context I would like to mention that during the last financial year the Railway Ministry had provided only Rs. 1 lakh to construct this very important rail link. And out of the budgeted amount, a sum of Rs. 10,000 remained unutilised. For the next

year they have provided only Rs. 1 crore but it should be utilised in full.

I would also like to urge upon the Railway Ministry that the Ministry is always insisting that the concerned State Government should bear 50 per cent of the cost of construction of the railway line. Since States like Orissa, Bihar and Assam are in the lower brackets with much less per capita income than the other States, I would urge upon the hon. Minister to reconsider and relax this condition and take up the construction of this very important rail link themselves.

Similarly there are other railway lines which have to be developed if the economically backward regions in our country are to be developed. One is the Talcher-Bimlagarh rail link and another is the Rupsa-Bangriposa NG which has to be converted into BG in order to develop that area and exploit the rich mineral resources of Orissa State. There is also a demand for the opening of passenger traffic on the Cuttack-Paradeep rail link. I would request the hon. Minister to consider all these proposals sympathetically and do the needful at the earliest. With these words, I support the Demands.

श्री रामदेव सिंह (मगारामर्थं) : उपाध्यक्ष महोदय, रेल व्यापार पर बहस के क्रम में मैं रेल मंत्रालय को कुछ मुश्काल देना चाहता हूँ। आप ने ऐनबे में कुछ मुश्काल किया है, यह ठीक है। लेकिन अबी काफी मुश्काल की ज़हरन है। ऐनबे में आज भी आप देखेंगे बड़ी भोड़ बननी है। अब्दी हम ने इस होनी के विलम्बिते में देखा है जो ट्रेन आ रही है कलकत्ते की नरक से उन की बर्ता हालन थी? आर जानते हैं कि उत्तर प्रदेश और बिहार से ढोनी का त्यौहार बहुत श्री भूमध्यान से जोग मनाते हैं और सारे लोग जो दूर दूर रहते हैं ढोनी के बरबर पर अपने घर आया करते हैं। तो ऐसे प्रदेश पर आप को कुछ स्टेशन गाड़ियां चलानी चाहिए। वह आप चाना नहीं है। नहीं वह होता है कि लोग उसों पर चढ़

कर याता करते हैं। हम ने देखा सोनपुर से मुजफ्फरपुर से बरीनी की नरक से लोग गाड़ियों की छानी ८२ लदे हुए चले आ रहे हैं। इमलिए ऐसे त्यौहार के अवसरों पर आप की स्पेशल गाड़ियां चलानी चाहिए। मूँहे पटना में जयन्ती जनता को ढोड़ना पड़ा क्योंकि इन्हीं भीड़ थी कि आदमी बैठ नहीं सकते थे। इमलिए कि जो त्यौहार मनाने के लिए दिल्ली से गए थे उन को वापस आना था। इमलिए बिहार और उत्तर प्रदेश के लिए दिल्ली, कलकत्ता, जमगंठपुर और रांची बरीरहम में स्पेशल गाड़ियां चलानी चाहिए।

इप्पन मुश्काल आप को यह देना है कि जो ट्रेन चलती हैं उन को स्टेशन से छोड़ने के पहले कोई जिम्मेदार आदमी देख लें कि गाड़ी में रोजनी पानी आदि को व्यवस्था ठीक नहर में कर दी गई है या नहीं। इस के लिए आप को किंवदं कोई जिम्मेदारी फिलस कर देनी चाहिए जो इन बीड़ों को देख ले न तब गाड़ी स्टेशन में छूटे। वरना ट्रेन में आदमी बैठ जाते हैं, ट्रेन चलती है तो उसमें रोजनी नहीं होती, अन्यतार में बैठे रहते हैं और ऐसे थोके पर जा। बोरी करने वाले हैं उन को भीका विन आना है। इसलिए कोई मिम्मी विष के चार्ज में यह हो वह देख न इन बीड़ों को आग स्टेशन भास्टर या किसी भी अफसर को उसके लिए जिम्मेदार रखिए कि पूरी गाड़ी में जब इन मारी बीड़ों की व्यवस्था हो जाए तब स्टेशन में वह गाड़ी छोड़े।

श्रीमरी बाबू मुसे यह निवेदन करनी है कि पटना और उत्तर बिहार के बीच में आने जाने का मार्ग आज जहाज से है। उन के दो तीन जहाज हैं जिन में कभी कोई बिगड़ा रहता है कभी कोई बिगड़ा रहता है और लोगों को आने जाने में बड़ी असुविधा रहती है। कसी जहाज का जाना है तो उसी में 24-24 बंटे बिगड़ा खाए जाना है तो उसी को पड़े रहना पड़ना है और बड़ी परेशानी होनी है। ऐसी स्थिति में रेल मंत्रालय ने

[की रामबेद तिह]

दीक्षा से एक विजय बनाने की योजना बनाई थी। उसका इन्वेस्टिगेशन भी हो गया था और प्लानिंग कमीशन ने भी उस को संक्षण कर दिया है। तो उस उपयोगी योजना को आप को शीघ्रता से कार्यान्वयन करना चाहिए।

ममी तरह से मोतीहाई और फिर नेपाल को जोड़ने के लिए छिलोनी में बंदक पर एक रेल लिव देने को बात तय हुई थी और उसके लिए टेंडर भी इन्वाइट कर दिया गए लेकिन आजतक टेंडर्स को आपने कानूनेलाइज नहीं किया, वह टेंडर ज्यो के स्तर पर हुए हैं। जब आपने ऐसा मैथिशन कर दिया तक काम कराने से लिए टेंडर मार्गें इसलिए अब टेंडर्स को कानूनेलाइज करे। छिलोनी में जो आप बंदक पर रेल लिव देने जा रहे हैं उसको देने से मोतीहाई, लक्ष्मणखण्ड और उस पूरे भाग का सीधा सम्बन्ध रक्खील होकर नेपाल से हो जायेगा जिससे बांधियों को बड़ी महत्वियत हो जायेगी और दूरी कम हो जायेगी।

अभी 5-7 दिन की बात है पटना में बूजे जहाज से जाना था तो मैं कैटीन में बाजा कि बूठ जलपान कर लूं क्योंकि भेग जहाज छूट गया था। मैं ने देखा ताला बन्द था। मैं ने पूछा—नाला क्यों बन्द है? तो बताया कि कैटीन बाटे से जा रही थी, इसलिए बन्द कर दी गई। महेन्द्र बाट जो जहाज का बाट है, वह पर रोज हजारों को ले जाते हैं, चूंकि कैटीन बाटे में जा रही थी, इसलिए रेल विभाग ने उस को बन्द कर दिया। अबर आप उस को बन्द ही करना चाहते हैं तो कम से कम कोई प्रैरलल बरिन्वेट कर देने, किसी थेकेदार को ही एप्लाइट कर देने। आप ने शार बार हाउस में एक्सोरेस दिया है ति अबर विभाग बला नहीं पायेगा तो महकाई समितियों को यह की अवस्था करने के लिये दिया जाबात आप बाटे से जा रहे हैं तो महकाई समिति को दे देते, वे तो बाटे में नहीं आयेंगी और

वह भारती के लिये दूसरी ही है। इस बाहर से बन्द कर देने से यातियों को बड़ी कठिनाई होती है। क्यों तो कई महीनों से आज बड़ा-खूब चे, इस रित और बांटा जाता, उस के पहले कोई अवस्था कर देते, लेकिन, वह आप ने नहीं किया।

सोनपुर, समस्तीमुर और मुजफ्फरपुर हो कर बड़ी लाइन का काम 1 बालू से बालू होगा, लेकिन इस बीच में जो गाड़ी या रही थी, उस को आपने बन्द कर दिया। हमारा कानून है कि बड़ी लाइन तो आप सोनपुर तक लाये, लगरा भी जा रही है, लेकिन पहलेजा के लिये क्या होया? जो मोतीहाई और रक्खील में आयेंगे वे एक ट्रेन तो मुजफ्फरपुर से बदलेंगे, दूसरी ट्रेन सोनपुर में बदलेंगे और नीमही बार बदलेंगे जहाज पर जाने के लिये। सोनपुर से केवल दो-दोई भील का कामला है, पहलेजा बाट तक, वह । पर बड़ी लाइन की अवस्था करनी चाहिए, इस के लिए बार्डी भी ज्यादा नहीं होगा। दी ओटी लाइने बल रही है, बगल में बड़ी लाइन दे दीजिए, इस प्रकार अबर आप पहलेजा नहीं बड़ा देने हैं तो यह काम बहुत ही जनकर्त्त्वात्मक का होगा।

कालीग्र से कोयला ढोले के लिए आपने हजारों ट्रक्स नागर्ये हैं, उत्तर बिहार में यह कोयला आ कर बहुत महांग पड़ा है। कोयलोज में कोयला है, उस की जरूरत भी है, तो आप को अधिक ने अधिक बैगन्ज का एक्सट्रैक्ट कोयला तो ते लिए करना चाहिए। ऐसा न करने से ट्रक से कोयला आ रहा है, जो उत्तर बिहार से बहुत महांग पड़ रहा है। इन लिए रेल मवालय की स्पेशल बैगन्ज का एक्सट्रैक्ट कोयला ढोले के लिए करना चाहिए। यही बन्द मुझांव है जो मैं रेल अनुदानों के सम्बन्ध में देना चाहता हूँ।

की दी० औ० लालसे (लालू) : उपायमंत्री जी, आशात स्विति के बाद रेल

विश्वास' में कोकी सुधार हुआ है। अब विश्वासी में भी सुधार हुआ है सेकिन रेल विश्वास में देखने लायक अचला सुधार हुआ है; ऐसे समय पर लाइन आरम्भ हुई है, जिन टिकट यात्रियों की पकड़ कर विश्वास और जुमाना बैलून करके उनको टिकट लेकर चलने की आदत ढानी जा रही है। 1976-77 का जो ईम बजट है उसमें बीम सूक्ष्मी कार्यक्रम का जिक्र है। अप्रूपत स्थिति के बाद बीम सूक्ष्मी कार्यक्रम पर अभ्यन्तर करने का विक्र मन्त्री महोदय ने बजट भाषण में किया है। उसकी लेकर मैं एक बान मंत्री भव्योदय के साथै रहना चाहता हूँ। 1973-74 के बजट में स्वर्णीय ललित नारायण मिश्र जी ने कहा था कि इम देश में जितने पिछड़े दूर रहते हैं, उन को ऊंचा उठाने के लिए हम उन लेकर में नई लाइने विश्वायों छोटी लाइनों को बड़ी लाइनों में बदल दें। खास कर इस बजट भाषण में उन्होंने महाराष्ट्र के उस क्षेत्र के लिये विक्र किया था, जिस क्षेत्र से मैं आता हूँ। उन्होंने कहा था—

“मिरज से नातू” की नौरोजे जैसे लाइन को ब्राड बेज में बदला जायगा।” हमने उन से अनुरोध किया था लातूर से लातूर रोड तक की लाइन जोड़ दीजिये—उन्होंने हमारे इस अनुरोध को भी मान लिया था। सेकिन आप के इस बजट भाषण है तथा विमानस में इस लाइन का कोई विक्र नहीं है। आप ने इस में जिन लाइनों का विक्र किया है—उन (अ) साड़व सेंट्रल रेल के वियजवाडा से गुण्डा खण्ड का विशुलिकरण, (आ) बीबी नगर से निलकुड़ि नई लाइन का निर्माण (इ) आडी से गुण्डकुल के सुधार की अवस्था तथा खालापुर से चार स्टेशन आगे तक के सुधार की अवस्था। सेकिन इस में हमारे विक्रे इलाक मिरज से लातूर और लातूर से लालूर रोड, जिस के बारे में उन्होंने जान लिया था, का कोई विक्र नहीं

है। इस साल की बहा ब्राड बेज में बदलना अस्यावश्यक है ऐसावानी कर के इस लाइन के लिये अवस्था कीजिये। लातूर से मिरज तक लाइन करीब 100 साल पुरानी है, नौरोजे भी इस लाइन है, जिस का जिक्र मैंने पहले कई बार इस भदन में किया है। यह लाइन माइकल के रहनार से चलती है, कठी-कठी नी माइकल वाला आगे निकल जाना है। बार स्टेशनों के बीच, जिन का अन्तर लगभग 20 मील है—बारमी से कुडवाडी तक, रेल, बीटर, बैलगाड़ी सब एक साथ चलते हैं, बड़ी अजीब सी चिन्ह पैदा हो जाती है। खाम कर इस लाइन पर जब पद्धतिपूर का भेला लगता है तो वहा की स्थिति को देख कर लोग हँसते हैं, क्योंकि रेलगाड़ी में लोग भरे होते हैं, रेलगाड़ी के ऊपर भरे होते हैं इन्हिन के आमतय भी लटकते हैं। इन्हिन ऐसे हैं जो दो-चार स्टेशन जाने के बाद रुक जाते हैं। कई बार भेर प्रवास में ऐसा हुआ है कि भूसे गार्ड छोड़ कर मटर से जाना पड़ा है। इसलिए मेरी आप से प्रार्थना है कि इस लाइन को जोधपुर तक से ब्राड-बेज म बदलने को अवश्यक विकास नहीं हो रहा है। क्योंकि जब भी कोई कारखाना खालने की बात आती है तो यही वहा जाता है जहा ब्राड बेज लाइन होती, वही पर कारखाना खोला जा सकता है। रेलवे बोर्ड से कहते हैं तो वे जवाब देते हैं कि जहा कारखाने होंगे या दूसरी इष्टस्त्रीज होंगी, वहा ब्राड बेज लाइन ही जा सकती है—एक ऐसी विश्व स्थिति पैदा हो गई है—बाट गंज लाइन न हो तो कारखाने नहीं खुलेंगे और कारखाने न होने तो बोर्ड भेर लाइन नहीं जाएगी। इस समस्या का समाधान हूँ ना जाहिए।

ब्राड बेज लाइन का न होने से डन पिछडे इसके से अद्वितीय विकास नहीं हो रहा है। क्योंकि जब भी कोई कारखाना खालने की बात आती है तो यही वहा जाता है जहा ब्राड बेज लाइन होती, वही पर कारखाना खोला जा सकता है। रेलवे बोर्ड से कहते हैं तो वे जवाब देते हैं कि जहा कारखाने होंगे या दूसरी इष्टस्त्रीज होंगी, वहा ब्राड बेज लाइन ही जा सकती है—एक ऐसी विश्व स्थिति पैदा हो गई है—बाट गंज लाइन न हो तो कारखाने नहीं खुलेंगे और कारखाने न होने तो बोर्ड भेर लाइन नहीं जाएगी। इस समस्या का समाधान हूँ ना जाहिए।

[की दो० दो० कांपते]

अगर या॒ : इस राइ॒न की॑ बदल दें॒ तो॑ निश्चित कर॑ से आप की॑ आमदारी बहेरी॑ ।

मही उद्दीर्ण में महाराष्ट्र सरकार की ओर से वित्तीय पाउडर का एक कारबाहा खोला है। हम जाते हैं कि जहां से सीधा दूष बर्बाद हो जाए। अगर कुरुक्षेत्र से लातुर रोड बाड़ गेज़ साइन जन जाए तो दूष उद्दीर्ण से सीधा बर्बाद स्पलाई हो सकता है। इस में किसानों को भी कायदा होगा, वैकल्पिक एरिया को कायदा होगा और उम इलाके की आर्थिक अवस्था सुधरेगी।

दूसरी चौंक यह है कि आ ने घनमाड़ से परली तक जो भीटर गेज़ लाइन है उम "को बाड़ गेज़ में बदलने का नय किया था"। लेकिन उस का बन्ट में कोई जिक्र नहीं है। परली से मिनिटरावाद लाइन है, अगर घनमाड़ से परली तक लाइन बाड़ गेज़ कर दी जाए तो घनमाड़ से मिनिटरावाद तक की बड़ी लाइन हो जाती है। इसी तहर में लातुर रोड से लातुर और लातुर से कुडवाड़ी जो नैरो गेज़ लाइन है इस को भी बाड़ गेज़ में बदल दिया जाए। ऐसा हो जाने से बर्बाद से हैदराबाद के निए बाया लातुर नया रास्ता मिल जाता है। इस समय बर्बाद से ने कर बाड़ी ढोने हुए हैदराबाद और मद्रास नक जा सकत है। मेरा निवेदन है कि लिंड़े औत्र को देखने हुए और वहा के लोगों की आमदारी बढ़ाने के लिए बदि छोटी लाइन को बड़ी लाइन में बदल दें तो बहुत ही अच्छा होगा। मुना है कि मर्ज़ी दुमा है, लेकिन अभी तक कोई प्रत्यक्ष काम सामने नहीं दिखाई देना। आप कहते हैं कि नई लाइन डालने के लिए योगा नहीं है, जब कि मेरा कहना है कि भारत में रेल विधान सभा से बड़ा विधान है, अगर इस को सही ढंग में बनाया जाय तो आमदारी काफी ही सकती है और उम पैसे से लोगों की खुशहाली बढ़ सकती है, तथा 20 मूल्त्री कार्यक्रम को पूरा करने में भी महसिल भिल सकती है।

रेलवे के सफर में बड़ी बड़ी जगह यीवे के पानी की स्टेशनों पर स्प्लाई की आवश्यकता है। मैं भी इंग्लॉबाद से जब हैदराबाद जाता हूं तो सिवाय बड़े बड़े स्टेशनों के बारे कहीं पानी का इंतजाम नहीं है—न डिब्बों में भीर है प्लेटफार्म पर। छोटे छोटे स्टेशनों पर जानी नहीं मिलता। अस्ती हाल में मैं कल्पणा के आ रहा था, वहां डिब्बे से उतर कर पानी लेना जाहा बहुत दूरी पर भरी मिला यह बड़ा मुश्किल है, खास कर हूसरे दर्जे के यात्रियों के लिए। प्रथम श्रेणी के लोग तो मर्टेंड ले पानी बंगा सकते हैं। लेकिन दूसरी श्रेणी के यात्रियों को बड़ी भ्रमिका होती है। मेरा निवेदन है कि एक एक पानी की टंकी छोटी सी हर स्टेशन पर रखवा दे तो यात्रियों को काफी सुविधा हो जाए गी।

रेलवे में जाने पोने का आप ने अच्छा इंतजाम किया है, खास कर पश्चिम रेलवे से अच्छा जाना बनाता है, लेकिन वह डालडा में सब बनता है। पर जो लोग डालडा नहीं जा सकते उन के लिए बड़ी दिक्कत हो जाती है। मैं ने कन्टियर मेल का जाना जाया है लेकिन उसको जाने के बाद तंन दिन दिवाई निवी पड़ती है। इनलिए कम से कम हम लोगों को अपनी मर्ज़ी के मुताबिक अच्छा जाना भी मिलना चाहिए। यदि आप अपने जाने की भी सुविधा कर दे तो बैड़ना रहेगा।

अब मैं पुनः कहूंगा कि मानवीय विप्राणी जी बड़े आर्थिक मज़बूत है वह लातुर-रोड से कुरुक्षेत्री और कुरुक्षेत्री से वीरल तक बाड़ गैंग करा दता इस लाके के लोगों का उत्पान होता, उन की आर्थिक स्थिति से सुधार आएगा और पड़ग्पुर क्षेत्र का जो बड़ा मेला होता है उम मेल में जाने के लिए लोगों को आराम मिलेगी। इन शब्दों के साथ रेलवे बजट का समर्थन करता है।

भी ओकार लाल बेरवा (कोटा) : उत्तर-ध्याल जौं, रेलवे पर बहुत जोक बोल चुके हैं, हमें एसी भाषा भी हि पहिल जी बाड़े का बजट नहीं जावेंगे। लेकिन वह भी उसी भाषा

पर चल दिए लिख पर दुनिया चल रही है ।
बात ऐसे निनिटर हमारे सामने ही चुके हैं
और दिलत भी आवर्ण भर्ती है । हमने भी
वहाँ चाहे का बजट पैश कर दिया है । यदि
भर्ती नहीं ही तो सामे चल कर साल में चाट
का हो जाएगा ।

[Shri VASANT SATRE in the Chair]
14.54 hrs.

प्रधानोंसे इस बात का है कि दुनिया में
कठोरों स्थाया जर्व हो रहा है और हर प्रांत
के भर्ती वहाँ या पर बैठते हैं, कभी विहार के
तो कभी पंजाब के, कभी कश्मीर के और कभी
उत्तर प्रदेश के । लेकिन दुर्भाग्य राजस्वान का
है कि 22 भील का एक दुकड़ा आज तक नहीं
बन सका । मृत्यु इस सदन में आये हुए
18 भाल हो गये हैं, परन्तु एक एक साल में
एक एक भील भी बनाते तो वह 22 भील का
दुकड़ा बन जाता । पंडित जी ने कहा है कि
लाइन बनाने के लिए हम तीन बाहों को देखते
हैं: पहली तो देख सेवा है । तो वह प्राप्ति
राजस्वान की देख ली, हर चाहह हमारे जवान
पूरे हुए हैं । दूसरी यह कि कुछ आर्थिक लाभ
की भी सम्भावना होनी चाहिए । इस बारे में
मेरा निवेदन है कि इस 22 भील के टुकडे में
हर आधे घटे पर भरी हुई बसे आती हैं, किर
भी कभी पड़ती है । लोग चाहते हैं कि और
बसे चलायी जायें । तो अबर पर 22 भील
का दुकड़ा बन जाता है, तो उम में लोगों को
बहुत सहनियत होती । इस में लिखा हुआ है
कि पिछड़ा हुआ एरिया होना चाहिए और
विकास की दृष्टि से लिछे हुए राज्य को हम
आगे बढ़ाना चाहते हैं । बूदी एक बहुन पिछड़ा
हुआ एरिया है और वह पर कोई इंवेस्टी
भी नहीं है । यह कहा जाता है कि रेलवे साइन
नहीं है, इसलिए इवस्ट्री नहीं हो सकती ।
विद्युत ने एक बीवेंट की फैस्टरी का सामान
महा पटका था और कहा था कि हम बहा
सीपेह की फैस्टरी लगायेंगे लेकिन बाक्से उसे ने
कहा कि वहाँ पर रेलवे साइन नहीं है, इसलिए
हक्करा परन्तु कहे आपना और हमारा जो
बीमेंट होगा, वह कैसे वहाँ में आएगा ।

इस तरह से रेल का दुकड़ा न होने की बजह से
वह उसे ब्यावर में ले गया और अपना सारा
सामान वहाँ से उठा कर ले गया । परन्तु वहाँ
पर 22 भील का दुकड़ा बन जाएगा, तो कौन
की बराबरी आ जाएगी, यह मैं नहीं समझ
पाया ।

दूसरी बात मूले वह कहती है कि एडवर-
टिंग्सेंट रेलवे में बड़े भ्रष्टे होते हैं, भ्रष्टे
भ्रष्टे बोहं लगे हुए हैं लेकिन स्टेशनों के नाम
कही नहीं दिखाई देते और अपर कहीं लिखे भी
होते हैं तो ऐसे लिखे होते हैं जैसे कि बंट की
पूँछ होनी है जो कि किसी को न शर ही न आए ।
प्राप देखेंगे कि उत्तर रेलवे में बड़े बड़े
बोहं लगे हैं कही उनलय का बोहं है, तो
कही बीचियों के बोहं लगे हैं और लाइट
में बे ऐसे बमकते रहते हैं जैसे कि कोई लैंडरी
नहीं हुई हो । जो यात्रा के नाम हैं वह तो
पहचान सकते हैं कि यह उत्तर रेलवे है लेकिन
जो बाहर से आते हैं वे पक्ते ही चले जाएंगे लेकिन
उन को कही न जर नहीं आएगा कि यह कौन
सा स्टेशन है । छोटे छोटे स्टेशनों पर नाम
नहीं लिखे होते हैं । गगा नगर में कही भी
उम स्टेशन का नाम लिखा नहीं दिखाई देगा ।
रेलवे स्टेशन पर नाम ही नहीं है लेकिन यह
होना चाहिए और कुछ लाइट भी होनी चाहिए ।
इनाम बड़ी रेलवे है और करोड़ों रुपया कमाती
है और इनता भी नहीं होना है कि नाम नो
स्टेशन पर लिखवा दिए जाए । प्राप को पीले
बोहं प्लेटफार्म पर तो उह मिल गएंगे लेकिन
बाहर सड़क में अपर कोई जानता चाहे कि
कौन सा स्टेशन है तो उस को पता नहीं चलेगा ।
यह उत्तर रेलवे के स्टेशनों का हाल है चाह बह
दिल्ली में स्टेशन हो या नई दिल्ली का रेलवे
स्टेशन हो । इसलिए मेरा सुझाव यह है कि नाम
स्टेशनों पर अवश्य लिखे जाने चाहिए ।

तीसरी बात मैं यह कहूँगा कि मेरे ने
पंडित जी से कमेटी में कहा था और उहने
यह कहा था कि प्राप मूले इस बारे में लिख
कर दें और वह यह है कि रामदेवी जी का
मेला होता है लेकिन जूस के लिए है बेल बाहिया

[बी. बी. कॉर्पर. साल. बैंक]

ज्ञानादा तात्त्वाद में नहीं चलती है। वह शैड्यूल कास्ट्स का बहुत बड़ा भेला है और उस से सालों से ये का आमदान होता है। एक दो बालों चला दी जाती है और वह भी लिंगों के कहने से। ज्ञानादा स्पैशल गाड़ी न चलने के कारण वैवाहिक बालों में हातों की सुविधा में बहाँ पहुँचते हैं। ज्ञानार्थी बालों इवार से उछर चलते हैं लेकिन रेलवे बालों हाथ पर हाथ रखे बढ़े रहते हैं। यार उन जे कहा जाना है तो कहते हैं कि जोष्पुर ट्रूकफीन किया है। बहाँ से गाड़ी आएँ। तब देंगे और कभी कहते हैं कि जैस नमेट फोन किया हुआ है और बड़ी से गाड़ी आएँ। तो दे दें लेकिन कुछ बही होता है। वह शैड्यूल कास्ट्स का बहुत बड़ा भेला है। एक तरफ तो नाम कहते हैं कि हम शैड्यूल कास्ट्स बालों को प्रेहाहन देना चाहते हैं और दूसरे तरफ जब उन का यह भेला होता है, तो उनकी तरफ ध्वान नहीं देते हैं।

शैड के बारे में हम से कहा गया था कि काम शुरू हो गया है लेकिन हिंदिन यह है कि बहाँ पर कटे नियान पड़े हुए हैं। जो शैड ज्ञानादा है वह ज्ञान के बराबर लगाता है और जब पानी बहाँ है तो नींवें जो करते रखे होते हैं लोकों के दे धीर जाने हैं। ज्ञानान इन हिंदि-नियरों को सदृशुदि दे पड़ा नहीं कहाँ से ये इश्वीनियरों सीख कर आने हैं। जब वहाँ पर सामाज रख जाता है तो प्लेटफार्म को एक कुट ऊंचा करते बिन्दे लगाँ का सामान नहीं आगता। दूसरे इवार से उछर जब हवा चलते हैं तो पार निकल जाती है। यार को कुट की दीवार बना देते या बादर लगा देते, तो यह तकलीफ लगाँ का न होता।

दूरी बाँ यह है कि राविचरा स्टेन से 100 फूँट की दूरी पर आँ ने एक शैड बना दिया है। इन्हा तो करना चाहिए कि वहा पर आया होती। दिन जो मेहरबा० कर के ध्वार बहाँ पर आया का इत्तजाम कर दें तो बातियों को कुट सुनिवाहो जाएँगी। प्लेटफार्म पर बिल्डिंग आया नहीं है यार दूसरे प्राप्त बंदा

लेह और बाली है और वह के बाब अंडी बचती हैं तो सारे शाकी लहौत में लेपते रहते हैं। बालों का यह भेला होता है जबकि बारिस होती है और उसका का कोई प्रबन्ध नहीं है। कभी कहते हैं कि हवा ने बकाहर शुरू कर दिया है लेकिन सीमेंट नहीं निचा है, लीहा नहीं भिजता है। शैड्यूल कास्ट्स का यह भैना दोना है जिसमें बहुत से लोग आते हैं? यहाँ हर्विंग याप धन नहीं देते हैं। भेला कहना यह है कि इन काम को आर को पूरा करना चाहिए।

रेलवे में जाटा बयाँ होता है? यान के लिए ज्ञान को सीमेंट बनान बना दिया। अब ये लिए बनाम रहा ही नहीं आर। यह इंद्रजास का हो आर ने सीमेंट बना दिया है। इन के बनने से कायदा किस को हुआ? बिलिंगों को इन से कायदा हो गया। सीमेंट ज्ञान की सीट सब उड़ गई और यह इंद्रजास की बही बही रही। उन मे बे लाग बूरे तरह से रहते हैं और जो लोग सीमेंट बनाम मे बनते हैं उन को बैठते को जमह नहीं भिजती है तो वे कफ्ट ज्ञान मे बून जाते हैं। या तो देसा हुआ ज्ञान करो। गड़े का नाम अनकूर रख दो, जसके तो काम नहीं चलता। नाम तो गड़ा होता। आज यह इंद्रजास मे जो लदान लद रहा है, उमका नाम ध्वार लेकिंग ज्ञान रख दिया तो कायदा क्या। उनमे पार्वी पीने जाने तक की जगह नहीं भिजती।

15.00 hrs.

पंचित जाहू को एक ग्रीष्म खुगबबरी सुनाइया। फर्स्ट ज्ञान मे आपने सोडा बाटर बोलने का एक ज्ञाननर रखा है। वह लेट्रीन मे रखा है। ध्वार मुझे सोडा बोलता है तो मे लेट्रीन तक उठ कर आतंगा। ध्वार लेट्रीन वे कोई बैठा है तो एक बटे तक बोलत हाथ मे लिये रखा है। धोपनर बहाँ जीकर रखा है दो नट बोल लगा कर धीरनर कर्मसार्टमेंट मे रही ताकि ध्वार कम्पार्टमेंट मे है लोक बोल सकें। इतनी छोटी छोटी बालों की रख ज्ञान नहीं है।

यह ऐसे में बढ़े को बात आती है।
यह ऐसे में साठ-गाठ का आवला है।
लैंग इनको सलाह देता है कि सीमेंट का
स्लीपर लवा दो। सीमेंट की कमी है, लोहे
की कमी है। सीधे, बा लकड़ी की भी
कमी ही पहुँच है तिन्हनान के अन्दर। सीमेंट
गमी में केन होता है, जिन्हें दो तर्फ़ है।
हमकी बन्ह से हम नाकामयाब दुः है लेकिन
फिर भी लाखों करोड़ों हज़ेर की सीमेंट के
स्लीपर लगाये गये। यह मत जानेवाले का
छंगा चल गता है। करोड़ों हज़ेर की आरने
छोटी बिंदु, कंकीट बारीद भी, जिसका कोई
सैस नहीं है। यह करके आप कहते हैं कि
हमने एक भी भर गिराय बढ़ा दो। कोयले
बाले कहते हैं कि हमारे पाप बेतन नहीं, तेलवे
मिनिस्टर कहते हैं कि हमारे पाप कोयला
नहीं। अब यह दोनों की साठ-गाठ हो गई है,
विरोध पत्र चन रहा है। वह कहते हैं कि
हमारे पाप बेतन नहीं, आप कहते हैं कि हमारे
पाप कोयला नहीं आग इस दुख के पारे
आरने ही न ही तब दिये गिरने पाई न
नहीं गिरने। बर्बाद भीर दमरे रेल कार्डावारों
में वे पड़े दुः हैं। यह आरने पाप कोयला
नहीं या जो ही चन है तब आरने चाहे?

समाप्ति भ्रोबर ब्रेवा जी आप जायद
पिछले माल का भावण कर रहे हैं। दाइप
होने वाला है।

भी खोकार साल बेटवा यह विज्ञुन
नया है। अभी आरने यह प्याएँ नो देखा
ही नहीं है। आरने आज तक मबलेटिंग को
नहीं रोका। स्टारों के अन्दर मबलेटिंग करने
वालों ने आज तक किनता हाया दम्भ लिया,
क्या इसको आपने बोह किया है? आपके
विजिलप आकिसर नाते हैं, तंबाह दांत कर
आ जाते हैं। इससे किनता तुम्हान रेलों को
होता है, आरने क्या इसका अन्दरा जा भी जाया
है? आपने 3 साल में किनती रेलें बंद कर
दी। उसी कोप्रेके के अधार से बंद कर दीं,
उसी किसी भीर अक्षय से बंद कर दीं, कहीं
विचरी के अधार से बंद कर दीं, भीर उसमें

जो रेलों को कंसान होता है मेहरबानी करके
उसका अन्दरा जा लगाइये।

पंडित साहब ने जो आशीर्वाद में
हाथे गये थे उनमें से योहे से आदिवासों को
रख लिया। 420 आदिवासों पर मुरदमे बैठान
चल रहे हैं। 25 के करोड़ कुठ ऐसे प्रादीनी हैं
जो उन्होंने भीर लगाये हैं। वोहे में प्राची
भीर हैं उनको भी लगा कर के आर बदनामी
में बचे ताकि उनके बच्चों वैष्णव की लौटी
चले। चाहे आप उन्हें नये मिरे में लगा
लगान्जे लेकिन उन्होंने लगा लीजिए भीर उनके
बच्चों को रोटी दीजिए।

रेलों में जो चोरिया करते हैं दिल्ले
तोड़ कर चोरिया तिकाने हैं, इसके बारे में
आज भवान भी आया भीर बदनामों में भी
आया, उनमें से किनने आदिवासों को आरने
भी गा में गिरपार किया है? ऐसी आज
इनी जिदाही हो गई, आप कोई बो-बार
को भी बता दीजिए कि आरने गिरपार
किया हो।

अच्छा आर ये कुते क्यों लाये हैं? न
कुतों में आर०पी०एफ० का बता सम्बन्ध है?
इन चोरियों को एकड़ने के लिये बता आपके
अक्षय काम नहीं करते हैं जो इन कुतों को
लाया गया है? हमें रेल अवन में दिवाया
गया कि कुते कैसे भाँक रहे हैं। आर०पी०
एफ० में आपका खर्च बढ़ा है बढ़ा नहीं है।
कुतों की बजह से अवर खर्च दूसरी तरफ
कम हो जाता है तो हम देखने हैं कि देमा करके
आपने अच्छा किया है। इस हजार कुते
आ गये हैं भीर दम हजार या कुठ कम आर०
पी० एफ० के आदीनी कम कर दिये जाते हैं
तो बात भी बी। जाना तो दोरों बराबर
जाने ही है।

अब मैं आरने एरिया की कुठ बात
कहना चाहता हूँ। अहमदाबाद बाली साल
को आप डबल कर रहे थे। उसको आरने
बन्द कर दिया है। अध्य प्रदेश में जब लूप्त
भी बोह मिलिटर बने तो आपने तुम्हा
मक्की लाइन निकाली। उसमें चने चाहे के
सायक दैसे नहीं गिरने हैं। वहाँ बाटा हो रहा है

[बी बोकार शाम बैठा]

बी शुभाहिया भी चीक लिनिस्टर बने तो
आपने उदयपुर हिम्मतनगर जान निकाली ।
उसमें आपको दी पैसे नहीं मिलते । हम
आठारह साल से भीक रहे हैं कि 22 बील का
दुकड़ा है बूढ़ी का इसको आप बना दें लेकिन
आपका ध्यान इस तरफ नहीं गया है । उसके
लिये आप कहते हैं कि आज्ञा ऐसा राजस्थान
बाले हैं और आज्ञा आप देने । राजस्थान
तो पहले से ही आपके सामने हाथ पसार
कर बैठा है । वह कहा से पैसा लाएगा । इस
ओर आपका ध्यान जाना चाहिये ।

गाड़ी बड़े स्टेशन पर आ कर बड़ी होती
है तो पानी भरने वाले ऊपर से उसमें पानी
भरना शुरू कर देते हैं । यात्री बैठा हो,
डेले जाता जा रहा हो, लिनिस्टर साहब
बढ़े हों उनके माथे पर पानी गिरे कोई पर-
बाह नहीं की जाती है । छड़ा बड़े किसी पर
पानी गिरता है लेकिन कोई आपको देखनेवाला
नहीं है । यह जो तरीका है इसको आज तक
बदला नहीं गया है । हजारों का माल किसी यात्री
का डिले में रखा हो वह भी जाये, निचे
आदमी भी जाये, इसकी चिन्ता रेलवे को
नहीं है और उसने इस तरीके को आज तक
बदला नहीं है ।

दिल्ली स्टेशन की बात को आप सें ।
वहाँ लखनऊ मेल बड़ी रहती है । कीटे
के आर डिल्डे इसके बिल्कुल अडे हुये बढ़े
रहते हैं, उसके पास मिले हुये रहते हैं बेचारे
लखनऊ वाले सीधे कोटा के डिल्डों में आकर
बैठ जाते हैं । क्या आप इनको कुछ ही पर
खड़ा नहीं कर सकते हैं? पचास फुट दूर
खड़ा नहीं कर सकते हैं । लकड़ी का कोई
बोई लाला दें लाकि यात्रियों को इसका पता
चल जाये तो आपका क्या बढ़ता है । बिल्कुल
इससे वे सटे बढ़े होते हैं । आदमी उनमें
बैठ जाता है और जब लखनऊ वाली गाड़ी
समने को होती है तो वह अपना सामान
लेकर जाता है । यह जो यात्रियों को लकड़ीप
होती है इसकी तरफ भी आपका ध्यान जाना
चाहिये ।

“ ऐसे स्टेशनों के ऊपर आमतरों का
आना जाना आपको चाहिए कि ऊपर बिल्कुल
बन्द करवायें । जोबड़ूर, कोटा आदि जिसमें
स्टेशन हैं वहाँ देखा जाया है कि याय, बैंस,
सुधर, बड़े बड़ी आदि भरे रहते हैं । जो स्टेशन
मास्टर हैं वे क्या करते हैं? क्या वे इनका
बहाँ आना बन्द नहीं करवा सकते हैं?
बटिंग रूपों की हालत बराबर है ।

जो स्टेशन मास्टर शहर से दूर बाह
करते हैं उनको कम से कम तीस रुपया जला
मिलना चाहिए । उसको तीन रुपये बार्बा
करना पड़ता है । एक तो याद में दूसरे वहाँ
जहाँ उनके बच्चे पढ़ते हैं और तीसरे जहाँ वह
स्टेशन मास्टरी कर रहा है । उसको बहर
तीस रुपये जलना चाहिए ।

बोरियों की तरफ भी आपका ध्यान
जाना चाहिए । ये बड़े रही हैं । इस तरह मे
पत्थर का ओवर लोर्डिंग होता है उसको
देखना चाहिए । कहीं कहीं बेरिंग होती है
तो वह आपको पता चलता है कि यह बोरी
हुई है । इस तरह की जीजों की तरफ भी
आप ध्यान दें ।

आपकी बटिया बजती जाती है और हम
सुनते रहते हैं । वह और न मुन्नी पड़े, इस
वास्ते में ममाप्त करता हूँ ।

बी नालू राम लिर्वा नागीर)
बोडा सबार को देख कर चलता है । लिपाठी
जी, कुरैशी जी, बूटा सिंह जी हमारे अच्छे
मत्ती हैं और जिन स्थानों पर व बैठ हुए हैं
वहा पर इनके प्रयालों से मेरी राय मे रेलवे
का महकमा काफी सुधरा है और बहुत अच्छी
तरह से चलने लगा है । जो सुधार हुआ है
वह बास्टब मे सराहनीय है । मैंने जनरल
बहस मे हिस्सा नहीं लिया, लेने का मन भी
नहीं था, लेकिन कुछ रिमार्क्स मे, जिनके
मे कहना चाहता था ।

रेलवे में जिस तरह से चाट पिछो बढ़ों
मे रहे हैं, इस साल में बहुत शुधार है भीट

प्राप्त हो इसमें बहुत ग्रामीण को संबोधित है। यह यह याचिका है कि रेलवे का विकास काली घोटाला-स्टेशन है और स्टेशन को इस बदल कर करता बहुत ग्रामीण बात भी नहीं है। परं इस स्टेशन से और यादा एकीकरण से को बढ़ाया जा सकता है। इस दृष्टि से मुझे उमीद है कि यहाँ महोदय और रेलवे बोर्ड द्वारा यहाँ सुन-सुनिश्चालन से बढ़ाया जाएगा काफी कामयादी हासिल कर सकेगा और रेलवे को और भी साउड लाइन पर लाया जा सकेगा, ऐसा भैरा विश्वास बनता है।

जो मार्ग रेलवे की तरफ से वेज हुई हैं, उनको मैंने बहराई से देखा। यादा तो बोलने का अवसर नहीं मिलता है, लेकिन कुछ मुझे, कुछ बातें जो मैं कुछ बचों से कहता रहा हूँ, उनमें से कुछ को मुझे रिपोर्ट करना पड़ेगा।

आजादी के बाद मेरी राय में, हमारे राजस्थान में खासतौर से रेलवे का विकास कुछ कम हुआ, सिर्फ दो, तीन लाइन ही बनी। एक लाइन पोकरण से जैसलमेर तक बनी। वह बेंगलुरु दृष्टि से भी बनानी जरूरी थी, योकि बांडर का एरिया है और जीन तथा पारिषद्वान की लड़ाई के बाद उसको जरूरी समझकर बनाया गया।

दूसरी लाइन रानीबाड़ा से डीसा तक, क्योंकि वह काडला की दृष्टि से बहुत महत्वपूर्ण थी, इसलिये वह लाइन भी आजादी के बाद बनी।

तीसरी रेलवे लाइन उदयपुर से हिम्मन-नगर बक की गुजरात को जोड़ने का लिये बनी। सिवाय इन तीन दूकड़ों के, और रेलवे का विकास कही नहीं हुआ है। रेलवे की दृष्टि से दूसरा दूसरा हिस्ट्रिक्ट है और उस दूसरे के भी तरफ रेलवे मही जी का व्याप विस्तैर सम से रहे, यह भैरा उनसे निवेदन है।

मैं उनसे यह भी निवेदन करना चाहता हूँ कि इस साल वहाँ यादा बरसात हुई। जिन इलाकों में कभी फल नहीं आने वे, उन जगहों पर भी फल आ गई। नागौर जैसे इलाके में भी फल आ गया और वहाँ साथर से जोधपुर का जो तिक है उसमें साथर की रेलवे लाइन में 25, 26 किलोमीटर का टुकड़ा पानी में नीचे दबा हुआ है। रेलवे मवालय ने काफी कोशिश की कि इस टुकडे को पानी से बाहर निकाला जाये। 1 लाख रुपये उसमें खर्च हुआ, रेलवे लाइन को ऊपर उठाया गया और उठाते-उठाते भी कुछ जगहों में 8 किलोमीटर रेलवे लाइन अभी भी पानी में दबी हुई है उस पर 6, 6 और 8, 8 इच पानी है। रेलवे वाले वहाँ से एक आष दिन में मालवाड़ी निकालते हैं। उम मालवाड़ी की भी बुरी हालत हो जाती है, उसमें पानी भर जाता है और उसको सफाई करनी पड़ती है। आगे भी बरसात आने वाली है, मुझे ऐसी उमीद है कि यह पूरी लाइन पानी से निकलेंगी नहीं। इस्टीमेटली क्या करना चाहते हैं। दूसरी लाइन बदलने का भी आपने लिये किया है, वह सबै कब तक पूरा होगा। उस रेलवे लाइन को उडाइकर बदलने में भय लगेगा। एक तो यह हो सकता है कि नावा और कुच मनसिटी जो महत्वपूर्ण कस्बे हैं, उनको जोड़ने वे लिंग जो आप नवा एलाइनमेट बना रहे हैं, उसको फाइनलाइज़ करना जरूरी है और दूसरा सौल्यूशन यह हो सकता है कि परबतमर और किशनगढ़ को जोड़ दे तो फिर वहाँ पानी की प्रावनम नहीं रहेगी। तो ये दो सुझाव हैं, आप इनके बारे में विचार कर निर्णय ले। इस लाइन के बनने से काफी फायदा होगा। वहाँ पर बहुत से मिनरल्स हैं, जिप्पम है, माईनिंग स्टोन है मारबल है। वहाँ से लोगों की कमाई का जरिया यही है। वहाँ अगर चक्कर काटकर मारवाड जक्कशन में जायें तो इसमें बहुत यादा माल की दुलाई पड़ेगी। आपने फेट में 500 किलोमीटर तक 5 परसेंट बढ़ा दिया है और 500 किलोमीटर

से उमादा पर 10 परसेंट बढ़ा दिया है। तो हमारे इसके का जो यह भौतिकियता है, जो अहंकार बाहर आता है इसके ऊपर किराये का भार बढ़ जायेगा तो मैं समझता हूँ कि यह दृष्टिकोण टिक नहीं सकेगा। मैंने मंत्री महोदय को इस बारे में एक पत्र लिखा है। यहाँ आगा है कि वह इस विषय पर गहराई से विचार करेगे। जब मैंने लाइन बन्द हो गौर माल को बदकर काट कर जाना पड़ता है, तो इसमें काफी नुस्खान होता है।

जहाँ तक राजस्थान में ब्राह्मण साइन
बनाने का प्रयत्न है, हमारे यहाँ भरतपुर से
कोटा हो कर जो बम्बई वाली साइन गुजरती
है, उसके द्वारा राजस्थान में और कोई
ब्राह्मण साइन नहीं है राजस्थान में से होकर,
और अलवर, जयपुर और अजमेर को दृष्टि
करते हुए, अहमदाबाद को जो लाइन जाती
है, उसके बारे में हम हमेशा बहते रहे हैं।
उसका सरबे बड़ी का हो चुका है। लेकिन
सरबे के बाद बया हो रहा है, इसके बारे में
कोई जानकारी नहीं है। मैं मही महोदय की
कठिनाई को समझ रहा हूँ। उन्हें हमेशा पैसे
के बारे में पिछ रहती है। लेकिन पैसे को एक
ईदलीटेडल १० से रुच करना चाहिए।
मैं यह नहीं बहता कि एकदम पैसा दे दिया
जाये और सब काम एकदम पूरा कर दिया
जाये। लेकिन अगर मेन लाइन के काम
को मुझ और दिया जाये, और पांच दस
मील का हिस्सा बना दिया जाये, तो हम
आशा कर रुचते हैं कि युछ काम होने लगा

ज्ञानवेद साइन न होने की वजह से राजवरबन में ट्रांसफिल्मेट की बहुत प्राकृतिकता दर्शन है। इस दृष्टि साहार्द माझोंपुर के अलावा राजवरबन में और कई उच्च नहीं है, जो ज्ञानवेद पर हो। इसलिए यह कानूनक है कि इमरदावाद वाली साइन को ज्ञानवेद में पूर्णतः कर दिया जाये। सोकर के अलावा यह

सरकारी के लिए सुनिश्चित हित है कि रेवाड़ी-मास्कोल और बोलका बाइन के हॉटेक उत्तर लाइन की खुलीरा से जीड़ दिया जाये। ये समाजता हूँ कि मास्कीय सेवन अपेक्षि हित की बात कह रहे हैं। वह लाइन राजस्थान के हित में नहीं होगी। राजस्थान के हित की बात यह है कि जोधपुर को जोड़ना जहाँ है, जो कि प्रदेश की राजधानी है। ग्रामपाल की भी जोड़ना जहाँ है। अजमेर से वही लाइन भारवाह जंकशन होकर निकलती है। भारवाह जंकशन से जोधपुर को जोड़ा जा सकता है। जोधपुर दूसरे नांबर का बाहर है, जो भूतपुर की दुटिं से और ग्रीष्मीयिक द्विष्ट से बहुत महत्वपूर्ण है। इसलिए उसको बाहरोंज के साथ जोड़ना चाहिए। वह भी आये की बात है। इस बारे में बोही सी-शुद्धात तो करनी चाहिए, जिससे हम को लगे कि राजस्थान में बाहरोंज का काम ज़रूर हो गया है। खासकर प्रगत हम इस टीम से कुछ प्राप्त नहीं रख सकेंगे, तो पता नहीं कि भविष्य में क्या होगा, क्योंकि हमारे तीनों भवित्यों की यह मान्यता है कि रिजनल इम्बलेंसिंज को ठीक किया जाये। इसलिए मुझे आशा है कि वे राजस्थान में बाहरोंज लाइन बिलाने के प्रश्न पर विचार बढ़े।

हमारे यहां से लोगों को तीसरी और चौथी श्रेणी की नौकरियों के लिए भी इलाहाबाद के परिवक्त संवित कमीशन के साथके जाना पड़ता है। स्वर्गीय रेल मंत्री, श्री मिश्र, ने आश्वासन दिया था कि हर एक डिविजन में क परिवक्त संवित कमीशन बनाया जायेगा। राजस्वान में छः डिविजन हैं: कोटा, अयपुर; बीकानेर, जोधपुर, अमेर और भावूरोड। मंत्री महोदय उन सब में परिवक्त संवित कमीशन भले ही न बनायें, लेकिन इस साल कम से कम एक परिवक्त संवित कमीशन तो बनाना चाहिए। मेरे व्यापार में अयपुर इसके लिए उपयुक्त स्थान है, क्योंकि वह संदेश ज्ञेता है। अब इस साल

बोधपुर में बिल्डिंग बिल्डिंग करवाने का बना
विल्डिंग बने, तो हमें मर्ही भूमियत का एहसान
करते हैं।

वह कैसां कर लिया गया था—प्रता
मर्ही, उसको कर्वी टोक दिया गया—कि
दिल्ली-बोधपुर बेल में डीजल इंजिन लगाया
जायेगा। मैंने सुना है कि 26 फरवरी को
उस गाड़ी में डीजल इंजिन लग जाना था।
मैं निवेदन करना चाहता हूँ कि डीजल इंजिन
लगाते से गाड़ी की गति में कर्क मर्ही पड़ेगा।
वह 15, 16 या 20 घण्टे में पहुँच ही जायेगी।
जिन लोगों का उस गाड़ी में सेकेंड क्लास के
ट्रॉटिंग या थ्रॉटिंग में गिरेशन होता
है, या जो फ़ार्ट क्लास में यादा करते हैं,
उनमें तो ठीक है, लेकिन वाकी लोगों के लिए
सिर्फ़ ये हिलना ऐवेलेबल है। वहाँ बटने की
जगह नहीं मिलती है। जनाना है ने से और भी
कठिनाई होती है। डीजल इंजिन लगाने का
फ़ायदा यह है कि उस गाड़ी में दो तीन
बोगीयाँ और लगाई जा सकती, जिससे गरीब
छोटे लोगों को यादा करने में आसानी होती।
मैंने सुना है कि यह सुझाव इनिए रद्द कर
दिया गया है, कि टिल्ही में आने के बाद
डीजल इंजिन का क्या उपयोग किया जाये।
अब वह ठीक करें किया जाय या नहीं किया
जाय ये तो आपके इनने काम्प्लाकेटेड मामले
है कि इसमें मेरा कोई सकाव हो नहीं सकता।
इसकी तो गुंबाज आपकी ही कस्ती पड़ेगी।
मेरा निवेदन है कि वह जो कैमला आपसे
किया है उसके ऊपर और करके उसको लागू
करें और मार्ग के एन्ड तक या फ़ार्ट प्रेस से
नहीं तो सेकेंड एंग्रीन से ग्राह जोधपुर बेल में
डीजल इंजिन लगा सकें तो आपकी बड़ी
चारी नेहरवानी हो जायगी।

विनाटी जी से मैं निवेदन करना चाहता
हूँ कि भूमा सारे भारत की बंगा है, और
वा स्नान की हमारे राजस्वान में बहुत भूख
और सूखपन है। आम तौर पर नर्मा के दिनों
में बड़ी, मई और जून में लोर्वी की तादाद में
सूख गंगा स्नान के लिए हारिद्वार जाते हैं और

वे बड़ी पवित्र भावना से जाते हैं। तो उस
उमाने में बेद-बकरियों की तरह उहौं जाना
पड़ता है। जोधपुर से मैन लाइन तो बद्द
हो गई, प्रत्येक भारतीय जंक्शन की तरफ से
जूम कर जाती है। उसम रहने ही इतनी
भीड़ हो जाती है कि बंडने की जगह नहीं होती
तो इन दो दोहरी मर्हीनों में आप कुछ तिथियाँ
निश्चित कर दे और उन तिथियों में स्पेशल
बाड़िया चला दे तो लोगों को इतिला हो
जायगी और लोग आसानी से उसमें बैठ कर
स्नान के लिए जा सकेंगे।

माननीय सदस्य ने रामदेवडे के मेले
की बात की। उसका बड़ा मिजरेबल सीन
होता है। लाखों लोग उसमें जाते हैं। रेलवे
स्पेशल चलनी है लेकिन वह बहुत ही इनएडी-
केट है। हजारों बसें भी चलती हैं लेकिन¹
उसके बावजूद लोगोंको बड़ी तकलीफ होती
है। तो इम मेले के बाक जोधपुर के पोखरन
तक खास कर क स्पेशल गाड़िया चलाई जायें
और गरियों में कुछ निधिया मुकर्रर करके
गंगा स्नान के लिए जाने वाले यात्रियों के लिए
स्पेशल गाड़िया चलाने की व्यवस्था कर दे
तो लोगों की आनानी हो जायगी। मुझे
उम्मीद है कि जो सुझाव मैंने दिये हैं उन पर
आप गहराई से गौर बरेंगे और कोई समाधान
उसके लिए निकालेंग, यही मेरी आप से
प्रार्थना है।

SHRI VAYALAR RAVI (Chirayinkil): Mr. Chairman, Sir, let me congratulate the hon. Minister of Railways and the big band of army with him for presenting an optimistic picture before this House regarding the functioning of Railways in the country. We were also happy to hear the hon. Minister when he presented the Budget that not only there is surplus, no increase in the fares, but there is an improvement in the efficiency of the railways. I only hope that this spirit should continue and whatever the intention of the hon. Minister, it should be implemented with proper spirit.

On this occasion, I would like to make some observations about the

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functioning of the Railways. First of all, I feel, the Railways should go in for more modern techniques of management, whenever the Railways were losing and there was a deficit, to fill the gap, unfortunately, the tendency in our country, whether it is Railways or road transport or airlines, had been to increase the fares immediately. Of course, he has not done it this year. I would appeal to the hon. Minister that all aspects of it should be looked into. Instead of looking into the aspect of management and other aspects of revenue and expenditure, how wasteful expenditure can be avoided, how savings can be effected in expenditure—the tendency is to increase the fares. All these aspects should be taken into account. The Railways is one of the biggest institutions in the country. I would say, it is one of the biggest public sector undertakings in Asia. It needs to adopt the modern techniques of management for effecting savings and for more efficient running of the Railways.

Regarding stock yards and depots, according to their own estimate, Rs 591 crores worth comes to be the yearly purchase which runs into about 60,000 items. It is rather a frightening figure. About 60,000 items are purchased every year by the Railways. The Railways themselves say that Rs. 184 crores worth is lying in the stock yards and the depots as they found through inventory. I do not know how far this figure is correct. I take it at the face value. I do not know whether the inventory can be made again to some more items. I do not say, you cut down the essentials. Can we not regularise the purchases which are ever increasing and running into many crores? There are as many as 60,000 items of purchases. I suppose a valuation is made every year for these things, but I don't know the mechanism. The Minister says we are spending Rs. 880 crores every year but in

the inventory you have mentioned only 184 crores as lying in the stock-yards. I would request the Minister to make a thorough study of the 60,000 items to see whether we will be able to save money on this count.

Then, there are the aspects of modern management techniques, the running of the trains at scheduled timings, the management of personnel and also the distribution of materials, the utilisation of human energy and the utilisation of the available facilities more economically and more efficiently. I have only this to ask about this: have the Ministry examined how far they can work out these things and save more money? If they can save more money on these, I can save money and the country can save money because we need not pay more for the fares. So, I would appeal to you to study these aspects.

Then, your Plan outlay for the Fifth Plan was earlier Rs. 2300 crores and the revised budget is Rs. 3,250 crores. You are to spend in the Fifth Plan Rs 3200 crores for a target of 300 million tons of goods movement. At the same time, you expect that you could spend only Rs. 365 crores in the first year. In this connection, I would like to know from the Hon. Minister what concrete steps they are taking to fulfil the target of the Fifth Plan and whether, in the present situation of the Indian Railways, they will be able to meet the target. You may not be able to fulfil the target of the Fourth Plan or the Third Plan, but you must see that the Fifth Plan target is fulfilled according to the estimates of today.

In the morning, during the question hour, the Minister had stated that the wagons are in good conditions and they are available. I would be happy if the wagons are in good condition; but even so, there are only four lakh wagons in the country and the total production in the country is less than 50 per cent of the total capacity. And, from my personal experience, I know

that in Kerala wagons are not available when they are needed. The routine and printed answer of the Minister all the time is that the availability is in relation to 'priority items'. As a result, the labour-oriented industries in Kerala are facing big problems. Tiles and earthen and other goods industries are producing less and employees are facing unemployment. I would like to say that it may not be a priority item, but it is an item which is employment-oriented, and they are facing wagon difficulties. It should be looked into. The fact also remains that the Minister has said that the wagons have been repaired and the wagons are in good condition. As I said, I would be happy if they are really in a good condition, but I would request the hon. Minister to have a thorough check to see whether that statement is correct or not.

Now, I don't want to criticise the Railway Board at present, but I want to appeal to the Minister that more decentralisation of power should be there. The General Managers always complain that they cannot do anything. Whenever we meet them personally and ask them why they don't do this or that, they say that they will have to refer it to the Board. I don't want to mention many specific cases, but this is the position in regard to the question of dieselisation and other things I am only appealing to you that instead of concentrating more power in the Board and in Rail Bhavan, there should be more decentralisation and more power should be given to the General Managers and below. That will make the Railways run more efficiently because they are on the spot and they know the grievances of the public and the people. But on certain occasions, they are unable to implement anything on their own. Of course, I can understand that the Railway Board has in view the all-India picture. They say that if they do something for the Southern or Western Railway, the rest will clamour. I can understand that the

Railway Board has to take into account the overall picture of the whole nation. That is why I demand complete decentralisation. If you allow the different Zones to function more effectively and with more powers, it will be more helpful to the public as well as to those areas and to the Railways.

In this connection I want to make one point. The total expenditure for construction work last year, I believe was Rs 150 crores—I am subject to correction. In the Southern Railway, we are spending only Rs. 20 crores. Yet, only in the Southern Railway, there is a General Manager for construction. It is good. But I do not know why only in the Southern Railway we have a General Manager for construction. Of course, it contributes to more efficiency; I am glad. But it results in duplication of work. It is some kind of a disgraceful thing because, by this, you are making one General Manager ineffective. We do not know to whom we should write for conversion, etc. Of course, I always write to Panditji.

Now I come to the problems of Kerala, before I conclude. I should congratulate the Railway Minister for two things. I must congratulate him for having taken up the survey for Ernakulam-Alleppey railway line. I hail from Alleppey district, though I have been elected from Trivandrum. We are all very happy that this survey has been taken up, and we are waiting for an occasion to give the Railway Minister a good reception there. It is a long-cherished demand of the people of Kerala—the railway line from Ernakulam to Alleppey and connecting Kayarakulam. Government have already taken up the survey. It is almost over, I believe.

We are also very grateful to the hon. Minister for dieselising the Island Express. This was also a long-cherished demand. In this connection I want to mention one point. In the country there are about 4,800 kilo-

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metres of electrified lines, and in the Fifth Plan Government propose to do 1,000 to 1,100 kilometres of electrification in the country. In this connection I would like to mention one thing I do not want to go into the details with statistic as I raised an half an hour discussion and Mr Qureshi has been good enough to reply that he will look into it I am only making this appeal to him again The cheapest electricity is available in Kerala; it has also surplus power especially after the completion of Idikki, we are good enough to feed to Tamil Nadu, Karnataka and Andhra Pradesh. We can give to Nagpur also

MR CHAIRMAN: You give us electricity and we will give you oranges

SHRI VAYALAR RAVI To run the railways in Kerala, the Railways have to spend a lot of money—they have to take two train-loads of coal every day to our State Please calculate the expenditure on that And what is the population of this tiny palm-packed land of backwaters—Kerala? It is more than 23 crores, and the traffic density in every Railways Station is the highest here, if you take the statistics, you will find that the traffic density here—coming and going of the people—is the highest in the country except the big cities. Our appeal to you is this While doing electrification, please consider without prejudice and in a constructive way. Please calculate the total expenditure for running the railways in Kerala today and the total investment that you have to make for electrification Electrification will be cheaper and will result in a lot of savings And you are going to electrify 1,000 to 1,100 kilometres in the Fifth Plan. My appeal to you is this. Please take up the Trivandrum-Ernakulam line, and I

can assure you that it will give the highest revenue—passenger as well as goods traffic The goods traffic is the highest between Cochin and Coimbatore.

Lastly, I come to the Kerala Railway Stations. In Kerala we get more rains which are not there in Nagpur or UP or other areas, and these rains create a big problem for the passengers. Unfortunately, designing of the Railway Stations is done on the same pattern all over the country. I appeal to you to take into account the climatic conditions of the different States when you design the Railway Stations, especially big stations like the Kannakulam Junction where people travel in a big way. In Kerala we get rains for eight months in a year and it is a big problem The facilities at the Railway Stations are very inadequate Therefore, please take into account the climatic conditions of the different States when you design the Railway Stations

Sir I am very glad that the hon. Minister for Railways has sent me a letter two days ago assuring me that enough funds will be given for speedy conversion of the Quilon-Trivandrum line Somebody had complaints that funds were not available for this but I am glad that Panditji has assured me that enough funds will be made available and this work will be speeded up and completed as soon as possible

MR CHAIRMAN Panditji appears to be very partial to you, because he has conceded so many requests of yours

SHRI VAYALAR RAVI Because he has realised that Kerala has suffered a lot Whatever we could not get earlier, we are getting now.

Sir, sometime back I went to Nizamuddin Railway Station and I mentioned about this to the Minister and

I want he must make a surprise visit also. Jayanti Janta express train starts from there. There are no proper facilities for the passengers to go and come back from the railway station. I found that the passengers have to spend a lot of money for this purpose. Even from me, the auto-rickshaw man wanted ten rupees. The railways should see that facilities for the public to go and come back are provided. They should take up the matter with the DTC to have some buses so that this difficulty is eliminated, and the taxi-people do not loot the public. Then there are no facilities for parking the cars. The station is, of course, neat and clean, and is being developed, but more facilities should be provided for the passengers to come and go.

I happened to travel in the GT Express. This is my complaint as also of other hon. Members, Mr. Viswanathan and Mr. Mohammed Koya that the food served there is horrible. I think, that is the feeling of Mr. Chairman also. The aluminium plates are very dirty. I vomited one day. The food is neither north Indian nor south Indian. I do not know how to eat. The policy, I am told, is that they take the food from somewhere in the middle, Bina station or more other place. Fortunately, my wife carried a tiffin carrier with us, so we could eat something. My appeal is, if you want to serve the food, it should be a good food. I feel sometimes the Railway Ministry should be charged and prosecute for spreading contagious diseases in the country. That is the worst complaint that I had to make against the Railways. I would request the Railway Minister to see that good and neat food is provided by the railways.

Sir, I am very glad to say that the people of Kerala are very happy. Whatever they could not get earlier, they are getting it now. I only want to request the Railway Ministry to study and expedite the matter with regard to electrification.

With these words, I hope that the plan targets would be achieved. The

emergency has made a great impact on the railways and the employees who had gone on strike have—realised their mistake. I take this opportunity to wish the best and congratulate the Minister for Railways and his colleagues and my friends Mr. Qureshi and Shri Buta Singh and all others working in the Railway Board for making the Railways more efficient.

SHRI C. H. MOHAMED KOYA (Manjeri): I join the chorus of congratulations to the Railway Minister. I want to lay special stress on a small paragraph in the budget speech of the Railway Minister which appears to be very important from my point of view:

"A crash programme has been launched to make up the shortfall in the quotas of posts reserved for scheduled castes and scheduled tribes. Minority communities will also be ensured a fair deal".

The speech of the late Shri Moinul Haque Choudhury about the under-representation of Muslims in the railways even for the lower post still rings in my ears and I am very happy to congratulate the Minister for Railways for this paragraph. But, Sir, I would like to know the *modus operandi* how he is going to give representation to the minorities.

SHRI VAYALAR RAVI: Through the Service Commissions.

SHRI C. H. MOHAMED KOYA: Under the Constitution he cannot give them reservation and the only way to give reservation is to declare them as a backward community, of course, after an inquiry by a commission. I think this is also possible but anyhow I leave the *modus operandi* to him and I would like that this promise of Shri Kamlapati Tripathi is translated into action.

In the morning there was a question about Nilambur-Shoranur railway and Shri Buta Singh was evasive in his reply. I want at least a survey should be made. I know how the Ministers get their answers. He has been simply guided by the bureaucracy.

SHRI S A SHAMIM (Srinagar) in fact misguided

SHRI C H MOHAMED KOYA But the Nilambur-Shoranur railway is the only railway in Kerala which is running at a loss and if it is extended to Kozhikode and from Nilambur to Mysore it will become a very profitable railway I think the Government will at least order a survey The railway Minister is spending crores and crores and this survey costing only a few lakhs of rupees will be nothing to him, but it will bring results This Nilambur Shoranur railway will be profitable and it will go through the most backward agricultural district of Malappuram and it will open up the district and contribute to the uplift and progress of the backward district

Our Railways grew in a haphazard way It was never done in a planned way In our country originally the railways were started by various companies and have improved Even after Independence we had no plan as far as the railways are concerned Otherwise, Mangalore-Bombay railway line would have got the top priority If Mangalore is connected by a way to Bombay I am sure Delhi will be nearer to Kerala and Bombay will be nearer to the West Coast and all the passengers and goods will pass through Bombay to West Coast This Konkan Railway is much talked of—I first came to this House in 1962 and from that time onwards I have been hearing about this railway—and the government's stock answer is that they will consider and that they will consider most sympathetically but nothing has happened so far Therefore, I think at least this time the government will see to it that this railway line from Mangalore to Bombay is expedited Therefore the development of railways should be done in a planned way and there should be faster trains from all State capitals to Delhi

I do not want to take much time of the House by repeating points made by other Members Only one thing I will mention Electricity is cheap in

Kerala and we can produce more electricity Electric trains, as we know, are profitable to the railways If we explore the possibility of electrification of our trains, it will certainly lead to a saving of importation of fuel and conservation of foreign exchange and it will at the same time reduce the pollution of the atmosphere in a crowded State like Kerala Therefore, negotiations must be started with the government of Kerala to get cheap electricity, and electrification of the Kerala trains must be given top priority

Then there is the question of the doubling of the railway track between Mangalore and Olavakkot Kerala as you say about UP, is not a land of villages The whole Kerala is one village or one town whatever you may call it Therefore there are very many level crossings This doubling of the line must be given top priority as far as our State is concerned

Then there is another point which I want to bring to your notice Import of coal through Beypore port The coal consumption of the Southern Railway between Erode and Kasargode is estimated at about 20 000 tonnes per annum The Beypore port is now ready to receive small steamers At present the entire coal requirements of the railways from Erode to Kasargode are imported through Cochin harbour The distance between these stations and Cochin will be about 38 kilometres more than the distance to Feroke which means that the railways will have the advantage to import their entire requirements of coal at Beypore and thus can be saved of millions of wagon haulage kilometres tonnes per annum

I want to bring to the notice of the Ministry a very small matter about the opening of a Railway Colony Road for vehicular traffic The residents of South of Calicut Railway Station find it very difficult to reach the Railway Station in time and also to go to the shopping centres of the city, if the gates of level crossing at Francis Road are closed About 30 lakhs of rupees will have to be spent to construct an overbridge at Francis Road This can

be saved if the Railway Road west of Calicut Railway Station is opened for vehicular traffic. A few yards gap in between West Hill Kallai road parallel to the Railway track also could be filled and this will indeed be a boon to the public of Calicut.

The Minister was almost inclined to agree to this suggestion, but the residents of the Railway Colony objected to it as the road will go through their colony. I think this is not a very valid objection or an objection which is very serious. I hope Government will see to it.

I may say a word about Jayanti Janta which starts from Nizam-ud-din. It gives a lot of inconvenience to the people who come from Delhi. Early in the morning they have to reach Nizam-ud-din. The gain is only to the taxiwallas of Nizam-ud-din. I think Government will think of starting this train from New Delhi itself.

Catering is a very important thing Mr. Ravi has made everything clear about the problem. The Department has its catering cells. The food served in the trains is hopelessly bad. The Railway caterers take food from the wayside stations. Since the quality is bad, people have to frown upon the bearers. If the Railways can think of something by which catering can be improved it will really be a boon to the passengers. After all trains are run for the passengers. The poor passengers do not know what to do when they are hungry. Either they have to eat whatever the Railway gives or they have to starve. This matter may kindly be looked into by the Government.

बी नर्टेंह नारायण योडे (गोरखपुर) : समाप्ति जी, मैं बजट की बांगों का समर्थन करने के लिये जहा हुआ हूँ। आज जो बजस हो रही है जिसमें इच्छर या उच्चर के सवियर्यों ने हिस्सा लिया है, सच ने एक स्वर से रेलवे मंदालय के इस बजट का समर्थन किया है और रेलवे मंत्री भी उनके सवियर्यों को समर्थन किया है। यही इस कद का बहुत

है कि हमारा रेलवे बजट एसा बजट है जिससे हमारे देश के विकास कार्यों में काफी मदद विसर्गी और काफी इसका प्रसार होगा।

रेलवे बोर्ड के बारे में मार्गों की जो सभसे पहली आइटम रखी गई है, उसके बारे में मैं कुछ कहना चाहता हूँ। इंडियन रेलवे एक्ट सन 1885 का बना हुआ एक्ट है और करीब-करीब 40, 41 बार इसमें संशोधन किया गया है। अगर सही तरीके से वेता जाये तो यह बात साफ नहीं हो पाती कि इसमें रेल मंत्री, रेल मंदालय, रेलवे बोर्ड और रेलवे बोर्ड के चेयरमैन की क्या-क्या शक्तियाँ हैं। जब रेल मंत्री भीजूद हों, तो यह बात सभसा में नहीं आती कि रेलवे बोर्ड के चेयरमैन के पद की क्या महत्ता है। मैं एसा समझता हूँ कि यह बहुत ही पुराना, अंगैरों के जनाने का बनाया हुआ कानून है, जिसमें सुविधा के अनुसार 40, 41 बार संशोधन हो चुका है और अभी भी इसमें काफी संशोधन की चुनाई है। मैं मंत्री महोदय से निवेदन करता हूँ कि इंडियन रेलवे एक्ट पुराना एक्ट है, इसकी सारी धाराओं पर बूरे तरीके से विचार होना चाहिये जिससे कि इसको बजबूत बनाया जाये, एडविनिस्ट्रेटिव और फाइनेन्शियल तरीके से इसको बजबूत बनाया जाये और इसमें वह स्ट्रक्चरल चेन्जेज लाय जिससे रेलवे का काम सुचारू रूप से चल सके और हिं-पैट्रिलाइब्रेशन की भावना से नारे रेलवे में काम हो सके।

जनरल मैनेजर्स को जो पावर अभी भी हैं, उम्मी उनको जरूरत नहीं है। डी०ए० को जो पावर मिलनी चाहिये, वह उनको नहीं है, इससे बहुत ज्यादती होती है, क्योंकि रेलवे कई जोनों में बंटा हुआ है। कानून की दृष्टि से भी इस इंडियन रेलवे एक्ट में संशोधन की जरूरत है और मुझे आशा है, उम्मी है कि माननीय मंत्री जी इस पर जरूर ध्यान दें और इस पर चाह लालू करें, जिससे देश को लालूप हो सके कि इंडियन

[बी नर्सर्स नारायण पांडे]

रेन्डे एक्ट के बारे में क्या नीति अन्वार्ड जा रही है।

जहु तक लाइनों का सम्बन्ध है, सारे देश में तीन तरह की लाइनें बिठ़ी हुई हैं। एक ब्राइडेज है, दूसरी बीटरेज और तीसरी बैरोगेज है। अगर आकड़ों से देखा जाये तो आप पायेंगे कि करीब 51 परवेट के लगभग बीटरेज और बैरोगेज की लाइनें बिठ़ी हुई हैं और बाकी ब्राइडेज की लाइनें हैं। अब लिंगान्त का सवाल है, सारे बजट के आकड़ों को देखा जाये तो आप पायेंगे कि ब्राइडेज के लिये तो हर साल भूमैया किया जा रहा है, बर्फगाप दिया जा रहा है, इचकिट्ट-डिकेशन और डीब्ल्यूडब्ल्यूएन किया जा रहा है, उसकी लाइनों को सुधारने के लिये और एकोशियोंसी को बढ़ाने के लिये काम किया जा रहा है। लेकिन आप देखेंगे कि बैरोगेज और बीटरेज की क्या हालात है।

शास्त्री जी कुछ दिन पहले इस सदन में जब आप बजट पर आवाग कर रहे थे, तो वह कह रहे थे कि पूर्वी के नर्सर्स्टर्न जोन में बाड़ी ऐसे चलती है जैसे बैनगाड़ी चलती है। मेरे यहा तो नैरोगेज की लाइन है, जो गोरखपुर से ले कर यांडा गढ़ चक्रों है और गोरखपुर से इडोनेशियन बार्डर तक जाती है। इस रेन्डे को लाइना में कोई सुधार नही हुआ है। यह कहना कोई अनिश्चित न होगा कि न तो स्पीड में सुधार हुआ है, और न स्टेनों पर सुधार हुआ है। दूसरी जगे पर जहा ब्राइडेज और बीटरेज की लाइने हैं और वहा जो काम हुआ है, उसके मुकाबले नैरोगेज की लाइनें जहा हैं वहां सुधार अभी तक नही हुया है।

या तो इस पालिसी को अख्लार कर लिया जाये कि हमको सबकी ब्राइडेज करना है जैसे श्री हनुमन्तर्या जी ने कहा कि आरे जो हमारे प्रदेश के केन्द्र हैं, वे देश की राजधानी

से लिख जाने चाहिए और उस को ब्राइडेज करना चाहिए। यह बात सही है कि आपके पास फँडड नही हैं, आपकी प्लानिंग होती चाहिए कि ब्राइडेज करें लेकिन इसके साथ-साथ नरोगेज की तरफ भी ध्यान देना चाहिए कि किस तरह उत्तको बीटरेज में परिवर्तित किया जाये। अगर आप ब्राइडेज में परिवर्तित नही कर सकते हैं तो कम-से-कम बीटरेज में परिवर्तित करने का उत्तराय तो कर सकते हैं। इससे इनकी एकोशियोंमी बढ़ेगी, चलने की शक्ति बढ़ेगी और पैसेन्जरों को जो उत्तरा समय लगता है एक स्टेशन से दूसरे स्टेशन पर जाने में उपर्यंग करनी होती है। मैं चाहता हूँ कि इप बारे में कोई निर्विचान नीति अन्वार्ड जाये और उन ल हड़ों की तरफ और उनके बर्फगाप और रख-रखाव की तरफ, भी ध्यान दिया जाये। वे देश की सशस्त्र बड़ी लाइन हैं और उनकी नर्सर्स अगर ध्यान न दिया गया, तो काम नही चलने वाला है। जब तक ब्राइडेज लाइन बनाने का तान पूरा नही हो जाना है तब तक लोगों का शिकायत का मौका रहेगा।

जहा तक मेरे स्वेच्छा सम्बन्ध है, बाराबाजी में लेकर बरीनी तक की लाइन को ब्राइडेज बनाने की बात है। मैं नोन चार स.ल से लगानार कह रहा हूँ कि इन बारे में जो भी काम किया जाये अगर वह अलग अलग बैचिंज बना कर बिता जाये, तो उसमें मुझे कोई ऐनराज नही है। बाराबाजी से लेकर गोरखपुर तक और बाराबाजी से लेकर बरीनी तक एक पच मान कर काम करना चाहिए। इस सदन में भृन्दावन रेल मन्त्री, श्री ललित नारायण मिश्र और श्री हनुमन्तर्या, ने हर बजट-स्मीच में यह आमदानी दिया कि जब भी यह काम किया जायेगा, बह साथ-साथ किया जायेगा और यह नही होगा कि लाइन एक तरफ बैंज हो रही है और दूसरी तरफ नही हो रही है। बरीनी में कारखाना बहलने की बैंज है बहा बैंज बहुन बहरी हो गवा है, खोकिं कोरखाने के लोगों से एवं

केवल दिला दी गई कि अगर चेज नहीं होगा, तो वहां बड़ा लकड़ाग होगा । गोरखपुर में खाद का भी कारड़ाना खुला हुआ है । गोरखपुर और लखनऊ की लाइन कैपिटल को जोड़ती है । मैं यह नहीं कहता कि उत्तर किया जा रहा है, तो बुरा किया जा रहा है । वह होना चाहिए और जल्दी होना चाहिए, जबकि विहार के जिस हिस्से में यह गाड़ी जानी है और उत्तर प्रदेश का जो पूर्व का हिस्सा पड़ता है, वह नब बैकवॉल है । इसके बावजूद बाराबंकी से लेकर बरीनी तक कोई काम नहीं हुआ है ।

राजी के पुल के बारे में क्या किया जायेगा, इसका पता नहीं है । वह नया बनाया जायेगा या गर्डर्ड को चेज किया जायेगा, इंडिनियन या कहते हैं, युजे पता नहीं है । उत्तर प्रदेश के एक मन्त्री, स्वर्गीय श्री हुकमसिंह, बहुत समय तक पंडित जी के साथ रहे हैं । वह कहा करते थे कि आवरा नदी पर कोई पुल बनाना चाहिए । वह हुमेशा लखनऊ को बहराइच-बाराबंकी से जोड़ने की बात कहा करते थे । लेकिन जब तक वह पुल नहीं बनता है, तब वे नहीं जुड़ पायेंगे । अब पंडित जी रेलवे मन्त्रालय में आ गये हैं । श्री हुकम सिंह की आत्मा को सन्तोष होगा, अगर इस पुल में स्लैब डाल कर बू. १०० गवर्नर्मेंट को दे दिया जाये । रेलवे मन्त्रालय के दास सेफ्टी कण्ठ पटा हुआ है, उसका इस्तेमाल किया जाये । उस पुल को यातायात के लिए खोल दिया जाये और ग्राउंडेज के लिए नया पुल बनाया जाये, जो मजबूत हो और जो बीस, पचास साल तक चल सके । लेकिन अभी इस बारे में सोचा नहीं गया है ।

गोरखपुर खिले में राजी नदी पर गाहूसाकु पुल है, जो लगभग दो सौ साल पुराना है । मैंने कहा था कि स्लैब डाल कर, वह बू. १०० पीव गवर्नर्मेंट को दे दिया जाये । उस बर के पीछी कंडे से यैका भरेगा । राजी

नदी पर ग्राउंडेज को लए एक नया पुल बना दिया जाये ।

गोरखपुर बहर से पहले टोहिन नदी पर एक पुल है । स्लैब डाल कर उस पुल को भी बू. १०० गवर्नर्मेंट को दे दिया जाये और वह ग्राउंडेज के लिए एक नया भजदूत पुल बनाया जाये । ये तीन पुल बनने के बाद बाराबंकी से लेकर गोरखपुर और उसके आगे तक कोई दिक्कत नहीं होनी । लेकिन अभी तक उस पुल पर खंड नहीं हुआ है । इस सदन से पहले कहा गया है कि 1976 तक लखनऊ को बरीनी और मुडपकरपुर तक जोड़ दिया जायेगा । लेकिन अगर यह पुल नहीं बनेगा, तो हमें आवरा नहीं है कि यह काम 1980 तक भी हो पायेगा । मैं मानीय मन्त्री जी से आहता हूँ कि वह इस तरफ ध्यान दें और इसको करें । दूसरी लाइन गोरखपुर से नौतनवा के लिए जलनी है । यह नैरोगेज लाइन है । इसको भीटरेज भी करदे तो कुछ वहां के पैसेजर्स को सुविधा हो जायगी । उस लाइन पर गाड़ी को एक स्टेशन से दूसरे स्टेशन तक जाने में आधे घंटे से कम नहीं लगता । आप शेड्यूल उठा कर देख सें, नौतनवा से गोरखपुर तक का कुल कासला 60-65 किलोमीटर का है लेकिन इन्हीं सीं दूरी के लिए 8 बजे बलने हैं तो वहां जाकर दो तीन चार बजे तक पहुँचते हैं । यह हालांकि इस की सीड़ी की है । नो इसको भी चेज करना चाहिए और इसमें भी सुधार करने की तरफ ध्यान देना चाहिए । इडो-नैपास बोर्ड का नौतनवा सबसे बड़ा टर्मिन व्हाइट है । उस पर ध्यान देना चाहिए ।

16 hrs.

इसी तरह गोरखपुर से आनन्दनगर उत्तरा होते हुए जो गोंडा को लूप लाइन जाती है उसके भी कल्पन के ऊपर ध्यान देना चाहिए । हमारे यहां घटनी से बनारस-मुमुक्षुदारी तक लाइन चेज करने की बात है । उसकी टर्मिनल सबै रिपोर्ट बहुत

[बी नर्सिंह नारायण पांडे]

दिनों से पढ़ी हुई है। अब माननीय मन्त्री जी उसके ऊपर ध्यान दें तो काम हो सकता है। महाराष्ट्रातीन में हमेशा सामाज के द्वारा समर्पित में लालों हमें लेस्ट के रेलवे की देने पड़ते हैं। इसके बादों में चेंज कर सके तो यातायात में बड़ी सुविधा हो जायगी।

सहजनवां से लेकर बरहलगांव होते हुए उस लाइन को अपर बोहरी तक मिला दिया जाय तो बनारस से बलिया आजमगढ़ होते हुए सीधी लाइन मिल जायगी जिसके ऊपर रास्ती पर पी० डब्लू० ई० का पुल भी बन गया है, उसकी बगल में आप दूसरा पुल बना कर काम चला सकते हैं। इसका भी सबै होला चाहिए। ये भेरे अपने लोक के बारे में सुनाव हैं और मैं समझता हूँ कि यह सारा काम हुआ पड़ा है, सिर्फ मन्त्री जी के ध्यान देने की ज़रूरत है। अगर इस तरफ उनका ध्यान हो जाय तो काम हो सकता है।

एक बात और कहना चाहता हूँ। अभी आमे अवधि देने चल रही गई है लक्जनक से लेकर गोरखपुर तक जो हफ्ते में तीन दिन चलती है। वहाँ के लोगों की मांग है कि इसको रेगुलर कर दिया जाय और इसी तरह से जो बनारस को द्वेष जाती है, नई खुनी है उसको भी रेगुलर करने की मांग है। इनको आप स्वीकार कर ले तो नोगों को बड़ी आसानी होगी।

सारे देश को जो किराया नहीं बढ़ाया गया और जो पसेजर्स को आम तरीके से सुविधाएँ भी गई हैं, जिस तरह से माननीय मन्त्री जी ने इस बजट को पेश किया है और जिस तरह से इन देश में अनुशासन लाने के लिए उन्होंने प्रयत्न किया है रेलवे के अन्दर जो हमारा सबसे बड़ा कम्पनी सेक्टर का इस्टीम्पूल है इससे देश में बड़ा ही मार्ग दर्शन हुआ है और जाता हैर जिम्मेदार है कि इनके गेतुल में रेलवे का काम

आये बढ़ेगा। इससे देश में काफी अनुशासन आया और देश काफी बहराही करेगा।

16.04 hrs.

[Smt. G. VISWANATHAN in the Chair]

SHRI D. K. PANDA (Bhanjanagar): There have been certain welcoming speeches but I want to point out certain very important aspects relating to the labour problem and the contract system in the railways. It has been agitated and also propagated outside and very many times it has been demanded that the contract system in the railways should be abolished but that has not drawn the attention of the hon. Minister or the Ministry. For all these years it has been totally neglected. Here I have received certain facts as to how there is leakage of huge amounts through arbitration awards in the contract system.

In the Railways, specially in the engineering department, settlement of contractor's claims through arbitration awards are allowed as per existing rules. Any contractor can raise claim for any amount he likes on a contract awarded to him. The contractor will be furnished with a list of officers. He can nominate one of these officers, and another officer will be nominated by the General Manager concerned. These two officers will constitute the arbitrator, to decide the claim raised by the contractor. In most of the cases the contractor influences these officers and gets away with a huge amount in his favour. If the Railway Ministry takes a census of the awards, at least for the last ten years, the enormity of the leakage of revenue through such awards will be brought to light, to the great astonishment of every person who has any patriotic sense in him.

So crores of rupees have been lost for the last several years due to this contract system, as the result of the manner in which the awards are being passed, how they are being influenced by the contractors. Therefore, why

should Government close their eyes to such sordid facts? From the national development point of view, from the economic point of view, this system should be abolished. It is not only an agitational issue. This should agitate the mind of every patriot, every member of the House. So I demand that the contract system in the Railways should be abolished.

The second point is about workers' participation. This is the policy of Government. We have been agitating for it. But in this respect, nothing has been done. Even the two recognised Federations have become fed up with the manner things are going on and how the Railway Board is functioning. All the registered Unions should be involved in the management so that productivity can register a definite advance. Therefore, from this angle, I again demand that there should be workers' participation through all the registered Unions so that we can increase our productivity.

Thirdly, coming to the recommendations of the Administrative Reforms Commission, to which reference has been made by some of the members on the other side also, they have categorically stated that anomalies should be eliminated as early as possible. But on that score also, we do not find any progress. The ARC had recommended certain things. They had recommended upgradation and cadre review of classes II, III and IV employees. But what has actually happened? I have received a report. Though there are only 3,000 officers in class I, 1,000 posts have been upgraded. On the other hand, there are 6,000 officers in class II and only 200 posts have been upgraded. I want a categorical answer whether the ARC's recommendations have been violated or not by this and how long this process will continue. First they ought to have taken class IV for upgradations, then class III, then class II and then class I. But it was done in the reverse manner. All the advantage has been taken by only class I officers. This should be put an end to. Hereafter there should not be any re-

petition of this. All respect should have been shown to the ARC's recommendations.

Now when the question about the upgradation of class IV and class III employees is raised, what is the answer? The Minister is taking the plea that the Cabinet has already banned any further upgradation in view of the stringent economic position. What we want to say is that it should not be done, even before taking any decision in the Cabinet, upgradation of class I posts had been done. In respect of classes 2, 3 and 4 officers, the same recommendations should be immediately implemented.

Fourthly, certain anomalies have arisen out of the report of the Third Pay Commission. They are large in number. I have no time and so I shall give one example. In the Integral Coach Factory, records show that anomalies are still existing and most of the trade union leaders are receiving daily reports about the anomalies. Therefore, that should be taken note of and it should be solved. The matter should not be allowed to linger on. Some of the courts in Madhya Pradesh have also categorically pointed out how these anomalies are continuing in large numbers. Therefore, steps should be taken to see that those anomalies are removed.

We find that road transport and rail transport are running on parallel lines. There should be co-ordination at the national level. The railways should carry long lead freight traffic and the shorter ones should be left for the roads.

I come to my last point, about the AIRF. These leaflets are in circulation throughout India. I have seen certain things at Khurda in Orissa and in other railway stations also. Who are circulating these things? It is the key cadres of the All India Railwaymen's Federation. These are the cartoons about the Prime Minister and you should see how in the most naked fascist way it has been published. Now, what are the things written here. One

[Shri D K Panda]

caption reads Sounds good to me, not guilty, case dismissed Another says She is the judge, she is the accused, she got herself acquitted A third says **FREEDOM IN PERIL, COME OUT IN DEFENCE OF IT AND JOIN THE RANKS OF SATYAGRAHIS** There are so many other bad things, anti-national, anti-production, pro-fascist things written and publicised What action has been taken? As for those people who stood like a rock by the side of the Government against fascist forces in different unions affiliated to AIRTC, what happens to them? In the southern railway union action has been taken Transfers are being done at Berhampore and Khurda division So many persons are deliberately and mischievously transferred This is a mischief played by the Railway Board and therefore I demand that the Railway Board should be abolished If at all it is to continue there should be workers representatives on it and the Railway Minister should be the chairman of the railway board The fascist forces in the AIRF who are circulating these papers must be booked and taken into custody immediately It is a most backward area As far as power is concerned I have received one brochure from the Orissa Government It is mentioned there that the power position by the end of the 5th Plan would be as follows

Installed capacity	1141 MW
Firm capacity (that is now utilised)	530 "

From this you can just imagine that there is surplus of power Of course with the production of this quantity of power Rengali and Bhumukum project, as also other projects in that area will be developed But as far as power generation is concerned the State Government has spent money for this purpose At the same time this power is also being utilised by the industries set up by the Central Government Why so much of power is available there why not on the same lines as my friend Mr Ravi suggested develop

railway network in Orissa This would also cater to the Adivasi and tribal areas Hence, I emphatically suggest that there should be a proper utilisation of the surplus power being produced in the State and this can be done by construction of new railway lines in those areas

I have received a report from a very old man who is now 82 He has stated that the BNR (now S.E.R.) had surveyed the area for constructing railway line from Gopalpur to Bhanja Nagar and from there upto Bolangir This question has been raised every year Now this proposal of new railway line construction does not find a place in the railway map I feel that this should have been considered In this connection I would like to draw the attention of the Hon'ble Minister to the fact that this proposal was on the railway map during the British regime Now I do not know how this proposal has been dropped from the railway map I want an answer to this Moreover I may state that the rare earth factory is coming up in Gopalpur This factory is being set up at the cost of more than Rs 1500 crores There is a minor port which is also coming up in Gopalpur There is also one Defence Unit which is going to be set up there A survey was also made in 1944 for the construction of railway line between Bhanja Nagar and Gopalpur Now I do not know the reason why this proposal has been dropped out of the railway map In view of the importance of the area and also new factories are coming up in that area, construction of new railway lines should be taken up immediately This new line when constructed, will also pass through the Adivasi belt that is from Bhanja Nagar to Phulbani and then to Bolangir This will cover the entire Adivasi and tribal area and by this we can also develop the forest wealth There are big trees and so many other forest products which can be put to use for the development of the State as also the country as a whole So if proper development is to take place in those areas we have to construct the new railway line which

will pass through Gopalpur-Berhampur and also from there to Bhanja Nagar-Phulbani districts. Lastly, I would request the Hon'ble Minister to allot sufficient funds for the construction of railway line between Jakhpura and Bantspani.

SHRI B. V. NAIK (Kanara): Mr. Chairman, Sir, some of the points, as a compulsion of circumstances, will have to be repeated, that is, the point which Mr. Savant, our colleague from Kolaba, urged and he has been doing it repeatedly and I have been hearing his speeches on the Railway Budget every year. Though we come from different States, we have an identity of interest. I am referring to the 900 km rail link on the west coast. We find two new railway stations on the map that has been circulated. One is Apta and the other is Panamburu, the first just south of Bombay and the second just north of Mangalore. It is just a few millimetres and the progress is woefully inadequate. I am not that optimistic as Mr. Savant. Another learned speaker, Mr. Koya, said that he has been urging these things, particularly in respect of the west coast railway from 1962, but after 15 years, we are exactly where we were! In all humility, I would consider it a great achievement if even our grandchildren are able to get this 900 km railway line! I am sceptical about it. We have seen the history of the last one hundred years and the figures provided by the railways themselves speak volumes. In the morning, during the Question Hour, I had an opportunity to speak about the development of the railways. From the summary for 25 years extract of which has been given I find that in 1950-51, the total investment in railways was Rs. 855 crores. In 1974-75 after 25 years, the investment shot up to Rs. 5050 crores, almost a 600 per cent rise. But in the same period, the total route kilometres increased from 33,596 km to 60,301 km which is hardly a 6 per cent rise! We do not know what has happened to all the money invested. What are the priorities that have been identified?

As per the statement of the Finance Minister, during 1975-76 the railways have been very good pay-masters to the general revenue. The budgeted amount for 1975-76 was Rs. 187 crores and odd, but the actual payment made was Rs. 191 crores! During the next year, the Indian Railways are going to be made to pay through their nose the money collected from the passengers and by way of freight, earned by the sweat of the brow of the workers, amounting to Rs. 202 crores to the general revenue!

THE MINISTER OF RAILWAYS (SHRI KAMLAJAPATI TRIPATHI): What is the harm?

SHRI B. V. NAIK. There would have been no harm provided the demands of the Railways were met first. As was stated by your Deputy this morning, the railways asked for Rs. 255 crores for new lines but they got just Rs. 100 crores! With our best wishes, why could you not appropriate hundred crores of rupees from the General Budget? A Budget which runs into Rs. 12,000 crores will not be poorer for the sake of hundred crores of rupees. I think I am being partial to the Ministry of Railways.

SHRI KAMLAJAPATI TRIPATHI: What will be the financial position of the country then?

SHRI B. V. NAIK: I agree, Sir. Now, the question is that various demands have been put. Some people are asking in Kerala for electrification. Some people from Maharashtra have requested for converting narrow-gauge into broad-gauge or metre-gauge into broad-gauge. Some areas are asking for doubling of the lines. Now there are certain areas whose basic and elementary demand is to give them a railway line. It has been our endeavour, time and again, to request the Railways Ministry only two questions—whether you are at service or in business. It is neither fish nor fowl nor red herring. When we ask as to what is it that you are going to give priority—new lines, doubling, broadening

[Shri B. V. Naik]

of the railway gauges or electrification—no categorical answer will be given because once they commit themselves, they will have to take a perspective and long-term view of the whole situation and will have to carry out that assurance. But they want flexibility. We do appreciate that at all managerial levels, there is need of certain amount of managerial flexibility. But that is no excuse. You may take time to make up your mind but you may keep your mind open. If you keep your mind blank and are unable to come to a decision, we will not call it management even by the most generous definition.

There have been certain areas of disagreement with some of my colleagues. About Railway Board, Sir, I think it is a matter of personal opinion. If an MLA wants to become an MP and an MP wants to become a Deputy Minister or a State Minister or a Minister, I do not see any reason why we should grudge that. A service member, an official of the Railway Board, says that he wants to become a Member, something like a ladder for him, a sense of achievement for him, why should we grudge it? If there are certain things, if the Railway Board is inflexible, not that it is bureaucratised but there is a technocratic tyranny—90 per cent of what we read in these reports we do not understand—it I would not grudge. But if there is inflexibility, that has got to be changed.

The entire theme of the Finance Minister in his speech today was that on rural development. Rural development does mean the development of infra-structure and among the infrastructures, leaving aside roads, leaving aside electrical lines, leaving aside water supply, the main factor is definitely the railway line. It makes me a bit nervous when the Railway Minister says, "All right".

MR. CHAIRMAN: He has not disapproved you.

SHRI B. V. NAIK: There are regional imbalances. It is a fact that North-Eastern India has got the most well-proliferated rail system; but it has not yet developed. But is it not a fact that the entire railway system in this country has been geared to 5 or 6 urban megalopolis towns like Delhi, Bombay, Calcutta, Madras, Hyderabad, Bangalore? It looks as though the 50,000 or 60,000 kms. of railway lines, the entire rolling stock and the entire management are entirely at their disposal, i.e. to make the life of the people living in these big cities more and more and more comfortable, no matter what happens to the people living in the interior villages. I think that, as very correctly pointed out by Mr. Mohamed Koya, an un-planned development of the railways has taken place. Unless these errors are rectified and the un-planned development is rectified by a planned development, we will be losing very substantially in the years to come.

Ultimately, only one point I would like to make. The oil crisis seems to have touched almost every aspect of our national economic life. A survey was carried out in the year 1969 for the purpose of ascertaining the techno-economic feasibility of the lines between Hubli and Karwar. Every day, iron ore to the extent of approximately 3,000 tonnes goes by about 300 trucks. My request to the hon. Minister of Railways is this. Since the survey was conducted before the oil crisis—and the oil crisis has created a hike in the price of diesel which is the principal fuel used by the dieselized trucks—if a fresh techno-economic feasibility survey is now conducted, it would prove beyond any reasonable doubt—and even a common man and a blind man will be able to see—that to say that a road which carries a haul of about 300 to 400 trucks cannot become an economic proposition for the laying of a railway line, would be a travesty of our imagination. Therefore, I would request that in the year of the Lord 1976, a fresh survey in regard to Hubli-Karwar may kindly be taken. It would open up and give us tremendous possibilities of earnings

from the export of iron ore. I had much more to say; but I thank you even for this liberal allotment of time.

MR. CHAIRMAN: The Minister of Parliamentary Affairs.

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): I had requested the Chairman to call me. I wanted to serve the whole House by making some convenient statement, for the guidance of the House and for the attention of the Chair, because there are a number of speakers. I think it will be better to regulate the debate in such a way that we can finish the debate to-day.

MR. CHAIRMAN: I am getting a number of chits.

SHRI K. RAGHU RAMAIAH: We have other important work tomorrow. (*Interruptions*). The House can change this and that because of other important business. After all, I want the cooperation of everybody. And they have all given it. Sir, I suggest that taking the whole thing into account, the Minister can be called at 5 p.m. (*Interruptions*). The Chairman can apportion the time in such a way that everybody will get a chance; and the Minister can speak at 5 p.m.

SHRI M. C. DAGA (Pali): Six hours have been allotted for this discussion. We started the discussion at 1.15 only. So, it cannot be concluded today.

SHRI K. RAGHU RAMAIAH: I am making an appeal to the House. At one time, at 3.30 p.m. there were no speakers and the discussion was about to collapse. In fact, we had to bring some members from the Central Hall. With the cooperation of the members, we want to conclude this discussion today.

श्री दामोदर पांडे (हजारीबाग) : सभापति जी, यह जो रेलवे की मांगें रखी गई हैं, मैं इनका समर्थन करता हूँ। इन बहस के दौरान हमारे विरोधी दल के सदस्य श्री पंडाजी ने एक सज्जाव दिया कि रेलवे में

जितनी भी ट्रेड यूनियन हैं, अगर रजिस्टर्ड हों, तो उन सब को मान्यता दे देनी चाहिये। पता नहीं कितनी गंभीरता से उन्होंने यह बात कही, क्योंकि उसकी काट भी उन्होंने तुरन्त ही प्रस्तुत कर दी। जो उन्होंने पर्चा वगैरा दिखाया, नक्शा दिया कि रेलवे फैंडरेशन की तरफ से क्या क्या कुकर्म चल रहा है और किस तरह की गंडागर्दी चल रही है कि रेलवे के काम को तद्दस-नहस किया जाये, वह यह बताता है कि रेलवे में व्यवस्था को चलाने के लिये एक यूनियन, एक उद्योग की प्रणाली की व्यवस्था होनी चाहिए। उसकी मांग को छोड़कर कितना रेलवे का नुकसान इससे होगा।

मंत्री महोदय ने देखा कि फिल्ली रेलवे की हड्डाल में रेलवे मजदूरों ने किस का साथ दिया। एक मात्र रेलवे यूनियन 'नेशनल फैंडरेशन आफ इंडियन रेलवेस' थी, जिसका साथ मजदूरों ने दिया और उस सारे शक्तियों द्वा डट्कर विरेध किया जो चाहती थीं कि रेलवे का भट्टा बैठ दिया जाये, देश का सत्यानाश कर दिया जाए और रेलवे को तवाह और बर्बाद कर दिया जाये। जब उस एक मात्र यूनियन ने रेलवे का साथ देकर, देश का साथ देकर, देश की अर्थिक दशा में विगड़ न आने पावे, इस कारण रेलवे का चलना जारी रखा तो इसका कोई औचित्य नजर नहीं आता कि फिर उन सारी शक्तियों को पनपने दिया जाये, बड़ाबा दिया जाये और उनको रिकर्नाइज़ किया जाये।

आप इसकी कल्पना कीजिये कि ट्रेड यूनियन एकट के मुताबिक कोई भी 7 आदमी यूनियन खड़ी कर सकते हैं। रेलवे में 17 लाख मजदूर काम कर रहे हैं। अगर इस तरह की रिजिस्टर्ड यूनियनों को मान्यता देने लगे और हरेक अपना अपना घरौंदा खड़ा कर के यूनियन खड़ी करता रहे तो रेलवे उनकी कितनी डिमांड मान सकेंगी, कितनी बातों

[की दामोदर पांडे]

को सुन सकेगी ? इस तरह से उसका कोई अन्त नहीं रहेगा । इसलिये यह सारा सुझाव कि जिसनी भी रजिस्टर्ड प्रूनियनें हैं, उनको मान्यता दी जाये, हम समझते हैं कि यह बेमोजू है, बेकार है । मान्यता देने की कोई जरूरत नहीं है । अगर रेल को वास्तविक रूप में बदलाना है तो मैं रेल भवी से यही अपील करूँगा कि अब स्थिति में काफी सुधार आ गया है, जब एक फड़रेशन के मारकंत रेल मजदूरों ने अपना प्रतिनिधित्व स्वीकार कर लिया है, वे मानते हैं कि वही उनकी प्रतिनिधि संस्था है, तो उसके अलावा और किसी प्रतिनिधि-संस्था से आपको बात करने की जरूरत नहीं होनी चाहिये । जिन जिन लोगों ने रास्ते में रोडे अटकाये हैं, जिन्होंने रेलों को तबाह और बर्बाद करने की कोशिश की है, हर बार का सबक यही बतलाता है कि जब जब उनको तरजीह दी गई, मान्यता दी गई, फिर से उन्होंने उंगली पकड़ने की कोशिश की है और बर्बादी की तरफ कदम बढ़ाये हैं । इसलिये दो-चार बार एक गलती हुई, उसको नहीं दोहराना चाहिये, यही मेरा सुझाव है ।

इस साल जो बजट आपने देश के सामने रखा है, उसमें करीब 86 करोड़ रुपये की अतिरिक्त आय का लेखा रखा गया है । तो इस 86 करोड़ में करीब आधा हिस्सा तो हम लोग कोयले वाले ही देंगे, आधी आमदनी तो कोयले वालों से होने वाली है । एक-तिहाई रेलवे का टांटल फेट कोयला ही देता है । आपने दो तिहाई वाले ट्रैफिक को तो एगजेमेंशन दे दिया है । मेरा ज्याल है कि अगर हिस्साव किताब देख लिया जाये तो यह कहना अतिश्येकिन न होगा कि करीब-करीब आधी आमदनी तो हम लोग ही देंगे । कोयले के ट्रैफिक से आपको आधी आमदनी होने वाली है ।

दमको इसमें और कुछ नहीं कहना है, हमें खुशी है कि हमारी कुर्बानी से अगर देश का कल्याण हो तो हम हर जगह कुर्बानी देने को तैयार हैं । जो कुछ कहा जाये, हम हर जगह अपनी सेवाएं आपित करते हैं । हम जो कुछ कह रहे हैं, कोयला मजदूर और कोयला ज्योग की तरफ से कह रहे हैं, अपनी तरफ मे कुछ नहीं कह रहे हैं । जब कोयले से इतनी आमदनी हुई है, तो मेरा सुझाव है कि उम की दशा सुधारने के लिए कुछ कदम उठाना चाहिए । मंत्री महोदय को मालूम है कि आज की तुलना में पिछले साल कोयले की दुलाई कम होती थी । यह बड़ी खुशी की बात है कि इस साल रेलवे में भैंसिमम कोल लोडिंग बिया गया है और कोयले के लिए काफी बैगन्ज दिये गये हैं । लेकिन इसके बाद जूद आज स्थिति यह है कि परसों कोयले के पिट हैं पर 10.9 मिलियन टन का स्टाक था, जब कि पिछले साल 5 मिलियन टन का स्टाक था । इस लिए सरकार को अधिक दुलाई की बात सोचनी चाहिए । मंत्री महोदय ने अपने अजट भाषण में कहा है कि पूरे देश के स्तर पर कोयले की स्थिति में सुधार हुआ है ।

स्टील प्लांट, पावर हाउस, रेलवे, सीमेंट प्लांट आदि सब बड़े बड़े कन्ज्युमर्ज की उर्जत का कोयला तो दे दिया गया है, लेकिन ईट पकाने वालों और घर में कोयला जलाने वाले स्माल कन्ज्युमर्ज की दौदनाक स्थिति है । दूरदराज की बात तो लोड दीजिए, बिहार और बंगाल, जहां कोयला पैदा होता है, शहरों में रहने वाले लोगों को कोयले के लिए इतनी अधिक कीमत देनी पड़ती है कि उन की आँखों में पानी आ जाता है । अगर रेलवे बैगन्ज की व्यवस्था कर के उन की उर्जत का कोयला पहुंचा दिया जाये, तो उन को बहुत राहत मिलेगी ।

ज्ञानाकिं कोयले का शार्ट डिस्टेंस लोडिंग
जायद रीफ्यूनरेटिव नहीं होगा, लेकिन व
रेस्वे को 86 करोड रुपये में से 40 करोड
रुपये की आमदानी कोयले से होने वाली हैं,
तो मैं भंडो महोदय में अपील करूँगा
कि उस आमदानी में से थोड़ा सैक्रिफाइम
कर के स्माल कन्यूमर्ज की जरूरत को भी
पूरा दिया जाये, जो पूरे कन्यामान वा
मुश्किल से 10 परसेट है।

अब मैं आपने क्षेत्र और विज्ञार, के
सम्बन्ध में कुछ प्रश्न उत्तर के मामने रखना
चाहता हूँ। यह वडी खूशी की बात है कि
झंसी टाटानगर अमृतसर एक्सप्रेस चलाई
गई है। मरी मठोदय और रेलवे अधि-
कारियों को मालूम है कि वह ट्रेन
कितनी पापुलर है। लेकिन वह गाड़ी
हफ्ते में केवल चार दिन चलाई जाती है।
इस कारण रास्ते के मुसाफिरों को कितनी
मुसीबत उठानी पड़ती है, मध्य महोदय को
इस पर विचार करना चाहिए। मेरा
सुझाव है कि उस ट्रेन को डेसी कर दिया
जाये ताकि हफ्ते में तीन दिन लोगों को
दिल्ली, गया और घनबाद आद कई स्टेशनों
पर जो भीड़ लगानी पड़ती है, वह न लगानी
पड़े।

मैं हजारीबांध को रेलवे साइट से कनेक्ट
करने का प्रश्न बहुत दिनों से उठा रहा हूँ।
रेलवे मर्की ने इस कर के पिछली बार यह
आश्वासन दिया था कि उस के बारे में कुछ
कर रहे हैं। पिछली बजत स्थीत में उस का
जिक्र था, लेकिन इस बार उस बा कोई
जिक्र नहीं है। पिछली बार कहा गया था
कि उस का सरवं करा रहे हैं। उस से पहले
तीन साल से यह आश्वासन दिया जाता रहा
है कि उस का सरवं कराया जा रहा है।
लेकिन पता नहीं कि सरवं के बाद क्या
नहीं जाना निकला। मेरा यह सुझाव है कि
अगर इस साइट को आप लालू कर देंगे जिसका
सर्वं आप दे किया है तो बहुत सा कोल ट्रैफिक
भेड़ कार्ड के क्षेत्रस्थन की बजह से आप उठा-

नहीं पाने हैं, बैगन सप्लाई नहीं कर पाने हैं वह
कठिनाई दूर हो जायगी। दूसरी जो बात
आप कर रहे हैं है बरौनी में लखनऊ तक
डबल लाइन बरने की यह मिमिग निक अगर
जोड़ देंगे और हजारी बाग में कोटरमा तक
या हजारी बाग रोड तक जहा भी आप
मिलाना चाहे मिला देंगे तो वह मारा कोयला
बरौनी ही करनाथ बिहार, उत्तर प्रदेश,
दिल्ली हृत्याणा आर पाइवका ने जो सकते हैं
बिना योगलम्बण टच किए। यह बहुत
दूर की साच बर के मेरा सुझाव है। इस विषा
में आप को बदम उठाना चाहिए। वह
जो दिनिया और महारा मिला वा प्रोपोजन
कोल एक्सारिटी के लागो ने रखा है, उस को
कार्ड न बना बर ट्रैगिल बना बर हजारी
बाग से बनेकर कर दे और हजारीबाग में
सीधा कोटरमा तक या हजारीबाग रोड
तक आप भैड़ बांड से मिला दें तो कोल
ट्रैफिक का यूक्मेंट बहुत हद तक सुधर मकता
है। यह कोई ऐसी बात मैं नहीं कह रहा
हूँ जो लागू होने लायक नहीं हो। आगली
छठी पचवर्षीय योजना में आप को यह काम
करने की मजबूरी हो जायेगी। इसनिए
मेरा सुझाव है कि इस पर अविलम्ब कुछ
विचार किया जाय।

दूसरा मेरा सुझाव है कि कोल फील्ड
और ब्लैक डायामड एक्सप्रेस जो घनबाद
से कलकत्ते तक जाती है उस में घनबाद
ही कोल फील्ड नहीं है, बिहार में जितना
कोयला इरिया में होता है उस का आधा
कोयला हृत्याणा भी मेहोता है बास्तव में
उस को कोल फील्ड एक्सप्रेस या ब्लैक डायमड
एक्सप्रेस ७ हलाने के लिए बरकाकाना तक
एक्सटेंड कर दे और बरकाकाना से
चन्द्रपुरा हो कर अगर सोधे घनबाद निकाल
दें तो वही भैड़ कार्ड टच नहीं करेगा और
आसानी में ट्रैन को कलकत्ते तक ने जो सकते हैं। इस विषा से आप कदम उठाए।

[श्री दमोदर पांडे]

बिहार में देन की यवस्था में काफी सुधार हुआ है लेकिन जो बांब नाहन है उन में बड़ी भीड़ बलती है। उस को कम करने के लिए कुछ और देन्स की यवस्था की जाय, यही मेरे सुझाव है।

SHRI K MAYATHEVAR (Dindigul) Mr Chairman, there is French proverb saying that delay defeats the justice. The Railway Board of the Government of India is an embodiment of delay in dealing with matters, thereby almost all the objections of the concerned party are defeated by the late disposal of matters by the Railway Board.

We are aware that we have abolished the Frivvy Purses, zamindarism petty kings and rajahs. But there are some rajahs who are sitting in the Railway Board as members of the Railway Board. Therefore, there was a unanimity of opinions and support among the Members not from this House but right from 1950 onwards that the Railway Board should be abolished. Therefore I request the Government to take immediate steps to abolish the unnecessary Railway Board which according to me is an expenditure and waste of money belonging to the public and the poor man's tax. Therefore I have repeatedly asked the Government and the hon Members to take emergent steps to abolish the Railway Board, which is quite unnecessary for the Railway Department.

There are ILR counters for which permits and licences are issued by the Railway Department. In Madras, there are some corrupt officials in the General Manager's office. I am told that according to the rules and regulations and directions of the Railway Board more than six units are allotted to per family, per head. But there are certain parties which could get more than seven units or 12 units and they are the same families which have been getting them repeatedly. Therefore, there is some mismanagement by some officials below the level of the General Manager, Southern Zone.

For instance, there was one General Manager by the name of Sildhana. According to the rules and regulations, he ordered these units to certain deserving persons. But he was transferred. During the transition period, before the present General Manager took charge some corrupt officials issued these units in favour of certain persons by taking money against the rules and regulations of the Railway Board. These units have been issued repeatedly in favour of the same families violating rules and regulations and directions framed by the Railway Board. Therefore I want the Government to look into the matter.

Regarding the loyal workers in the last general strike the Government promised to look into the interests of the loyal workers in the Railway Department. But I have received so many petitions from the loyal railway workers from Madras as well as from the southern side that their interests are not being safeguarded and not favourably considered by the Government. The hon Minister Mr Shafi Qureshi knows fully well every problem he understands every problem. He came to Madras many times, he made surprise visits and carried out surprise checks. The people are very happy. But certain things are not being looked into. I would therefore request the hon Minister and the Government to look into the interests of the loyal workers who served loyally for the Railways in the last general strike.

Another point that I want to make here is that I have also received petitions from some employees of the Railway Department that there is no reservation, no priority given for the sons or daughters or brothers of the railway employees who loyally served the Railways. I would request the hon Minister to consider a reservation of at least 25 per cent for the family members of the railway employees in the Railway Department. I would like the Government to give this help, as a safeguard, to the poor railway employees, if not to big officials and Grade I officers. Some reservation or priority

should be given to family members of the railway employees.

So far as the Railway Protection Force is concerned, I am told, some benefits and allowances were announced for the railway employees but not for the employees of the Railway Protection Force. This is what I have been told by the Railway Protection Force employees in the Madras State. I would, therefore, request the hon. Minister to consider their claim and demand also. Their complaint is that their claims and interests are not at all looked into according to the Third Pay Commission's report and the recommendations contained therein. They are being discriminated against other railway employees. There should not be any discrimination between the Railway Protection Force employees and other employees of the Railways.

Coming to my constituency, Dindigul, there is already a surveyed railway line starting from Dindigul to Kotayam in Kerala via Battalangandu, Perakulam, Kumbum and other places. This is known to the hon. Minister. I would request the hon. Minister and the Railway Department to consider it favourably, commence the work and complete the work in the interest of general public.

There is a railway line from Madurai to Eodi on which there is only one train running throughout the day. I requested the General Manager to at least increase it to two trains on that line. He was not gracious enough to run two trains. I would, therefore, request the hon. Minister to look into the matter and give instructions to run at least two trains on that line.

Then, I want to plead for certain over-bridges. In my constituency, there are certain over-populated places, namely, Sholavandan, Kedai road and Dindigul town. These are thickly populated and business areas. In

these places, the construction of over-bridges is urgently required.

Further, there is a railway line, Chittoor-Cuddalore line which is connecting Tamil Nadu and Andhra Pradesh. This proposal is pending for a long time. There is a bridge called Kadapadi bridge. That bridge also may be constructed, the work commenced and completed early. Then, there is a proposal to construct another bridge called the Pachaikuppam Bridge near Ambur in Tamilnadu, this bridge may also be completed. Then, there was a proposal for the electrification of a railway line from Madras Central to Arakonam. The Hon. Members are aware that, unfortunately, this was inaugurated by the then Chief Minister of Tamilnadu Mr. Karunanidhi who is a very corrupt gentleman. So it is a bad omen that he put his hand in it. He made an attempt to spoil a Central Government Department also by inaugurating the railway line. Why don't you come and inaugurate it? It was inaugurated by a corrupt Chief Minister, with corrupt and tainted hands, that is a bad omen and that is why it is not completed. Therefore, I would request you to come and touch it up, you can re-inaugurate it and complete the work.

Then, I come to my last point which relates to public conveniences. In the 2nd Class, most of the fans don't at all work. Even in the 1st Class they don't work properly, but because we report it then and there, they look into it. Then, very often there is no water in the lavatories. This is a minor point, but consider the problem it causes the public. Then, a majority of the doors don't function properly and they cause injury to the passengers when they attempt to open or close the doors.

So, these minor points may be looked into.

Another point is this. I would plead that the Central Railway Department should reserve 25 per cent in the same Department for the families of

With these pleas and suggestions, I conclude my speech.

श्री राजदेव तिह (जीनपुर) : सभा-पति जी, रेलवे मंत्रालय की मार्गों पर यह जब बहुत हो रही, मैं इन मार्गों का समर्थन करता हूँ। समर्थन करने के साथ-यह मैं चाहता हूँ कि रेलवे के फाइनेंसेज बड़े साढ़े और मजबूत हों, क्योंकि काइनेंसेज जितने म बूत होंगे, रेलवे उतने ही अच्छे तरीके से इस देश की जनता की सेवा कर सकेगी। इम के लिये बहुत जरूरी है कि आप के रेवेन्यू में जो लीकेज होती है, जैसे घोरटाइम है, कैटरिंग है, इन पर अंकुश लगाना चाहिये। कैटरिंग में जितनी आमदनी होती चाहिये, उतनी नहीं होती, क्योंकि काम करने वाले तनखाह पाने वाले लोग हैं, वे फिक नहीं करते हैं, जिस तरह का खाना देते हैं, उस की बजाह से आप के रेस्टारेट पापुलर नहीं हो रहे हैं, उन में बाटा हो रहा है। आप के यहाँ किलफरेज बड़ी आका मे होता है। टिकट-लेस ट्रवलिंग के खिलाफ आप ने कुछ रेल्स किये, जिन से टिकटलेस ट्रवलिंग बोडा कम हुआ है, लेकिन अगर ये रेल्स थोड़े दिन बन्द रहे तो किर लोगों की बही आदत पड़ जायगी, बिना टिकट आका करने लगेंगे। इस लिये समय समय पर इस तरह के रेल्स होते रहने चाहिये ताकि लोगों की आदत टिकट लेकर यात्रा करने की पड़ जाय।

कुछ लोगों ने रेलवे के फाइनेंसेज को सुझाने के लिये यह सुझाव भी दिया है कि रेलवे बोर्ड को तोड़ दिया जाय; अगर बोर्ड को तोड़ दिया गया तो फिर रेलवे सीक्वेरियेट बनाना होगा, कोई न कोई गफल दो उस की रहेगी ही, बिना उस के बनाये काम नहीं चलेगा, इस लिये मेरी दृष्टि में बोर्ड

MARCH 28, 1976 D.G. (Rly.), 1976-77 and D.S.G. (Rly.), 1975-76 308 को रखना चाहती है, इस तरह के सुझाव मेर-मुनासिब मालूम होते हैं।

एक और चीज़ की तरफ आपका ध्यान दिलाना चाहता है, और वह यह है कि रेलवे में मैलून्स की प्रथा छात्म कर दी जाय। पकासं सैलून्स के मेल्टेनेन्स पर बड़ा व्याच होता है। यह उम समय का रिकाज या जब रेलवे के बड़े बड़े घटार अप्रेज हुआ करते थे जो याय और सधर चाले थे और जिस समय दौरे पर जाते थे तो सब कुछ उस सैलून में होता था। मैलूनों को यह अवालिय कर दिया जाय।

17 hrs.

वे साइड स्टेशन्स की तरफ जितना ध्यान देना चाहिये उतना नहीं दिया जा रहा है। बहुत ने वे साइड स्टेशन्स पर गम्भी और बरतात के दिनों में पैमेजसं शागम के माथ नहीं बैठ मबते। आप जानते हैं कि यह देश गार्डों का है और वे साइड टेशन्स गार्डों को सर्व करते हैं इसलिये वहाँ सुविधाये देने की ओर विशेष ध्यान देना चाहिये ताकि वे साइड स्टेशनों पर पीने का पानी और लेगें बोर्ड मिल सके। मैंने इस बारे में दो, तीन दफा कहा और रेलवे मन्त्री महोदय ने अपने बजट भाग में भी कहा कि बड़े भारी पैमाने पर बाली जगहों पर पेड़ लगायेंगे, इस बात की कोशिश कर रहे हैं। पहले एन० ५० रेलवे के हर स्टेशन पर फलदार आम के बीचे होते थे जिन से रेलवे को आदानी भी होती थी और लोगों को सावा भी मिलता था। मेरी मान है कि उस चीज़ को फिर से बुक किया जाय जिससे लोगों को आसाम मिल सके।

एक बात मुझे हाल स्टेशनों के बारे में कहनी है। दो, तीन हाल स्टेशन हैं जिन्हें मैं बुद्ध जानता हूँ। फैजाबाद बनारस स्टेशन पर इहरा रोड और बानीकला हाल स्टेशन है, और उनी तरह से इसाहाबाद सीक्षण पर कलानाम हाल स्टेशन है। इन

हास्ट स्टेशनों से आपको काफी आमदनी होती है इसलिये कोई बजह नहीं है कि उनको पूरे स्टेशन का दर्जा न दिया जाये । पिछला और आनेवाला दोनों हास्ट स्टेशनों को आगे बढ़ोत्ती सहित दे दी जाय तो आपको वह एक स्टेशन की पूरी आमदनी दे सकते हैं । अब तक आप उनको पूरा स्टेशन का दर्जा नहीं देते तब तक न पैने के पासों का और न टायरेट का कोई इनजाम बहा ही पाया, जिनका कि होना बहुत जल्दी है बर्ते कि वहाँ से महिलाये भी वहाँ की आर्नी जानी हैं ।

हमारी प्रधान मन्त्री महोदया आभी भदोही गई थी जो कि बारपेट का बड़ा भारी सेन्टर है । लेकिन वहाँ का स्टेशन वही 70 साल पुराना बना हुआ है और उम स्टेशन के फैस्ट क्लास बैटिंग हम में आप एक मिनट नहीं रुक सकते । वह बैटिंग रूम बहुत छोटा और स्टकी है और साथ ही बड़ा गन्दा है । उसमें गाजे की, शगव की महक आयेगी, आप वहाँ बैठ नहीं सकते । और वहाँ से हर साल 30, 40 करोड़ ८० का कारपेट एक्सप्रेस होता है । बिदेसी लोग भी आते हैं वहाँ । इसलिये उनको अचला स्टेशन बना दिया जाय और रिटायरियर रूम अचली तरह कानिष्ठ होना चाहिये, साथ ही बैटिंग रूम भी अचला और साफ सुधरा होना चाहिये ।

फ्लैग स्टेशन्स को भी एक श्रेणी है और वह यह कि ऐसे स्टेशन पर एक स्टेशन मास्टर होता है, वही टिकट भी बाटता है । लेकिन दून कहाँ आयी इसकी खबर नहीं क्योंकि वह देवीप्राक्त और कोन से कनेक्टेड नहीं होता है । आगर किसी फ्लैग स्टेशन से काफी आमदनी हो रही है तो उसको निल फ्लैज़ ड स्टेशन बना देना चाहिये ।

एक और तत्त्वां में आपको बताता हूँ । एक बार मैं लखनऊ हावड़ा एक्सप्रेस से दिल्ली आ रहा था तो सूत्सानपुर स्टेशन पर पक्का नहीं चल रहा था । स्टेशन मास्टर से उसको नेक करने के लिये कहा, उसने इलेक्ट्रो-

शियन को ढू ने की कोशिश की नेकिन बह नहीं मिला । एक आदमी जो यांत्र विजली का काम जानता था और ठीक कर सकता था उम को दो गज विजली का तार तक उम स्टेशन पर नहीं मिला । तो यह रटाक की हालत अपें म्टें नो पर है । उम में कम ऐसा ना होना चाहिये कि गार्ड आने के समय यह मन चीजे स्टेशन पर ग्रवेलांबिल रहे ।

इसपे बाइ भट्टर गेज को ब्रॉडगेज में बदलने वी बात है । न जिस क्षेत्र में आता हूँ वह एक बहुत पिछड़ा हुआ क्षेत्र है और उसमें स्टाइक्स बहार का पश्चिमी हिस्सा है और वह भी बहुत पिछड़ा हुआ क्षेत्र है । उस क्षेत्र में लखनऊ में पटना तक आगर एक सीधी लाइन बीची जाए तो उसके उन्नर में नमामी बीटरगेज के रेलवे स्टेशन हैं और ये मध्य डिस्ट्रिक्ट्स इकोनोमीकली बैकवर्ड डिस्ट्रिक्ट्स हैं । वे उस समय तक नरककी नहीं कर सकते हैं जब तक कि उम खेत में बीटर गेज को ब्रॉड गेज में न कन्वर्ट कर दिया जाए । कुछ लाइनों का नो हो रहा लेकिन वाकी जो जगहे हैं उनकी तरकी भी इसी कारण नहीं हुई है । इसलिए मैं चाहता हूँ कि रेल मन्त्री महोदय इस तरफ विशेष ध्यान दें ।

इसके बाद मैं जो हडताल हुई थी, उस की बात करता हूँ । हमारे ने पहले और भी बक्साओं ने उसकी चर्चा की है । मैं जानता हूँ कि दिल्ली में एक स्टेशन मास्टर साहब थे । शुरू में वे दफनर को लोक आउट करके चले गये और हडताल में शामिल हुए । वे बड़े एक्सिट स्ट्राइकर थे लेकिन जब उन्होंने देखा कि स्ट्राइक केल हो रही है तो आकर किर दफनर में बैठ गये और उनको लायल बकर का ईनाम मिला । जो सचमुच में बहुत से लायल बकर्स थे, उनको ईनाम नहीं मिला । हूसरी बात इसी सम्बन्ध में यह है कि लायल बकर्स के संस के कोटे में बहुत से अवसरों अपने आदिमियों को भरती कर लिया

[बी राजदेव सिंह]

और एक दफा मैंने रेल मन्त्री जी से यह बात कही थी और और उन्होंने भी यह कहा था कि इस तरह की शिकायत हमने सुनी है। इसलिए मैं मन्त्री जी से अनुरोध बरुणा कि उन गुरीब लायल वर्कस की तरफ जो धमकियां देने के बाबजूद भी अपनी इंटर्टियों पर डटे रहे, मन्त्री जी को ध्यान देना चाहिए। उन्हें धमकियां दी गईं कि तुम्हारे ऊपर तेजाब फैक दें और तुम्हारे बच्चों को तग करें लेकिन इन बातों के होते हुए भी वे अपनी इंटर्टी पर डटे रहे और उन्होंने देश का नुकसान नहीं होने दिया। इसलिए ऐसे लायल वर्कस के लड़कों को आप जिस तरह से भी हो थोड़ी गुजाइश निकाल कर ज्यादा से ज्यादा नौकरी देने का काट करे।

अब एक बात मैं फैडरेशन वे बातें मैं कहना चाहता हूँ। दो फैडरेशन हैं। एक फैडरेशन जो है वह तो एन्टी-नेशनल है और उसकी एक्टिविटीज देश को बर्बाद करना चाहती थी। सभी जानते हैं कि हमारे यशस्वी पावर हाउसेज में ही तीन दिन से ज्यादा कोयले का स्टाक नहीं रहना, लेकिन उनका इरादा था कि माल-नाडियां बन्द कर दी जाएं भवारी गाड़िया बन्द कर दी जाएं और पावर हाउसेज में कोयला न पड़े, जिससे बिजली बन्द हो जाएगी। और हिन्दुस्तान भर का मजदूर बेकार हो जायेगा। फैटरी, कारखाने अगर बन्द हो जाएंगे तो पूरा देश अधिकार में हो जाएगा। इस तरह से देश को बर्बाद करने की बात बे सीध रहे थे। इसलिए जिस फैडरेशन ने इस तरह का व्यवहार किया उसको एन्टी-नेशनल हेक्सेपर करके विरक्यानाइज आप को करना चाहिए। वैसे मैं तो कैटेगरीबाइज शूनियन्स का हाथी हूँ। आज सेकड़ों कैटेब्रीज हैं और एक फैडरेशन उनके ऊपर बैठा हुआ है। वह सब कैटेगरीब की डिमान्ड को नहीं रख सकता और यही बजह है कि

आप बताने कि अगले ब्लॉक शूनियन्स को संचाला द्वारे द्वारे बड़ी बली बली चली जा रही है।

यद्यपी तक हमारा रेलवे का एडमिनिस्ट्रेशन एक स्टेट लाइन की शक्ति में रहता था लेकिन अब रेलवे का एडमिनिस्ट्रेशन ट्राई एंजिल की शक्ति में हो गया है। एक रेलवे मिनिस्टर है, एक स्टेट मिनिस्टर है और एक डिट्री मिनिस्टर है और ये बड़ीकली और होरी-जेन्टली काम कर सकते हैं और इनसे कोई चीज़ छिपी ही ही नहीं रह सकती और रेलवे में जो डिफेंटम है, उनको ये दूर कर सकते हैं।

इन शब्दों के साथ मैं इन मांगों का समर्थन करता हूँ।

डॉ० कलाश (बम्बई लघ्य वक्तिज्ञ) : माननीय ममापति जी माननीय मन्त्री ने यह बात कही थी कि हम पिछड़े हुए क्षेत्रों की पूरी तरह से सहायता करना चाहते हैं। नई रेलें देना चाहते हैं और जिन क्षेत्रों में डबल लाइन की आग तैयार है उन्हे डबल लाइन देकर अविरुद्धिन क्षेत्र में नई रेल डालेगा। इसका सबने स्वागत किया।

मैं डिपाइड न० १४ को और माननीय मन्त्री जी का ध्यान खीचना चाहता हूँ। उसने जेट्स्ट्रोन रेलवे के बजट इन्टीमेटम में १९७६-७७ के लिए ४ करोड़ ५० लाख ४० हजार रुपया रखा है और इसी प्रकार सेदं रेलवे में ८ करोड़ ८२ लाख ४५ हजार रुपये रखा है। वैकल्पिक डिस्ट्रिक्ट कोणरुण का है। कई यात्रों से आपत्ता दासगाव को रेल की मांग है उसका मर्याद बकं किया जा चुका है स्टेट गवर्नर्मेंट की ओर से। १०८ किलोमीटर की लाइन का यह टुकड़ा है। इस पर खर्च कितना होने वाला है इसका व्यौता नहीं है। बजटिंग एफाउन्ट में से अगर एक करोड़ भी इस में खर्च हो जाए तो यात्रों को यह विश्वास हो जाएगा कि आप आपका दासगाव रेलवे लाइन को बिछाये जा रहे हैं।

बम्बई के लिए आपने लिखा है कि लैट्रोपोलिटन ट्रॉसलोट ब्राइट, बम्बई पर खर्च करीब 84 लाख होगा। लिपाठी जी नहीं चाहते थे कि तब तक जब तक पिछड़े हुए लोगों में लाइन न चली जाए तब तक बम्बई की भूगर्भ रेल पर खर्च नहीं किया जाय। फिर उस पर हरया खर्च रखा गया। हमारा सोमाय्य है कि वहां पर 84 लाख पदा खर्च करने की अवस्था की गई है, अबतीन एक करोड़ के करीब वह खर्च होने की सम्भावना है।

रेल अन्नी (भी बम्बलापति त्रिपाठी) : मैं नहीं चाहना था कि भूगर्भ लाइन से ज्यादा महत्व उन लोगों को दिया जाएगा जो ज्यादा अविकल्पित खेल हैं।

डा० कैलास : बन्धवाद। आपने यह कहा था कि भूगर्भ लाइन से ज्यादा महत्व उन लोगों को दिया जाएगा जो ज्यादा अविकल्पित खेल हैं।

भी बम्बलापति त्रिपाठी : ऐसी बात नहीं कही।

डा० कैलास : नहीं कही तो मुझे बड़ी खुशी है। जो कुछ बजट में आपने रखा है उसे कूपा करके आप खर्च करे। बम्बई को आवादी आज 62 लाख है और वह कुछ ही खर्चों में एक करोड़ तक बढ़ने वाली है। रेल में यात्री कोडे मकोड़ों की तरह चलने हैं। आप बम्बई में गए हों तो आपको पता चल जायगा —

भी भूलक्षण डाला : कोडे मकोड़ों के लिये रेल की अहंत नहीं होती।

डा० कैलास : यात्रक करने की यह बात नहीं है। आपको सोचा चाहिये और देखना चाहिये कि बम्बई वह शहर है जो सारे देश का पालन कर रहा है। रेलों को चलाने में उनका कितना बड़ा हाथ है। उस तरक भी आपका ध्यान होना चाहिये।

वैस्टन रेलवे के लिए भी आपने कुछ शपथ रखा है। वह एक करोड़ 15 लाख के करीब है। हमारे मिर्जा जी ने कहा कि दिल्ली से अहमदाबाद की मीटरगेज रेल लाइन को ब्राइटेज में कनवर्शन कर दें। उसका मैं समर्थन करता हूँ। साम्प्रदर्शक के पाम बाड़ आ जाने के कारण जो लाइन साथर झील में ढूब गई है, उसको निकाल करके उस लेज को भी सध्य प्रदेश तथा गुजरात से जोड़ा जाए, यह मेरी आपसे प्रार्थना है।

आज सब भेल या एकमेम गाडिया बोरिबली स्टेशन पर रहते हैं। यह स्थान बम्बई के उत्तर का छोर है। भेरी गम में अगर अब्बेरी पर ये गाडिया रोकी जाए तो बोरिबली के बजाय तो ज्यादा अच्छा हो। अब्बेरी स्थान बम्बई शहर के बीच में पड़ता है। अब्बेरी में अगर गाडियों को रोका जाय तो बोरिबली बालों के लिए भी सुविधा तो रहेगी पर दक्षिण में जाने वालों के लिए भी उनके निवास स्थान नजदीकी हो जायेगे। जब इसमें कोई खर्च का प्रश्न नहीं तो उम्म तुर्लन करना चाहिये। मैं वैस्टन डीलक्स, कम्प्लियर आदि रेलों की बात कर रहा था कि ये गाडिया, अब्बेरी स्टेशन पर रहें न कि बोरिबली जिससे नवको सुविधा हो जाय।

इलक्ट्रिफिकेशन के विषय में मैं बोलना चाहता था। सूरन तक इलक्ट्रिफिकेशन हो जाए तो जो लोग सूरत में रह कर बम्बई की मदद कर रहे हैं—रहते वहां हैं और काम करने बम्बई जाने हैं—आशा है इस काम को ज्यादा नींव मति से चला कर लोगों को राहत दे। मैं आशा करता हूँ कि इन और भी बन्नीं जी ज्यान देये।

मैं प्रार्थना करता हूँ कि जो बड़े बड़े रकमें बजट में रखी हैं उनको पूरी तरह खर्च

[300 के लिए]

करने की व्यवस्था को जाए और इसका नुस्खा व्यापार रखा जाए कि वह बहुत ही जिले कोई व्यापार सर्टिफर्न न करना पड़े।

भी भी० सत्यनीराज (पेहापत्ति) : आपातकालीन की व्यवस्था के बाब कई डिस्ट्रिक्ट में बहुत सुधार हुआ है। उसी समय से रेलों में भी काफी सुधार हुआ है। इसके लिये लिपाड़ी भी, कुरेशी भी, बूटा तिह भी उनी व्यवसाय के पाब हैं और उनको मैथ्यवाद देता हूँ।

कई पानीय सदस्यों ने स्टेनों पर पानी का प्रबन्ध बहोने की शिकायत की है। वहां पर पानी का प्रबन्ध न हो ऐसा तो मैं नहीं कहता हूँ लेकिन उसमें थोड़े से सुधार की चुनाइश और वह सुधार होना चाहिये। कई स्टेनों पर मैंने देखा है कि मटके रख दूर हैं। वहां किसी में पानी भरा हुआ है और किसी में नहीं है। जब स्टेन पर दून आता है, तो उस समय वहां किसी आदमी को लगा कर पानी पिलावे का इन्तजाम होना चाहिये। यह थोड़े से कमी है। फिर गरियों में ही पानी के ज्यादा-ज्यकरत पड़ते हैं, बारिश और ठंडे में ज्यादा-ज्यकरत नहीं होती है। इसके लिये थोड़े मटके भी ज्यादा रखने चाहिये और जब आड़ी स्टेन पर आती है, उनके बहते ही वहां पर आदमी द्वारा पानी पिलाने का इन्तजाम होना चाहिये। ऐसा करने से शिकायत नहीं होगी, ऐसा मैं समझता हूँ।

मेरी कांस्टीट्यूशनी आधि प्रदेश है मैं करीम नगर डिस्ट्रिक्ट में रामगढ़ एक अहत्यार्थी स्वान है जहाँ कफिलाइजर की फैक्टरी है और वर्षल पावर स्टेन है। वहां कोल जाइन भी है। उस जगह पर एक पुल बनाने की कार्रवाही पहले से चल रही थी। पला नहीं कहा तक वह काम हुआ है। उसमें अगर थोड़ी जल्दी करने की कोशिश करें तो वहां के लोगों के आगे आने

के लिये बहुत सुख देता है। उससे लिये जानी जी को व्यापार लेना चाहिये।

दिलिंग एस्सेस जो यहां से हैदराबाद जाती है, उसमें भी रात और एक दिन हमनो बैठना पड़ता है। यह हस्ते में एक दो बार जयन्ती जनता भी जाती है। उसमें लोगों ने आता स्टार्ट किया है, फिर भी उन्हीं सहूलियत नहीं मिल रही है। अगर वहां के लिये राजबाजी एस्सेस शुरू कर दें तो वह ज्यादा अच्छा होगा। एक माझी है, इसी मालाना अच्छा नहीं लेकिन अगर राजबाजी एस्सेस शुरू करें तो लोगों को ज्यादा इससे सहूलियत हो सकती है, ऐसा मैं मानता हूँ।

हैदराबाद में बहुत से प्रांगूर के गार्डन हैं, जिनका करवारी, मार्ब और ग्रैंड में सीजन होता है। यह वहां से बर्बर्ह, मदास, बंगलीर, दिल्ली और कलकता सब जगह जाता है, इनके लिये लोगों को महूलियत नहीं मिल रही है। सहूलियत न मिलने की वजह से लोग दूरों से ले जाने हैं। अगर इसके लिये भी मंडी जी थोड़ा सा व्यापार दें, तो उनके लिये सहूलियत होगी।

मैं कोई शिकायत की बजह से यह नहीं कह रहा हूँ, बल्कि जो बात मेरी मालूमत में थाई है वह मैं मंडी जी के व्यापार में रखना चाहता हूँ। जैसे स्टेन पर आदमी जाता है तो कहते हैं कि यहां पर जगह नहीं है, सब फुर है वेटिंग लिन्ट है। जब हम दून में जाने हैं तो देखने को मिलता है कि कई बर्य खानी चले जा रहे हैं। कबी-कबी ऐसा भी देखने को मिलता है कि दिल्ली से हैदराबाद तक के रासने में बर्य खानी रहे हैं मैंने खुद यह बात देखी है, इस पर व्यापार देने की जरूरत है।

जनरल कई शिकायतें हैं, कई लैटर हमारे पास आते हैं और कई लोग रहते हैं कि जेइप्ल कास्ट्स और जेइप्ल द्वारा इसके लोगों की रिजर्वेशन और प्रवेशन के बारे में

स्थान अपन वही विवाह करता है। उनको पुर्णकाल नहीं किया का रुपा है। जो उनको कोटा है, उसके लिये भी मरी जी ध्यान दें।

एक बात और यह है कि जो दक्षिण एस्टेशन को विजामृद्दीन स्टेशन पर रोक रहे हैं, उससे बड़ी तकलीफ हो रही है। मारे लोगों को तकलीफ है, लिंग एम० पीज की हो वात नहीं है। सबको इमरिये तकलीफ होती है जबकि टैक्सी बालों से बड़ी विवरण होती है। हम लोग तो कहने रहते हैं, मुझाव देते रहते हैं लेकिन व्यवस्था तो मरी जो को करती होती है। उनको देखना है कि कैसे व्यवस्था की जाये अगर मरी जी को यह व्यवस्था करने में ज्यादा तकलीफ न हो, नो भैरा यह मुझाव है कि अगर देन वहा से नई दिल्ली स्टेशन पर आ जाये और सारे पैमेंज़ उन्नर जाये उनको बाद किस उसे निच़-मृद्दीन पर ले जाए तो मैं समझना हूँ कि उससे लोगों को ज्यादा दिक्कत नहीं होती और कोई व्यवस्था करने में भी तकलीफ नहीं होती।

इन शब्दों के माध्यम में इन मारों का समर्दन करना है।

बीमती सहोदरा बाई राय (सागर) मध्यापति महोदय, मैं रेलवे मञ्चालय की मारों का समर्दन करती हूँ। मैं यह कहना चाहती हूँ कि इस समय रेल से इमरिये लाई हुई है और 20-पूर्व क दर्जन लाल रक्का है। एमा नहीं हुनामा चाहिये कि मरी महोदय केवल अपने कित्ता के लेट्रो में नई लाइने बनाने व्यवस्थना भी पूर्णों का निर्माण करने और अन्य सुविधायें देने की तरफ ध्यान दे और अन्य लेट्रो की उपेक्षा कर दें। उनको याद रखना चाहिये कि चुनाव समने खड़ा हुआ है, उसमें केवल छ ल महिने रुप नये हैं। इमरिये हर एक की तेरह का धृष्टा बहुत काम अवश्य होना चाहिये, ताकि हम और वह बढ़नाम न हों। मरी महोदय को हर एक भास्त और हर एक लेट्रो में, हर एक एम०

पी० के लेट्रो में, चाहे वह किरोड़ी लल का हो और चाहे काप्रेस का, रेलवे के विकास का काम करना चाहिये। उनको केवल दोसरी के आवार पर काम नहीं करना चाहिये। उनको निष्पक्ष ढग से काम करना चाहिये, ताकि देश आगे बढ़े।

मरी महोदय ने कहा है कि चूंकि सरकार के पास रुपया नहीं है, इस लिए नई रेलवे लाइने नहीं डाली जा सकती हैं। आज सिर्फाई विजयी और उद्योग आदि देश के विकास के कामों की तरफ ध्यान देने की आवश्यकता है। रेल नो अच्छे और बुरे ढग से चलती ही रहती हैं। लोग किसी न निसी टाइम पर पड़ते ही जाते हैं।

जब हम लोग ट्रा पर गये थे, तो मैंने देखा कि आमनगर से हारिका जाये कलकत्ता जायें या कही भी जाये रेल की व्यवस्था ठीक नहीं है। कही पानी नहीं है, कही पब्ले नहीं हैं, और अगर पब्ले हैं, तो विजली नहीं है, कही टरवाजे टूटे हुए हैं। मैं समझती हूँ कि जब तक रेल मरी बड़ा कदम नहीं उठायेंगे तब तक रेला का काम ठीक तरह से नहीं चल सकता है। रेला के मामान की बहुत चोरी होती है। मैंने सुना है कि लाइनों के पास कोयला चलने वाले दो औरतें रेल से कट कर मर गयीं। इस तरह जो लोग रेला का कोयला उठाते हैं उनको राकना चाहिये।

मैंने कई बार मार की है कि सागर में मदरीनिया फटक के पास और दोषों वें पर्यायिया फटक के पास पुल बनाये जायें। लेकिन इस तरफ कोई ध्यान नहीं दिया जाया है। मैंने यह भी मार की है कि सागर की होरापुर छन्दपुर और बना के साथ रेलवे लाइन से जोड़ जाये। मैं यह मार भी करती रही हूँ कि करने के नवंदा होते हुये बड़ी देवरी और सागर तक रेलवे लाइन से मिला दिया जाये। मैं 1957 से यह मार कर रही हूँ लेकिन मरी महोदय सुनने ही नहीं हैं। मैं

[श्रीमती सहीदरा बाई राय]

यह भी चाहती हूँ कि डॉगीडार स्टेशन पर गाड़ी को रोकना चाहिये, क्योंकि उसके बिना जनता को बहुत तकलीफ है।

जब भी मैं इस प्रकार की बातों को मंत्री महोदय के ध्यान में लाती हूँ, तो वह हृत कर कहते हैं कि बहनजी, जरूर कर दो, लेकिन वह करते नहीं हैं। कोई सुनने वाला नहीं है। मैं मंत्री महोदय की गिकायत नहीं करती हूँ, लेकिन मैं चाहती हूँ कि वह आपने अधिकारियों और कर्मचारियों को कड़े आदेश दें, ताकि काम सही ढंग से हो। मैं यह भी चाहती हूँ कि चूंकि लोग सागर और बीना स्टेशनों से एक दो मील दूर ही गाड़ियों को रोके लेते हैं और उतर जाते हैं, इमलिये उन दोनों स्थानों पर स्टेशन बना दिये जायें।

रेल बोर्ड को बत्त कर दिया जाये। वहाँ कोई गरीब नहीं रह सकता है। वे जब चाहे किसी को निकाल देते हैं और जब चाहे भरती कर लेते हैं। जांसी डिवीजन में इनना अधिक है कि अधिकारी जब चाहे किसी को निकाल देते हैं।

मिनिस्टर को अगर लिखने की बात कहे तो वे आनते नहीं, कहते हैं कि जाओ मिनिस्टर क्या करेगा? मैं कहती हूँ आप इसके कापर कदम उठाइये। अगर नहीं आनते हैं तो उन को निकाल बाहर करिये।

धन्न में मैं यह कहूँगी कि दमोह सागर का जो हमारा बैरुवड़ एरिया है वहाँ भी गाड़ी की उत्तरि कीजिए और हर बिले का हर एम पी का काम होना चाहिये। यह नहीं कि जो दोस्त हैं उनका हो गया दूसरों का नहीं हुआ। इन शब्दों के साथ मैं आपकी मांगों का समर्थन करती हूँ।

श्री एन० ई० होरो (मुर्टी) : सभापति महोदय, मैं एक दो बातें ही सिँक कहना चाहता हूँ। 1974-75 की रिपोर्ट के

बीसवें पृष्ठ पर शेड्यूल कास्ट और शेड्यूल द्राइवर्स के अप्पाइंटमेंट के सम्बन्ध में कुछ बातें लिखी हैं। मैं उनको पढ़ कर सुनाना चाहता हूँ :—

"Appointment of Scheduled Caste and Scheduled Tribe candidates to class III and IV posts were 801 and 4,229 respectively. In addition, 16 officers were appointed to Class I. Due to poor response there was an appreciable shortfall in the intake of Scheduled Tribe candidates."

आगे कहते हैं—

"The special cell set up in August 1973 in the Railway Board and in zonal headquarters to increase the intake of such candidates into service and deal exclusively with their grievances continued to function effectively.

मैं यह कहना चाहता हूँ कि शेड्यूल द्राइवर्स के एप्पाइंटमेंट के सम्बन्ध में आप कहते हैं कि इनटेक हुआ नहीं और एक रिपोर्ट में आपने यह भी कहा कि शेड्यूल द्राइवर्स के लोग पाकेट्स में रहते हैं, वहाँ से निकलकर आते नहीं—

"They don't come forward, they refuse to leave their habitat".

यह बिल्कुल शलत बात है। अगर यह बात सच्ची होती तो आप इसका कैसे जटिलिकेशन देंगे कि जो दम नाला मादिवासी विहार और उड़ीसा से भासाय के चाय बागानों में गये हैं जो अंदरान और निकोबार जले जाते हैं ये कैसे निकल कर जाते हैं और आपके रेलवे की सर्विन के लिये क्यों नहीं निकल पाते हैं? यह बिल्कुल शलत बात है। ऐसी रिपोर्ट आहन्दा नहीं आनी चाहिये अभी आपने कुछ कदम उठाये हैं, उसके लिये मैं लारीक करता हूँ। लेकिन मैं एक बात कहूँगा कि नार्देन रेलवे में शेड्यूल द्राइवर्स की नियुक्ति के लिये आपने कुछ कदम उठाये और कुछ को आपने नौकरी भी दी। बहुत लोगों को आपने कहा कि इनकी पोर्टिंग

बनारस में होती है। जब वह बनारस गए तो इससे कहा गया कि यहाँ तो कोई बैंकोंसी नहीं है। अब इनको आपने एव्वाइटमेंट लेटर दिया है लेकिन वे कहते हैं कि यहाँ तो कोई बंगाह ही नहीं है। किर वे गये गोरखपुर। गोरखपुर में वह कहते हैं कि हम लोग इसका कोई अवाक नहीं दे सकते हैं। नतीजा यह हुआ कि इनको जो रेलवे की तरफ से रेलवे का क्षेत्रान पास दिया गया था वह बच हो गया और उनके पास पैमे भी नहीं थे कुछ लोगों को आपने एसेंट कर लिया और वे आज भी बनारस और गोरखपुर की जेन्स में हैं इसमें आपकी नीती जा चला नगता है। जगता यह है कि आप गलत इनकारमें दे रहे हैं कि बोड्यूल्ड ट्राइब्ज की इनी जगह चानी हैं। ऐक्युप्रन बात यह है कि उन जगहों पर आपने नान-ऐक्यल ट्राइब्ज को बद्धान कर दिया है और दुनिया को दिखा रहे हैं कि बोड्यूल्ड ट्राइब्ज की जगह चानी हैं। अभी एक भीने पहले की बात में कह रहा हूँ। अगर आग डीटेल चाहे तो मैं नाम दे दूगा आप उनकायरी कीजियें कि क्यों ऐसा काम दृश्या ?

रेलवे बोड के लेवेल पर और जोनन लेवल पर आपने मैल बनाया है, यह आप वह क्षेत्र करते हैं कि एकेकिटवली काम कर रहा है लेकिन यह बात गलत है। एकेकिटवली काम तो तुम्हा नहीं। आपके ही रेकार्ड से पता नगता है कि इसमें बांगलिन दुई है और नियोंट जो आप देते हैं यह बिल्कुल बिसलीनिंडग है। मैं चाहूंगा कि भंडी जी इसकी एनक्वायरी करें और देखें, यह रेकटिकाइड होना चाहिये।

दूसरी बात यह है कि आपने आपनी रिपोर्ट में रेलव्यू के बारे में लिखा है कि फेट ट्रैफिक में उत्तरि हुई है। इस भद में पिछले साल आपको 644 करोड़ की आमदनी हुई थी और 1974-75 में 869 करोड़ की आमदनी हुई। आगे आप कहते हैं कि फेट की जो फालिसी है उसमें मोडिकिकेशन

किया है, उससे कुछ नुकसान भी होता है ज्योंकि आप कुछ सोशल वर्क भी कर रहे हैं। फिर आप कहते हैं :

"Though seemingly large these increases do not more than reflect the enormous increase in the personnel and material costs."

मैं इस मध्यवर्द्ध में कहना चाहता हूँ कि जो आपकी फेट पालिसी है, उसमें आप कोयला, खनिज पदार्थ और खाद्य पदार्थ ले जाते हैं, उसके चार्जेज कम लेने हैं उसमें होना यह है कि आपको फेट पूरा नहीं मिलता है। उसमें आप कुछ रक्षणात्मक देने हैं। बात ठीक है। समाज के निम्न वर्ग के लिये जो जलरी चीजें हैं, डाइस्ट्रीब्र को बढ़ाने के लिए जिन चीजों का पड़वाना जलरी है उस में बाटा उठा कर आप सामान गरा जगह से दूसरी जगह ले जाने हैं लेकिन इसको आप कुछ सेनेकिटव वे में करते हैं। इसका नतीजा यह है कि पिछले कई मालों में देश के पर्वी और पर्विमी इलाके में उम्बेलेम बढ़ा है। यह आपकी फेट पालिसी के चलते दृष्ट हुआ है क्योंकि आप इसको बेनेकिटव वे में करते हैं। आज जो ईस्टन इंडिया और डिविस्ट्रियली आगे नहीं बढ़ा है जब कि वेस्टन इंडिया इंडियस्ट्रियली आगे बढ़ा है। तो यह जो इकोनॉमिक रीजनन इम्बेलेम है इसको आप सेनेकिटव वे में जनरली करके आगे न बढ़ायें। आपने ठीक कहा है कि रेलवे नीति के तीन स्तम्भ हैं, देश की आर्थिक उत्तरि के लिए काम करना भी एक स्तम्भ है लेकिन आप एक लेव को आगे बढ़ाये और दूसरा लेव गरीब रह जाये यह उचित बात नहीं है। आज तक आपकी पालिसी के कारण ईस्टन इंडिया नुकसान में रहा है और वेस्टन इंडिया फायदे में रहा है। मैं चाहता हूँ कि हर लेव को आप एक दृष्टि से देखें।

यही दो बातें मैं कहना चाहता था और मैं आशा करूंगा कि इस पर आप पूरा विचार

[श्री एन० ई० होरो]

करेंगे और अपनी नीति को ऐसा बनायेंगे जिससे किसी क्षेत्र की जनता को या किसी भी एरिया को नुकसान न हो और न किसी को शिकायत हो ।

श्री शिवनाथ तिहू (झुंझुनू) : माननीय समाप्ति जी, समय समय की बात है, यही सदन और यही माननीय सदस्य इसी रेल मंत्रालय और इसी रेलवे बोर्ड की पिछलै कई सालों से कठुआलोचना करते रहे हैं लेकिन इस साल रेलवे बजट की बहस में करीब करीब सभी माननीय सदस्यों ने इस मंत्रालय की सराहना की है। इस सराहना के पीछे दो तीन नुड़े खास हैं। पर्सेंजर्स को सहुलियत मिली है, गाड़ियां ठीक टाइम पर चलती हैं और रिजर्वेशन के लिए जो रिश्वत देनी पड़ती थी उसमें भी कमी हो गई है। इस बजट में खास तौर से पर्सेंजर फेर बढ़ाया नहीं गया है जिसका सभी ने स्वागत किया है। मैं समझता हूँ इस विभाग में ऊपर टाप पर और नीचे की लेवल पर सुधार हुआ है, मंत्रालय ने ठीक ढंग से काम करना शुल्क किया है। अपने कर्मचारियों को लाइन पर लाने की कोशिश की गई है। इस विभाग में सबसे अधिक सहयोग छोटे कर्मचारियों ने दिया है जोकि रेलवे की व्यवस्था को बिगड़ाने के लिए जिम्मेदार रहे हैं। रेलवे में हड्डियां हुई थीं, कुछ ऐसे तत्व थे जिन्होंने देश को ऐसे स्थान पर लाकर खड़ा कर दिया था कि देश का भविष्य ही खतरे में पड़ गया था। स्ट्राइक के बाद उनको कुछ सबक मिला। मंत्री जी ने, जैसे पिता पुत्र के साथ व्यहार करता है, उसी तरह से सभी कर्मचारियों को साथ में लिया, उनके साथ में न्याय किया। जिन मामलों में अभी कुछ नहीं हुआ है उनमें भी न्याय देने की कोशिश कर रहे हैं। इसके कारण रेलवे के छोटे कर्मचारियों में विश्वास पैदा हुआ कि रेल मंत्रालय हमारी दिक्कतों को सुनेगा, उनको रिलीफ मिलेगी। उसका ऐसपांस हुआ और आज इसके कारण

रेलवे बोर्ड के लिये बड़त से सदस्यों ने कहा कि एवालिया कर दो। माननीय समाप्ति जी, मैं निवेदन करना चाहूँगा—रेलवे बोर्ड के लिये हम चाहे जितनी मांग करें एवालिश कर दो, यह एवालिश होने वाला नहीं है, लेकिन इतना जहर होना चाहिये कि इस पर कुछ अंकुश लगे। रेलवे बोर्ड ने अभी तक अपने कार्य करने के तरीके में परिवर्तन नहीं किया है। रेलवे में जो थोड़ा बहुत सुधार हुआ है, उस के लिये मैं इस बोर्ड को श्रेय नहीं दे सकता। बोर्ड का काम प्लानिंग करना है—ग्राप देखिये उन के प्लानिंग में कोई परिवर्तन नहीं आया है, पैसेंजर ट्रैफिक के किराये को देख लीजिये—उस में कोई सुधार नहीं हुआ है, उन को जो काम करना चाहिये था, उस को उन्होंने पूरा नहीं किया है। ऊर के और नोके के लैविल में थोड़ा सुधार आया है, इस का मैं स्वागत करता हूँ, लेकिन बीच के लेवल में अभी सुधार होना बाकी है।

आप एग्ररकण्डीशन बलास के किरायों को देखिये—यह बात किसी की समझ में नहीं आ सकती कि हवाई जहाज का किराया कम हो और एग्ररकण्डीशन का किराया ज्यादा हो, किस लिये ऐसा किया गया है? आप ने देखा कि जैनरल बजट में बहुत सी एक्साइज इयूटी में, दूसरी इयूटीज में कमी की गई है, टैक्सेज में कमी की गई है, आप को भी ऐसा होना चाहिये था। आप को देखना चाहिये कि पिछले सालों में हर क्लास में जो किराये बढ़ाये गये थे, उन में कुछ कमी करते—लेकिन आप के रेलवे को कोई श्रेय नहीं दे सकता, उनके प्लानिंग में कमी है। यहाँ पर एक बात मैं जहर कहना चाहता हूँ—रेलवे के बड़े अरुपर अपने काम करने के तरीके में सुधार करें। अगर किसी माननीय सदस्य की तरफ से कोई सुझाव आता है, तो वे ऐसा समझते हैं जैसे उन के उसुलों के बिलाफ

वह सुझाव है, जो उस को नहीं मानते, उस को बिरोध करते हैं। अंती जी भाई उस सुझाव को मान लें, लेकिन बोंड के प्रफ़्रेंस नहीं मानते। जो भी सुझाव भेजा जाता है हमें उस से उम्मेद जवाब आता है—इस लिये मैं चाहता हूँ कि जो अपने काम करते के तरीके में कुछ सुधार लायें।

अब मैं कुछ सुझाव आप के सामने रखना चाहता हूँ। मेरा अनुरोध है कि जो पिछले इलाके हैं, उन की तरफ ध्यान दैजिये। मैं इस भीके पर जास तीर से राजस्थान के सम्बन्ध में कहना चाहता हूँ। यह इन्हाँ बड़ा क्षेत्र है, जैसा असौ मिल्हा जी ने कहा था, इस में रेलवे की तरफ से पिछले 25 सालों में कुछ नहीं किया गया। जो कुछ किया गया है, वह बहुत मामूली है। वहाँ पर अत्युल भण्डार पड़े हैं—खनिज के, गंगा नदीर के इलाके में अनाज के भण्डार हैं, उस को उधर से इधर लाने और ले जाने के लिये रेलवे लाइन चालू होनी चाहिये, वहा रेलवे का जाल बिछाया जाना चाहिये—चाहे ब्राइंड गेज लाइन हो या मीटर गेज लाइन हो। इस लिये इन बातों की ओर तुरन्त ध्यान दिया जाय।

माननीय सभापति जी, राजस्थान के सम्बन्ध में जैसा सविस कमीशन के लिये कहा गया है, बड़ी लाइन के लिये कहा गया है, रेलवे के बिस्तार के लिये कहा गया है, उस बातों को मैं बोहराना नहीं चाहता हूँ, मैं उम्मीद करता हूँ—विपाठी जी, इस ओर अवश्य ध्यान देंगे। लेकिन मैं अपने इलाके के सम्बन्ध में दो चार बातें कहना चाहता हूँ। हमारे यहाँ गंगानगर, हनुमानगढ़ और सूरतगढ़ कोई 40-45 मील का टुकड़ा है। उस में बस से जाते हैं तो दो घंटे लगते हैं और रेल से जाते हैं तो 24 घंटे लगते हैं—इस प्रकार को आप को अवस्था है। आप जाते हैं सूरतगढ़ एक बहुत बड़ा छापूर है, एसीकल्चर सेंटर है।

मैं चाहता है कि हनुमानगढ़ से बृहन्मुख रेल की अवस्था को ठीक ढंग से चलाया जाय।

इसी तरह से जोधपुर मेल और बीकानेर मेल ये दो गाड़ियाँ दिल्ली से जाती हैं। मैंने निवेदन किया था कि झंझून और सीकर जाने वाले मुमाफियों के लिये इन गाड़ियों में कम जगह होती है, इन में एक कोच और बड़ाया जाय। रेलवे बोंड ने जवाब दिया कि वहाँ कोच बड़ाने के लिये एकामोडेशन नहीं है। उन को मैंने सुझाव दिया कि जो डिव्हिडा सूरतगढ़ जाता है, जाते बहुत उसे को जोधपुर मेल में लगाया जाता है और आते बहुत उस को बीकानेर मेल से जोड़ा जाता है। अगर आते बहुत उस को जोधपुर मेल में ही जोड़ा जाय और बीकानेर मेल के लिये आने और जाने बहुत दोनों तरफ एक अलग कोच लगा दिया जाय तो उस के लिये जगह निकल सकती है। लेकिन ये लोग उम को करना नहीं चाहते। मैं चाहता हूँ कि आप इस पर विचार करें और ऐसी अवस्था करने की कृपा करें।

सीकर से लोहारू तक माननीय अंती जी के आदेश से कि नई गाड़ी चालू की गई, इस के लिये मैं उन को बधाई देता हूँ। मैंने बारबार निवेदन किया है कि इसका टाइम ठीक किया जाय, लेकिन आफिसर्जं, चूंकि यह गाड़ी एसर्वरिमेंट स्टेज में चल रही है, इसको फेल करना चाहते हैं। वे कहते हैं कि हमने पब्लिक की डिव्हान्ड पर इस टाइम को रखा है। पब्लिक का प्रतिनिधि तो मैं हूँ, हमारी पब्लिक की डिव्हान्ड है कि उस का टाइम ठीक किया जाय, ताकि जोधपुर तक जाने वाली सवारियों को कनेक्शन मिल सके। ये छोटी छोटी बातें हैं जिनसे पब्लिक की सुविधा हो सकती है, इनके छापूर ध्यान दिया जाये।

[श्री सिवनाथ देव]

एक दूसरी बात यह कहती है कि दिल्ली से गगानगर बड़ी लाइन गाड़ी जाती है और उसमें पठानकोट के बाद में अगर हिन्दूमल कोट होते हुए यह कोई 4 या 6 घंटे लेती है जब कि वहाँ का फासला केवल 2 घंटे का है। अगर इसकी रफ्तार बढ़ जाएगी तो गगानगर गाड़ी जल्दी पहुंच जाएगी और लोगों को इसमें फायदा होगा।

श्री अद्वा भाल मर्मी तिवारी (बलरामपुर) मान्यवर, मैं रेलवे बजट का समर्थन करने के लिए खड़ा हुआ हूँ। इस बारे में मैं दो तीन बातें प्रबंध करना चाहता हूँ। पहली बात तो यह कि जिन क्षमतों में रेल गाड़ियों और मटकों की सुविधा न हो उस इलाके में प्रायगिटी के हिसाब से चलना चाहिए। पिछले साल स्वर्गीय ललित बाबू से एक लाइन के निर्माण के लिए निवेदन किया था तो उन्होंने कहा था कि इस साल तो नहीं पर अगले वर्ष विचार किया जाएगा। वह लाइन है नीगढ़ से इटावा, इटावा से उत्तरीला, उत्तरीला से तुलमीपुर और तुलसीपुर से चिनका, चिनगा से नेपाल गज। अभी तक उस बारे में क्या हुआ है, मैं नहीं जानता।

इसी तरह से हमारी फ़स्ट क्लास कोचेज में कम से कम 8 बत्तियां होती हैं। यह फिजूलखर्ची हैं। दो बत्तियों से काम चल सकता है और इस तरह आप को भी बचत होगी। फ़स्ट क्लास कोचेज में कुछ और भी सुविधाएं दी गई हैं, उन में तमाम इन्स्ट्रुक्शन्स लिखे होते हैं, अब चूंकि फ़स्ट क्लास का पैसेन्यर सारें रस्ते रेग्लेजन्स जानता है इस लिए उनके लिखने की कोई ज़रूरत नहीं है। मंत्री जी इस पर विचार करें।

रेलवे लाइन के विस्तार में कुछ मेरे पास ऐसी फिर हैं जिन के बारे में मैं अर्ज करना चाहता हूँ। हमारा खेत इंडो नेपाल बीहार पर है जिसका महत्व बहुत ज्यादा है। वहाँ न रोडस हैं और न रेल लाइन है। जिन लाइनों का मैंने निवेदन किया है अगर उन पर विचार किया जाय तो अविष्य में हम उससे लाभान्वित हो सकते हैं। रेलवे लाइन बनाने में यह विचार करना आवश्यक है कि जो खेत नेगलेक्टेड है उनको बरीयता पिछे। लेकिन ऐसा नहीं हुआ है। इस पर मर्मी जी विचार करें। हमारे खेत में ब्राउ रेज लाइन बन रही है, लेकिन अभी कुछ अधर में लटाई हुई है, कार्य प्रगति में नहीं है। तो मैं जाहूगा कि इस बारे में मर्मी जी आश्वासन देंगे जिस में हृथ नोग अधिक लाभ उठा सकेंगे।

श्री बी० आर० शुक्ल (बहराहच) : मध्यापनि जी, रेल विभाग परम्परागत तरीके से अष्टावार के लिए बदनाम रहा है। लेइन जब से आदरणीय पडित जी ने इस मद्रासाय का कार्यभार सम्भाला है तब मैं उसमें अभूतपूर्व सुधार हुआ है और यही कारण है कि आज सदन के हर भाग से उन के प्रति बधाई प्रकट की गई है और उन की प्रशंसा की गई है। मैं आपके मार्याद से दो, तीन बातों की ओर ध्यान दिलाना चाहता हूँ। हमारे जिन में एक स्टेशन कतरनिया थाट है और उसके पड़ोम में लखीमपुर जिला है बीच में बाढ़रा नदी है। सारदा सहायक परियोजना के अन्तर्गत उस पर बांध बन कर के तैयार हो गया। उसी के ऊपर एक रेलवे लाइन बिछानी है। जो समय निर्धारित किया गया था कि इस समय के अवधर गाड़ी चलाई जाएगी उस हिसाब से अभी काम नहीं हुआ है।

मैं चाहता हूँ कि मंत्री व्यापक अवृद्धि से अंतर्राष्ट्रीय व्यापक व्यापक व्यवस्था करें, और स्वयं व्यापक व्यवस्था करें, करने के लिए व्यवस्था करें।

ल० 2 यह है कि हारे जिले में एक जनरल स्टेशन है। उसके उत्तर में बहराइच जिला है। इस समय जरवल से मोंडा होकर बहराइच जाना पड़ता है। नेता यह निवेदन है कि जरवल से सीधी रेलवे लाइन लिंगां और सिरसिंह होती हुई खोल दी जाए। इससे जिले के हर कोने के यात्रियों को बहन सुविधा प्राप्त हो सकेगी।

यही दो बातें कह कर मैं समाप्त करता हूँ।

श्री मूल चन्द्र डागा (पाली) : पहली बात नो यह है कि माननीय मंत्री जी ने बहुत सारे सोगों वा आशीर्वाद ले लिया है और मैं आप से वही प्रार्थना करता हूँ कि सबसे पहली बात तो आपको यह करनी चाहिये कि आपधा जो रिम्ब, टिज़इन और स्टैण्डर्ड का आर्गेनाइजेशन है, जिस पर आपधा 4 वरोड रुपया खर्च होता है, उस पर आप थोड़ा सा ध्यान दे, तो बहुत मुश्किल हो सकता है। इसमें कहा गया है।

"Whatever may have been the achievements of RDSO in the fields of research and designs, the Committee regret to observe that there is no noticeable impact of the RDSO's work either on the day to day problems of railway operations or its basic economy."

यह मैं पञ्चिक एकाउन्ट्स कमेटी के रिपोर्ट से कोट कर रहा हूँ। कमेटी यह कहती है :

"The Committee feel that in order to make RDSO a more effective instrument of research and scientific

advancement, its research efforts require to be reoriented."

मैं आपका ज्यादा समय नहीं लूँगा। अगर इस आर्गेनाइजेशन पर आप ध्यान दें, तो बड़ा सुधार आ सकता है।

इसके बाद मैं यह कहना चाहता हूँ कि आप बहुत बड़पन लिये हुये हैं और बुराई की तरफ हमें नहीं जाना चाहिये लिकिन मैं यह जल्द कहूँगा कि जितने आपके रेलवे के बड़े बड़े अधिकारी हैं, वे अपने चरों पर रेलवे के लिमिटेस छोटे कर्मचारियों से काम लेते हैं और इस सम्बन्ध में मैं आपको एक उदाहरण देना चाहता हूँ। गयपुर में रेलवे का जो काटक है, वहां पर कोई आदमी नहीं रहता है जिससे काशनकारों को आज जाने में बड़ी दिक्कत होती है। मैं वहां पर स्टेशन मास्टर के पास गया और मैंने यह नहीं बताया कि मैं एम० पी० हूँ। उसने भी यह नहीं जाना कि मैं एम० पी० हूँ। मैं बड़े नम्म होकर उसको सेवा में गया और फाटक के बारे में कहा। उसने कहा कि क्या जरूरत है, काशकार आते हैं और चले जाते हैं। वह बड़ा आदमी या और उसके बाल मुझसे ज्यादा मकेद थे। इसलिये मैंने उससे ज्यादा कुछ नहीं कहा और यही कहा कि आपका जो कर्मचारी फाटक पर रहता है वह कहा रहता है। उसने कहा क्या मनलब है आपका? जब मैंने कुछ ऐक्शन लिया तो वह आदमी अब रहता है। तो मेरे कहने का मनलब यह है कि काशनकार और गरीब लोगों को कोई नहीं मुनासा है। वह बड़े शहरों में ही काम हो जाता है। तो श्रीमान प्रब आप आवारे हैं इसलिये आपसे निवेदन करना चाहता हूँ। मैं कोई बड़े चोंज नहीं मांगता हूँ। न बड़े लाइन मांगता हूँ और न थोड़ा लाइन मांगता हूँ। मैं तो छोटी छोटी चोंज ही आपसे मांगता हूँ।

रेलवे जो समय से पहले आ जाती है, वह समय छोटे छोटे गांवों की आप दे दीजिये।

[को सूल बढ़वा दाया]

मैंने हस्ते बारे में लिखा भी था और कुरेशी साहब ने जो उत्तर दिया है वह मैं आपको पहले कर सुनाना चाहता हूँ :—

"If a stoppage of 31 UP/32 Dn. is conceded in favour of Nana, it would be difficult to resist similar demands from other stations."

यह आम्बर मुझे मिला है। अहमदाबाद से जितने सोग आते हैं वे सेदड़ा में रुक जाते हैं और वहां पर गाड़ी बहुत कम समय ठहरती है।

मेरी आपसे प्रार्थना है कि गाड़ी दो मिनट भी नहीं रुकती। उस गाड़ी का हाल देखिये। सारा फस्ट क्लास रिजिव्हें घड़ क्लास में ध्वनि घटका चलता है। लोग आगते हैं इधर उधर और उनसे कहा जाता है कि यह फस्ट क्लास रिजिव्हें है, यह एयर कंडीशन्ड रिजिव्हें है। सारी गाड़ी में घड़ क्लास के दो हिस्से चलते हैं। उस समय मालूम होता है कि समाजवाद का नक्शा बानूनी है। उस समय बड़ा दर्द होता है। हम फस्ट क्लास में बैठे हुये बाहर की हाजिर देखते हैं तो बड़ा दर्द होता है कि किस तरह से मारी रेल के अन्दर लोग कसरत करके चुसते हैं। मेरी आपसे प्रार्थना है कि ऐसी अवस्था कीजियं कि संजपुर पर, रायपुर पर भी गाड़ी रुक मके ताकि मद्दाबाद के पैसंजर उम्मे आ सकें।

लूनी जक्षन एक बहुन बड़ा जक्षन है। वहा भी नीन-चार मिनट गाड़ी रुकती है उस प्लेटफार्म से इस ज्वेटफार्म पर आने में दो मिनट लग जाते हैं। जोधपुर से गाड़ी चलती है। ये हमारी छोटी छोटी बातें हैं अगर उन पर आप ध्यान दे तो लोगों को राहत हो जाय।

लूनी जंक्शन इतना बड़ा जंक्शन है लेकिन पानी का अवस्था नहीं है। कुंग्रा, हापानी है, नोना न पानी निकालने की अवस्था नहीं है, पिलाने वाला नहीं है। जो जो मैंने बात कही है, सेजरा की, रायपुर की,

उपर्युक्त की, यह मैं आपकी सेवा में लिखकर दूंगा। मैं यह नहीं चाहता कि आपका अवृद्धि बढ़ जाय, रेलवे पर एकटा बड़न हो जाय। मैं एक बात चाहता हूँ कि आप हमसे बात सुन कर लोगों को कुछ राहत दे दें।

हमारे आदरणीय कमलापति लिपेंटी जी न रेलवे की बहुत सुन्दर अवस्था की, उनकी छोटे छोटे गांवों तक जरूर गई। आपने मुझे प्राइवेसी साहब कहते हैं कि लिपेंटी जी ने कह दिया है चलने को, तो मेरी आपसे प्रार्थना है कि एक बार आप मेरे यहाँ चलें, गांवों में चलें, वहां मैं आपका स्वागत करेंगा, वहां का मीठा भोजन आपकी सेवा में प्रस्तुत करूँगा। आप बम्बई, कलकत्ता, जमशेदपुर, मद्रास तो जाते ही हैं।

श्री परिपुण्डि नंद वेद्यलूली (ठिहरी गढ़वाल): समाप्ति जी, मैं रेलवे मतालय को डिमाइंड का समर्थन करते हुये इस बात के लिये बधायी देना चाहता हूँ कि इतना सन्तुलित बजट प्रस्तुत विया गया जितना कि आज तक कभी नहीं हुआ। साफ बात ता यह है कि इस इमरजेंसी का तब से बड़ा इम्प्रेक्ट कही अगर हुआ तो वह रेलवे मन्त्र पर हुआ है। इस अनुशासन पब में सबसे बड़ा अनुशासन रेल मवी जी ने, उनके मतालय ने और उनके कर्म चारियों ने दिखाया है। रेल इतने समय से चलने लगी है कि बहुत से लोग अपनी थड़ी देखते हैं कि उनकी थड़ी ठीक है या नहीं। इसके लिये मैं उनको बधाई देना चाहता हूँ।

मान्यवर, पिछले हुये इनाकों में रेलवे लाइन खोलने के लिये स्वर्गीय श्री ललित नारायण मिश्र जी ने इस सदन में प्राइवेसी दिया था; अपना 1973-74 का बजट पेश करते हुये जिसको मैं उद्दृत करना चाहता हूँ, उन्होंने कहा था :—

"The principle that transportation infrastructure must evolve along the pattern determined by the pre-existing economic viability needs to be modified to the extent that very

often the creation of the infrastructure itself leads to additional demand and increased commercial prospects."

मान्यवर, इस मांग के पहले भी और उसके बाद भी एस्टीमेट्स कमीटी ने, पब्लिक एकाउन्ट्स कमीटी ने अपनी रिपोर्ट में सरकार से आग्रह किया था कि वे पिछड़े हुये इलाकों में नई रेलवे लाइन खोलें। एस्टी-मेट्स कमीटी की 69वीं रिपोर्ट 1974-75 में प्रस्तुत की गई। यह रिपोर्ट प्लानिंग कमीशन के सम्बन्ध में प्रस्तुत की गई थी। प्लानिंग कमीशन के सम्बन्ध में उसमें कहा गया है :

"The committee feel that railway lines in the backward areas would greatly help in their development by providing the much-needed communication facilities. The committee, therefore, recommend that a fixed percentage of the investments on the opening of new railway lines should be earmarked for the backward areas."

मान्यवर, इसी प्रकार पब्लिक एकाउन्ट्स कमीटी की 148वीं रिपोर्ट में और 171वीं रिपोर्ट में इस बात की सिफारिश की गई थी कि पहाड़ों और पिछड़े हुये इलाकों में रेलवे लाइन पहुंचायी जानी चाहिये। मैं इसकी तरफ आपका ध्यान दिलाना चाहता हूं।

अब मैं अपने क्षेत्र के सम्बन्ध में कुछ कहना चाहता हूं। पिछली बार मन्त्री महोदय ने आश्वासन दिया था कि वे सदानुभूतिपूर्वक विचार करेंगे कि ऋषिकेश, हरिद्वार, कोटडार के लिये जो यात्री जाते हैं उनको कन्सेजनल टिकट दिया जाए। हरिद्वार में 50 लाख यात्री जाते हैं, ऋषिकेश में 30 लाख जाते हैं। इसी तरह से बद्रीनाथ, केदारनाथ, हेमकुण्ड, आदि स्थानों पर काफी यात्री जाते हैं। जब आप दूसरे कई स्थानों के लिये कन्सेजनल टिकट दे सकते हैं तो यहां क्यों नहीं दे पकते हैं। मैं प्रार्थना करता हूं कि आप अपने आश्वासन की पूर्ति करें।

9 अप्रैल और 10 बाजून हावड़ा एक्सप्रेस को हालत बहुत खराब है। वह देखते ही नहीं बनती है। न सफाई वहां रहती है और न विजली और पानी। इस ओर आप ध्यान दें।

41 अप्रैल और 42 बाजून मसूरी एक्सप्रेस डेंड सौ मील की यात्रा 11 घंटे में पूरी करती है। इस गाड़ी को या तो आप पैसेजर का नाम दें या इसके समय को कम करें ताकि यात्रियों को असुविधा न हो।

देहरादून से कालका के लिये आप रेल बोगी की व्यवस्था करें। देहरादून से जम्मू श्रीनगर तक के लिये भी एक डिब्बा लगाना चाहिये।

अभी हमारे मित्र पाराशर जी कह रहे थे कि भूतपूर्व रेल मंत्री श्री ललित नारायण मिश्र ने अपनी मृत्यु से थोड़े दिन पहले 22-12-74 को हिमाचल में नंगल-तलवाड़ा रेलवे लाइन की नींव डाली, उसका काम अभी शुरू नहीं हुआ। मैं आशा करता हूं कि उस क्षेत्र की तरफ भी आपका ध्यान जाएगा।

मैं आशा करता हूं आज ही आप घोषणा करेंगे कि रेलवे कंसेजनल टिकट हमारे पर्वतीय क्षेत्रों के लिये सुलभ कर दी गई है। साथ ही देहरादून से डॉक पत्थर और कम से कम ऋषिकेश से मुनि की रेती तक रेलवे लाइन बिछाने की आप अवश्य व्यवस्था करें।

मैं उस क्षेत्र से आता हूं जहां रेल छूती नहीं है। इस बास्ते मुझे ज्यादा कहने का हक है। मैं चाहता हूं कि हमारे पर्वतीय क्षेत्रों के लोगों के लिए उनक ब्रेडेश के पर्वतीय क्षेत्रों के लोगों के लिए रेलों में नौकरियां उनकी गरीबी को देखते हुये देने की आप व्यवस्था करें।

रेख वर्ची (बी एस एस एस विप्रिय) :

यह प्रसन्नता की बात है कि बजट डिमोड़ 1976-77 और सल्लीवेटरे डिमोड़ 1975-76 दो इस सदन में पेश हुई हैं, उस पर आज विचार हुआ। यह मेरा सीधार्य है कि मूँहे इन्हें प्रस्तुत करने का अवकर मिला। इसे भी मैं अपना सीधार्य मानता हूँ कि मानवीय सदस्यों ने अपने गम्भीर विचार इन पर अवक किये और उनको सुनने का अवकर मूँहे प्राप्त हुआ।

मान्यवर ज्योति तर बातें भी कही कर्हे हैं वही ही नम्रतापूर्वक यदि मैं कहूँ तो यह कह सकता हूँ कि साधारण वादविवाद जब चल रहा था ऐसे बजट पर उसकी मुनरी-दृष्टि हुई है। उस समय भी बहुत सी बही बातें कही गई थीं और उनको आज भी बही पर दोहराया गया है। साथ ही बहुत सी नई मार्ग और नये मुकाबले भी दिये गये हैं। कहीं लाइन के कनवर्सन की, कहीं नई लाइन डालने की, कहीं कोई स्टेशन कायम करने की, कहीं किसी गाड़ी को दूर तक बढ़ाने की मार्गें रखी गई हैं। ये सब मार्गें ऐसी हैं जिनके कारण तत्काल आज उत्तर दे देना मेरे लिये सम्भव नहीं होगा। हमारा सारा कार्यालय यहाँ बैठा हुआ है। जिन लोगों से इनका तालुक है वे इन सब मार्गों को नोट कर रहे हैं। मैं देखूँगा और चेस्टा भी करूँगा कि कि इन सब का उत्तर मानवीय सदस्यों को अपने पदों के द्वारा मेज दूँ। मैं दोहरा देना चाहता हूँ कि 1975-76 की भी कि 23 करोड़ का सरप्लम होगा वहाँ हमें 63 करोड़ का बाटा हुआ।

1976-77 में हमने जो मार्गे पेश की हैं, उसके मुताबिक केट बड़ा कर हमने कुछ सरप्लम बजट पेश करने की कोशिश की है। यह जो बाटा हमको हुआ है, उसका कारण बहुत स्पष्ट है। साधारण बजट की बहुत से समय में कह चुका हूँ कि उसके कारण बहुत स्पष्ट है। कारण वह है कि देश

कुछ बड़ा सारा जिलेवाला अवकर हुआ है और जिलेवाले भी हमारे बजट में कोई भी बजट के डिलाइव में या बजट के आवश्य में बहुत हर्दे में हमने नहीं की। जैसे बहुत बड़ी रकम है, 151 करोड़ का बाटा हुआ जिसमें करीब करीब 103 करोड़ बजपा भी १० ए० के ५ एसटीएसेट देने का बर्चा हमारे करर पढ़ गया। भारत सरकार ने नीति निश्चित की कि वे भी १० ए० के एसटीएसेट दे दिये जायें।

18 hrs.

फिर और बर्चा बड़ा गया, कोयले की कीमतों में बढ़ि हुई। स्टील, इस्पात और लीमेट में बढ़ि हुई। करीब करीब 40 करोड़ रप्ती की उसकी बढ़ि हुई। साथ ही साथ हमने आर० पी० एफ० के लिये कुछ एसाडसेव दिये जिसकी बहुत खास जकरत भी और उसका 10 करोड़ के करीब खर्च पढ़ गया। कुछ मीटीनेंस और रिपेयर का भी खर्च बड़ा उसका कारण यह था कि बहुत दिवों से एरियर बहुत बड़ा था। पिछले साल हड्डाताल बर्येरह की बजह से बहुत कम काम हो रहा था। देश में जो अराजकता की स्थिति, अनुकासन-हीनता और हिंसा की प्रवृत्ति उत्पन्न हुई थी और काम न करने की जो स्थिति बनी थी, जिसकी परिणति रेलवे हड्डाताल में हुई और उसका प्रभाव पड़ा और हमारे काम करने की पद्धति पर उसका अनर पड़ा और उसके फल-स्वरूप हमारी प्राइवेटिविटी हमारे बर्केशाय में गिर गई थी, इसमें कोई सम्बद्ध नहीं। इधर इस बीच में प्रसन्नता की बात है कि कर्मचारियों के उत्पादन की क्षमता और काम करने की शक्ति और उनके अनुकासन ने हमारे उत्पादन को बढ़ाया है और हमारा जो बहुत सा एरियर था, उन्हें उसे पूरा कर लिया है इस पर भी कुछ बर्चा बड़ा है रिपेयर और मीटीनेंस का तो मैं समझता हूँ कि यह एक आयज बर्चा बड़ा है। इसलिए रिपेयर का कुछ काम इधर तेजी से हमने किया है, और जो हमारी बैगल

बाईर और भाईर भी और कोकोलोटिल्स रिपेयर में तीव्रतर हुए, उनको हम ले जाएं, और उनके डायर माल लाइन और होने का काम हुआ वह रिकार्ड काम हुआ है। खाली जनवरी में श्रीसतन प्रतिदिन 25 हजार बैगन्स की लोडिंग हुई जिसमें करीब करोड़ 10 हजार बैगन्स की लोडिंग कोपने की हुई, और यह रेलवे की लोडिंग के सम्बन्ध में एक रिकार्ड काम हुआ, पर्सोनल ऐसा रेल के इतिहास में पहले कभी नहीं हुआ हमने 17 94 मिलियन टन माल की लदाई की।

यह प्रसन्नता की बात है और इस हाउस को बताने में मुझे खुशी हैं रही है कि जनवरी के बाद फरवरी में इसमें और बढ़ि हुई है 25 हजार प्रति दिन को जगह, मैं जहा तक समझता हूं जैसी खबर मुझे मिली है, 26 हजार के परोंब बैगन्स को प्रतिदिन हमने लोड किया है और इसके बाद फरवरी, मार्च में हमारी 3 मिलियन टन ज्यादा लोडिंग हुई है ऐसा इताजम विश्व गया है इसमें हिसाब में हमारी आमदनी काफी बढ़ी होनी और जो 63 करोड़ वा हमारा घाटा दृग्मा है, उसमें और नमी आयेगी, ऐसा माना विश्वास है।

1976-77 का एस्टीमेट प्रपके समाने है उसमें आगे देखा हागा 71 खर्चा बढ़ाया है और जो खर्चा बढ़ाया है उसके हिसाब से कम भी बढ़ाया है। इसमें हमें कोई सदैह नहीं है कि जितना हमने हर्चर्चा बढ़ाया है, उसमें ज्यादा हम कमायेगे। ऐसी हमें उमीद है यह हम आपके सामने पड़ने ही प्रार्थना कर देते हैं।

श्री नायक ने कहा है कि आप जेनेरल रेवेन्यूज में पैसा बचों देते हैं, वह नहीं देना चाहिए। यह बात रेलवे के हक में है। उन्होंने यह बात इस खाली से कही कि अगर रेलवे जेनेरल रेवेन्यूज को हिस्सा न दे, तो

उस के 'पास पैसा' बचेगा, कैपीटल बनेगा, जिससे वह कंट्रोल आविध काम कर सकती है। मेरा निवेदन है कि जिस पब्लिक अंडरटेकिंग में, जो दैश की सब से बड़ी पब्लिक अंडरटेकिंग है, 4,000 करोड़ रुपये की पूजी लगी हो, पब्लिक मनी लगा हो, जिसमें सरकार ने बज़ं ले कर भी पैसा लगाया हो, अगर वह जेनेरल रेवेन्यूज में कुछ न दे, तो यह हमारे लिए अनुचित बात होगी।

वहा गया है कि इनिया में कही भी रेलवेज जेनेरल रेवेन्यूज को इस तरह पैसा नहीं देनी है। लेकिन ऐसी बात नहीं है। इगलैन्स, बेस्ट जर्मनी और जापान में भी रेलवेज पैसा देनी है - कम में कम इस रुप में देनी है कि जितना कैपीटल लगा हो उसका इन्ट्रेस्ट वे अदा करे। उसके हिसाब में हम इनना रुपया देते हैं जिसमें कम में कम इन्ट्रेस्ट तो अदा होना चाहा जाये। अब रेलवेज की आर्थिक स्थिति ऐसी हो जाये-जो नहीं है कि वह अपने पैरों पर खड़ी हो जाये और उस को सरकार से कुछ महायग लेने की ज़रूरत न पड़े तो वह जा मरता है कि आगे पैरों पर खड़े = प्रौढ़ हम को विसी में गहायना लेने की ज़रूरत नहीं है। लेकिन आज यह स्थिति नहीं है। हमें महायना की ज़रूरत होती है तज़िलना लड़ा है। अब करोड़ ०३ करोड़ रुपये का हम को घाटा हुआ है।

हमने दिखाया है कि 1976-77 में हम को 78.37 करोड़ रुपये का घाटा होगा। अगर हमने फेट रेट न बढ़ाया होता, तो सारा बोला पड़ जाता जेनेरल रेवेन्यू और टैक्सपेयर पर।

हमको अपने पैरों पर लड़ा होना चाहिए। जहा तक हो सके, हमे

[श्री कमलापति जिंठी]

अपने खबर का बोध अपने सिर पर लेना चाहिए और उसके बाद देश की जितनी पूँजी लाई हुई हो, उसके हिसाब से कुछ न कुछ कान्टीव्यूशन जेनरल रेवेन्यू करना चाहिए यानीय समझ ने जो बात कही है, व्यापि वह बिलकूल सही है, लेकिन हम समझते हैं कि अभी तक जो पढ़ति चल रही है, वह अच्छी है

एक बात यह पूँजी गई है कि रेलवे एक 1890 को बने हुए 86 बरस हो गये हैं उसके सम्बन्ध में आप बया कर कर रहे हैं मैं माननीय सदन से बताना चाहता हूँ कि उसका एमेडमेट ड्राफ्ट बनकर तैयार है जो कुछ योड़ा बहुत काम बाकी है, वह इस महीने में, या अगले महीने में पूरा हो जायेगा। उसको इस तरह से बनाया गया है कि अधेंजों के जमाने के जितने रिडडेट रूप्य थे, जिनकी आज बिलकूल आवश्यकता नहीं रह गई है, उनको निकाल दिया गया है। यह काम पूरा होने वे बाद वह ड्राफ्ट ला डिण्टमेट को जायेगा जहाँ उसकी बैटिटण होगी। फिर वह कैबिनेट में आयेगा और उसके बाद वह सदन में पेश होगा। हम येष्टा कर रहे हैं कि हमारा एमेडमेट जल्दी से जल्दी यम हो जाए और एक दर्द में आवश्यक रुद्दो बदल कर दिया जाये।

श्री नगरिय नारायण, पाडे ने नेरोगेज मीटिंगेज और ब्राडगेज का जिम्मा करते हुए कहा कि रेलवे में कोई प्लानिंग नहीं है मैं कहना चाहता हूँ कि ऐसी बात नहीं है प्लानिंग इस बात का है कि अगर हम नेरोगेज और मीटिंगेज को बदलने में नो बदल दें और ब्राडगेज बना दे क्योंकि बिना ब्राडगेज बनाये देश की उन्नति और विकास होना मम्भव नहीं है। लेकिन हमारी तीमाएँ भी हैं और उन भीमाओं के पार जाना हम रे लिए मुश्किल हाता है। इसलिए कि नैरो गेज और मीटर गेज

पिला केर कर्सेंट 30 हेक्टेएर किलोमीटर हमारी लाइने हैं। कुल ऐसे ही लाइन 60 हजार किलो मीटर है उस में 30 हजार किलोमीटर मीटर मीटर गेज और नैरो गेज की है, आधिकारिक रेवेन्यू प्रतिशत मीटर गेज और नैरो गेज की लाइने है। अब इन को बदलने का काम हम एक साथ जड़ाएं तो हिसाब जो लगाया गया है उसके अनुकार चार साडे चार करोड़ रुपये की आवश्यकता सारी 30 हजार किलोमीटर की लाइन बदलने में। यह संभव नहीं है। इसने साधन हमारे पास नहीं है। फिर आप यह सोचें कि कुल चार साडे चार हजार करोड़ रुपये लगे हुए हैं तेलवे की पूँजी में और आज 3 हजार किलोमीटर की लाइन परिवर्तित करना कहे तो इसनी हो जाएगी फिर से लगानी पड़ेगी। आज देश के सामने समझ्या है। इतना आधिकारिक करना हमारे लिए मम्भव नहीं है किस क्या किया जाय? यह सोचना कि 'लान नहीं है यह बात नहीं है। इस ए केंजड मैनर हर साल करने चल रहे हैं। हम ने नब भी कहा था कि 2900 या 3 हजार किलोमीटर हम ने अपने लाय में लिया है, उसके बदलने की कोशिश कर रहे हैं। 1990 या 2 हजार किलोमीटर पर काम बाकायदा चल रहा है। वह मालूम है माननीय सदम्हारों को कि जैसे हमारे पास नाधन आते चले जा रहे हैं वैसे वैसे हम उस काम को करते चल रहे हैं और उसको करने की कोशिश कर रहे हैं।

मिथि जी आयद चले गए, उन्होंने दो एक बात कही। एक बात उन्होंने बही कि राजस्थान में लाइन डूबी हुई है। सामर लेक 8 किलोमीटर डूबी हुई है और वह लाइन चल नहीं पा रही है। उसके सबंध में मुझे यह कहना है कि मई के एन्ड तक यह जितनी डूबी हुई लाइन है वह सामान्य यातायात के लिए

हमें सुनभ हो जायगी । यानी जो दिक्कत आज पैदा हो गई है उसको मर्ड के अंत तक हम दूर कर देंगे और फिर दूसरा एलाइंमेंट भी कर रहे हैं जिसकि हमें इस बात का डर रहेगा कि कशी वरसात आई और यह लाइन डूब जाय तो कैसे काम चलेगा तो एक नया एलाइंमेंट भी कर रहे हैं ... (व्यवधान).....

अब पंडा जी ने एक बात कही थी कि लार्जर परमेंटेज जो है वह क्लास वन का अपग्रेडेशन किया गया । उसके अनुसार में क्लास टू का बढ़त कम किया गया और क्लास श्री फोर का मामला अभी हाथ में नहीं लिया गया । मैं यह बताना चाहता हूँ कि क्लास टू के करीब तीन सौ आफिसर्स अपग्रेड किए गए हैं और करीब करीब छँ सौ क्लास वन के किए गए हैं । क्लास तीन और चार के जो कर्मचारी हैं उनके अपग्रेडेशन के लिए अभी सारे प्रोपोजल काइनेंस मिनिस्ट्री के सामने पड़े हुए हैं और पिछले तीन महीने से पड़े हुए हैं । उनके ऊपर विचार विषय हो रहा है और अभी बहस और दबाव में चल रही है । मैं ऐसा समझता हूँ कि बढ़त जल्दी ही एकाध महीने के अंदर केडररित्यू का काम हो जाएगा और उनका अपग्रेडेशन भी हो जाएगा । इसमें घबराने की बात नहीं है ।

एतामली कमेटी को बात कही गई एनामली कमेटी का काम पूरा हो चुका है और वह रिपोर्ट भेजी जा चुकी हैं दोनों फेडरेशन्स के पास । अब उनकी राय उनकी मजूरी आए तो उसको देख कर के फिर हम उसे कार्यवित करने की कोशिश करें ।

बढ़त सारी बात यहां उठाई गई यूनियन्स की बात उठाई गई । यह कहा गया कि एक यूनियन होने की आवश्यकता है और कैटेगरी वाइज यूनियन न हो । ये सब सुन्नाव पहले से रहे हैं

इन का सब का उत्तर दिया जा चुका है । हमारे यहां दो ही फेडरेशन्स हैं और किसी कैटेगरी वाइज वगैरह की यूनियन को हम नहीं मानते हैं । एन एफ आइ आर और ए आइ आर एफ ये दो फेडरेशन्स हैं । इन्हीं को हम मानते हैं । इन्हीं के थू हमारा काम होता है । इन्हीं के थू हम मैनेजमैट में लेवर के पार्टिसिपेशन की जो बात है, उसको भी कर रहे हैं नई नीति जो निर्धारित हुई है जिसके अनुसार काम करने वालों को भी मैनेजमैट में शरीक किया जाना चाहिए उस के हिसाब से प्रोडक्शन यूनिट में हमारा काम शुरू हो गया है ।

हमारे भाई होरो जी ने ठीक कहा । वे एक रिपोर्ट सुना रहे थे लेकिन रिपोर्ट वगैरह की बात जो होगी सो होगी अब कुछ जामला बदलने की कोशिश की गई है । उन्होंने कुछ सराइना भी की कि इधर कुछ काम किया गया है । हमारे यहां खेल बना हुआ है और बूटा सिंह जी उस काम को विशेष रूप से देखते हैं । हम सब लोग भी इसमें उनकी लहायता करते हैं कि इस चीज को बड़ाएं । पिछले तीन महीने में काफी काम किया गया है । हम जानते हैं कि जैड्यूल्ड कास्ट्स और शैड्यूल्ड ट्राइव्ज के लिए जो आपने तय कर रखा है रिप्रेजेन्टेशन का रेशियो उसके हिसाब में अभी बहत बड़ी कमी है । लेकिन पिछले तीन महीनों का हिसाब आप देख फरवरी के अन्त तक जो रकूटमेंट हुआ उसकी संख्या ८ 6786 और जो प्रमोशन्स हुए हैं वह हैं 4429 । आगे भी हम इस बात की कोशिश करेंगे । अभी रेक्टरमेंट में ५ 435 की कमी है और प्रमोशन्स में ९००० की कमी है । हम तेजी से इस काम को पूरा करने की कोशिश कर रहे हैं । हमारा पूरा ध्यान इस बात की तरफ लगा हुआ है । मैं आपको बताना चाहता हूँ कि आर० पी० एफ० में हमने

[श्री कमलापति जिपाठी]

भीलों की पूरी एक बटालियन खड़ी की है। मैं बुद्ध उनकी सलामी लेने भी गया था। ऐसी तरह से नागार्लैंड में नाशाखों को रखा है, बहुत बड़ी तादाद में लिया है। इस तरह से हम इस बात की पूरी कोशिश कर रहे हैं। इलाहाबाद, उत्तर प्रदेश में जो रेलवे पञ्चलक सर्विस कमीशन है उसको भी इस बात की हिदायत दी गई है और कोशिश हो रही है कि उत्तर प्रदेश में और जहाँ कहाँ भी शेड्यूल द्राइव्ज हों - शेड्यूल कास्ट्स तो मिलते ही हैं - शेड्यूल द्राइव्ज को भी प्रतिनिधित्व के अनुराग में जिन्हें स्थान मिलने चाहिए देने की कोशिश की जाए।

इसके साथ साथ अकेले शेड्यूल कास्ट्स और शेड्यूल द्राइव्ज की ही बात नहीं है, हमारी साइनरिटीज जो हैं उनका भी प्रिजेन्टेशन होना चाहिए जोकि हमारी दृष्टि में कम रहा है। तो साथ साथ इस बात की तरह भी ध्यान दे रहे हैं कि माइनरिटीज को पूरा प्रिजेन्टेशन दिया जाये।

अभी यहाँ पर कुछ लोग कह रहे थे कि ए० सी० का किराया हवाई जहाज से ज्यादा हो गया है जिसका नतीजा यह है कि ए० सी० में कोई यात्रा नहीं करता है। यह प्रश्न हमार सम्बन्ध में यह मही है कि हवाई जहाज का किराया कम है और ए० सी० का किराया ज्यादा है जिसके कारण ए० सी० में लोग नहीं चलते हैं। उसमें या तो सरकारी अकमर चलते हैं या पास होल्डर चलते हैं। विजेता भैन उसमें नभी चलते हैं जबकि उस स्थान तक हवाई जहाज से पहुंच नहीं सकते। विजेता भैन ए० सी० में कहों चलते जबकि वे दो चन्दे में हवाई जहाज से बच्चे पहुंच जाते हैं।

तो हमने इस पर विचार किया है और विचार हो रहा है कि ए० सी० का किराया इतना कम कर दे कि कम से कम हवाई जहाज के किराये के मुकाबले में अधिक न रहे। तो इस बात को बेटा हम कर रहे हैं। जसा कि आज वित्त मंत्री जी कह रहे थे कि टैक्स इवेजन का एक कारण यह था कि स्टोप टक्केजन रेट लगाया गया था जिसके कारण टैक्स इवेजन हो रहा था। एक डिस्पर्टी पंदा हो गई थी आनेस्ट आदियों में जो टैक्स पे करते थे और डिस्ट्रीब्युटर आदियों में जो टैक्स पे नहीं करते थे और बड़े आगम की जिन्दगी बसर करते थे। इसलिए उन्होंने टैक्स को कम किया है और उनको उम्मीद हुई है कि ज्यादा टैक्स बनूल हो मनेगा।

Regarding electrification of the line in Kerala, I may say that it will be done according to the resources available

अब मैं एक स्टेटमेंट पेश करना चाहता हूँ वह इस सम्बन्ध में है कि हमने अपनी बजट स्पाच में ए० साल द्वारा गमना भा जिक्र किया था।

हर एक उम्मीद बनाने वाले हैं, इस समय भारत में और विदेशों में नई लाइन फैलाने की बड़ी माग हो रही है, यह कम्पनी उम्मीद भारत को करेंगी अभी इस कम्पनी की स्वीकृति हमें ऊपर से नहीं पिली है, जहाँ से मिलती चाहिए थी, इसी लिए हमने इस कम्पनी के बास्ते कोई पैसा बजट में एलाट नहीं किया है, लेकिन इस का जिक्र कर दिया है और यह अनुरोध किया था कि हाउस से इस की एप्रूवल मिलनी चाहिए। इस सम्बन्ध में मैं कुछ डिटेल देना चाहता हूँ,

क्षमताकी प्रतिक एकाउन्ट्स कमेटी और कुछ माननीय सदस्यों न भी इस की मांग की है। मैं यह भी कह देना चाहता हूँ कि जो स्टैटमेंट में पड़ रहा हूँ—यह पूरे का पूरा हिस्सा तथा अप्रेज़िट में टेविल आफ दि हाउस पर रख दूगा। कुछ माननीय सदस्यों ने यह स्थान उठाया था कि यह नामी बाया है, इसला किसला कैरिट्स होगा, फिर यह बनेगी, किसला एडमिनिस्ट्रेटिव बोर्ड होगा इसलिए माननीय सदस्यों को टपक सूचना देना अत्यधिक गंभीर।

The name of the proposed Company will be "the Indian Railway Construction Company Ltd." and it will have an authorised share capital of Rs. 10 crores divided into 100,000 equity shares of Rs. 1000 each. The Company will be fully owned by the Government of India and will function under the administrative control of the Ministry of Railway.

The main objects of the proposed Company are to undertake all business, and to enter into contracts in India or abroad, either individually or jointly with other undertakings, for construction of new railway lines and bridges strengthening, doubling or conversion of existing railway lines, construction of new locomotive repair shops and setting up of new production units for manufacture of rolling stock providing new signalling and tele-communication systems or modernising existing signalling and tele-communication systems, undertaking railway electrification projects and operation of railway systems or installations, etc., and all other acts incidental or ancillary to the attainment of these objects.

The Ministry of Railways are expected to spend not more than Rs. 1 crore during the year 1976-77 by way of initial investment in the equity shares of the proposed Indian Railway Construction Company Ltd. Funds required for this purpose will be found

by reappropriation within the sanctioned outlay under Demand No. 15—Open Line Works—Capital, Depreciation Reserve Fund and Development Fund.

As the proposed Construction Company is expected to commence operations immediately on being formally constituted, I seek Parliament's authorisation to incur the requisite expenditure on this "New Service" as a special case as proposed in the Railway Minister's Budget Speech.

Sir, I have here a statement showing the main objects of the proposed Indian Railway Construction company Limited. Since this is a lengthy statement, I beg to lay it, with your permission on the Table of the House. [Placed in Library See No LT-10506/76].

SHRIMATI PARVATHI KRISHNAN.
I hope, there will be an opportunity to discuss that statement sometime.

SHRI KAMLA PATTI TRIPATHI: You can come and discuss it with me.

SHRIMATI PARVATHI KRISHNAN.
The statement is being laid. We should be given an opportunity to discuss it. That is an important statement.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): It is not a statement.

SHRIMATI PARVATHI KRISHNAN
Since you are seeking the Parliament's authorisation to incur the expenditure, we need to have more details about it.

SHRI KAMLA PATTI TRIPATHI: It is nothing but a clarification in my speech on one of the points made during the discussion. The whole thing is being put before the House.

मान्यवर, मैं निवेदन कर रहा था मुझे बड़ी प्रभान्ता है, मैं बड़ा कृति हूँ—माननीय सदन के सदस्यों का, जिन्होंने बड़ी शुभ कामनाएँ और बड़ा पुण्यार्थी बाद इस बजट के सम्बन्ध में

[सी बललपति लिपाठी]

मूले दिया है। जब ऐसे बजल के सम्बन्ध में बहुत ही यही थी, जब सभव भी विरोधी दल के लोग उपर नहीं थे सिवाय वहन पालेंगी बालाजुर के, और अब अब यह बिमारख स पर बहुत ही तो बहुत चालू है, लेकिन उपर की बहुत चालू है। इसके बैचों से ही बहुत से सुआव आये हैं। मैं अभी जब बालने के लिए बड़ा हुआ, तो मूले कुछ विकलत हो रही थी कि किस की तरफ बोलं इम किए मैं तिक्क भाप ही की तरफ देख देख कर बोल रहा था।

MR. CHAIRMAN: We have a number of Cut Motions. If the House agrees, I shall put all the Cut Motions to the vote of the House together—unless any Member wants any of his Cut Motion to be put separately....

SEVERAL HON MEMBERS: Together.

MR. CHAIRMAN. I now put all the Cut Motions moved to the vote of the House.

All the Cut Motions were put and negatived

MR. CHAIRMAN. 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 which will come in course of payment during the year ending the 31st day of March, 1977, in respect of the following Demands entered in the second column thereof—

Demands Nos. 1 to 11, 11A, 12 to 18 and 20 to 22."

The motion was adopted.

*Published in Gazette of India Extraordinary, Part II, section 2, dated 23-3-76.
§Introduced/Moved with the recommendation of the President.

MR. CHAIRMAN. 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 which will come in course of payment during the year ending the 31st day of March, 1976, in respect of the following Demands entered in the second column thereof—

Demands Nos. 1 to 10, 11A, 12, 15 to 17 and 21."

The motion was adopted.

18.27 hrs.

APPROPRIATION (RAILWAYS)
NO. 2 BILL*, 1976

THE MINISTER OF RAILWAYS (SHRI KAMLAJATI TRIPATHI): 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 1976-77 for the purposes of Railways.

MR. CHAIRMAN. 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 1976-77 for the purposes of Railways."

The motion was adopted.

SHRI KAMLAJATI TRIPATHI: 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 1975-77 for the purposes of Railways, 'be taken into consideration.'

MR. CHAIRMAN: 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 1975-76 for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN: We take up clause-by-clause consideration.

The question is:

"That Clauses 2 and 3, the Schedule, Clause 1, the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

Clauses 2 and 3, the Schedule, Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI KAMLAPATI TRIPATHI: I beg to move:

"That the Bill be passed."

MR. CHAIRMAN: The question is:

"That the Bill be passed"

The motion was adopted.

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18.28 hrs.

APPROPRIATION (RAILWAYS) NO.
3 BILL*, 1976

THE MINISTER OF RAILWAYS
(SHRI KAMLAPATI TRIPATHI): I beg to move for leave to introduce a Bill to authorise payment and appro-

priation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1975-76 for the purposes of Railways.

MR. CHAIRMAN: The question is:

"That 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 1975-76 for the purposes of Railways."

The motion was adopted.

SHRI KAMLAPATI TRIPATHI: Sir,

\$

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 1975-76 for the purposes of Railways, be taken into consideration."

MR. CHAIRMAN: 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 1975-76 for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN: We shall now take up clause by clause consideration.

The question is:

"That clauses 2 and 3, the Schedule, Clause 1, Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

*Published in Gazette of India Extraordinary Part II, section 2, dated 23-3-76.

Introduced/moved with the recommendation of the President.

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No. 2 Bill

*Clause 2 and 3 the Schedule,
Clause 1, Enacting Formula and the
Title were added to the Bill*

SHRI KAMLAJATI TRIPATHI: I
beg to move

"That the Bill be passed"

MR CHAIRMAN The question is

"That the Bill be passed"

The motion was adopted.

MR. CHAIRMAN: The House stands
adjourned to meet tomorrow at 11.00
o'clock.

18.34 hrs.

*The Lok Sabha then adjourned till
Eleven of the Clock on Wednesday,
March 24, 1976/Chaitra 4, 1898 (Saka)*