

Tuesday, June 14, 1977
Jyaistha 20, 1899 (Saka)

LOK SABHA

DEBATES

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LOK SABHA SECRETARIAT
NEW DELHI

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LOK SABHA DEBATES

I

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LOK SABHA

Tuesday, June 14, 1977/Jyaishta

24. 1899 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Implementation of Acharya Kripalani Committee Report on Corruption in Railways

*21. SHRIMATI MRINAL GORE:
Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to implement the recommendations of Acharya Kripalani Committee on corruption in Railways; and

(b) if so, what are the recommendations that have remained non-implemented?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) and (b). The Railway Corruption Enquiry Committee popularly known as Kripalani Committee in its report submitted in July 1955, had made 132 recommendations suggesting certain operational improvements and reforms with a view to eradicating corruption in Railways. 143 of these recommendations were implemented and the necessary operational machinery set up. It is now proposed to examine whether some loopholes still left over them were responsible for the prevailing corrupt practices and what steps are needed to eradicate such malpractices.

श्रीमती मृणाल गोरे : अध्यक्ष महोदय, मेरे प्रश्न का पूरा उत्तर नहीं आया। मैंने पूछा था कि कौन कौन सी रिकमंडेशन्स इम्प्लीमेंट नहीं हुई हैं। अगर यह मालुम हो जाता, तो पूछने में आसानी होती। फिर भी मैं यह पूछना चाहूँगी कि क्या रिकमंडेशन नं० 8 इ प्लीमेंट हो गई है। यह इस प्रकार है :

"Information about the quotas in force, the current restrictions and the day-to-day allotment orders should be exhibited on the notice boards and should also be supplied to local Chambers of Commerce or other mercantile associations. Is this implemented?

इस के बाद रिकमंडेशन नं० 11 है जिसमें पेरिणएबिल गुड्स के बारे में प्रोसीजर दिया हुआ है। क्या इम्प्लीमेंट हो रही है। इस के बाद रिकमंडेशन नं० 25 है :

"Booking facilities at stations should be reviewed from time to time and increased where necessary".

यह इम्प्लीमेंट नहीं हो रही है। उस के बाद रिकमंडेशन नं० 33 है।

MR. SPEAKER: You need not read all of them. He says some of these have been implemented.

श्री मती मृणाल गोरे : सवाल यह है कि अगर 152 रिकमंडेशन्स में से 143 इम्प्लीमेंट हुई हैं, तो क्या करप्शन कम हुआ है।

प्रो० मधु बंधुबत : माननीय सदस्य ने जो कहा है, वह ठीक है। कृपलानी कमेटी न जो सिफारिशें दी थीं, उन में से 143 ऐसी रिफॉर्मेशन हैं जिन के बारे में प्रोपोजेशनल मशीनरी सेट अप की गई है लेकिन मेरी अपनी राय यह है कि मशीनरी सेट अप करने के बाद भी इनके लूपहोल्स रहे हैं कि कागज पर ये सब चीजें होने के बाद भी उन पर जो असर होना चाहिए था और उन में जो नतीजे निकलने चाहिए थे, वे नहीं निकले हैं और इसलिए आज भी काफी जेबों में अफ्रिजायर है और उम अफ्रिजायर को हटाने के लिए हम खुद उन लूपहोल्स को हटाना चाहते हैं।

इस उत्तर को और विस्तार बनाने हुए, मैं यह बताना चाहता हूँ कि कृपलानी कमेटी की रिपोर्ट 1955 में आई। उम के बाद रेलवे मिनिस्ट्री को यह महसूस हुआ कि अभी भी कई चीजें रह गई हैं जिन को बजह से करप्शन जारी है। इसलिए 1964 में संथानम कमेटी आई और उम ने रिजिल्व डिपार्टमेंट के बारे में यह हिमला किया और यह सिफारिश की कि उम को जॉनल लेवल तक एक्सटेंड करना चाहिए। ऐसा भी किया गया लेकिन उम के बाद भी अफ्रिजायर जारी रहा। इसलिए 1967 में जो एडमिनिस्ट्रिटिव रिफॉर्म कमीशन आया, उम ने तीन लोगों की एक कमेटी मुकरंर की और उम में रेल अधिकारी भी रखे गए थे। उन्होंने भी कुछ मुझाव रखे लेकिन मैं रेलवे मिन टर होते हुए भी यह मानता हूँ कि अभी भी काफी जेबों में अफ्रिजायर है। इस 30 साल की गन्दगी को हटाने के लिए जो काम किया जा रहा है, उस को जारी रखना है। मैं माननीय सदस्य को विश्वास दिमाना चाहता हूँ कि जो लूपहोल्स रहे गए हैं, उन को दूर कर के अफ्रिजायर को हटाने की पूरी कोशिश की जाएगी।

श्रीमति मृण ल गोरे : यह तो ठीक है लेकिन मैं यह कहना चाहती हूँ कि जो राज-

नीतिक अफ्रिजायर रेलवे में आ गया है, उस को खत्म करने के लिए भी क्या मंत्री महोदय कुछ सोच रहे हैं? इतनी कमेटियां बनने के बाद भी अफ्रिजायर आज रेलवे में कम नहीं हुआ है और बढ़ ही गया है। लूपहोल्स को बन्द करने के अलावा भी क्या मंत्री महोदय बड़े पैमाने पर, बुनियादी तौर पर इस राजनीतिक अफ्रिजायर को दूर करने के लिए कुछ सोच रहे हैं?

प्रो० मधु बंधुबत : यहां पर मैं जवाब देना चाहता हूँ कि पिछले तीन सालों में जितने एडहॉक प्रोविजेंट्स हुए हैं, उन सब की फाइने मंगा कर मैंने देखा है और उनमें ऐसी चिट्ठियां भी देखी हैं जिनमें यह लिखा हुआ था कि डिजायर्ड वाई द एम० धार०। जब इस चीज को मेकशन ऑफिसर ने चैलेंज किया तो यह कहा गया कि

"Whenever there is any note that MR desires that so and so may be appointed it should be taken that it is an order."

इस तरह के आर्डर के आधार पर काफी ऐसे लोगों को भर्ती किया गया जो कि बिन्कुम गैर काननी था। इस तरह से रेलवे में काफी अफ्रिजायर बढ़ा है। हम इस प्रकार की सारी प्रोविजेंट्स को रेलवे मविम कमीशन के पास भेजेंगे और उमी के बाद उनकी कफर्मेशन बगैर होगी। इसी तरह से पर्सनल पेड्रोनेज के लिए बहन भी कमेटियां बनाई गयी थीं जिन्होंने कोई काम नहीं किया। इन सब कमेटियों को भी हमने रद्द कर दिया है।

डा० सुशीला नायर : क्या मंत्री जी को मालूम है कि फस्ट क्लास के डिब्बे में जो कोरी-बोर होता है, उसमें बहुत से लोगों को पैस लेकर बिठा दिया जाता है जिससे आने जाने में रुकावट आती है। एग्जेंसी में यह बंद हो गया था, अब फिर चालू हो गया है। इसी प्रकार से बस खाली पड़ी रहती हैं लेकिन रिजर्वेशन में मना कर दिया जाता है कि कोई

सीट नहीं है। एमजेंसी में यह सब कुछ कम हो गया था लेकिन फिर वैसे ही होने लगा है। इस बारे में मंत्री जी क्या करने का इरादा रखते हैं ?

प्रो. मधु दण्डवते : जैसा मुशीला जी ने कहा, वह सही है। मेरा भी ऐसा अनुभव है इस प्रकार का भ्रष्टाचार होता है। यह भ्रष्टाचार रेलवे कॉरीडोर में ही नहीं बल्कि कॉरीडोर आफ पावर में भी होना था सभी तरह के भ्रष्टाचार को मिटाने का हम कोशिश कर रहे हैं लेकिन इसमें थोड़ा समय लगेगा। कॉरीडोर का एक तरफ में हम साफ करें तो दूसरी तरफ पहुँचने में समय तो लगना ही है। मैं आश्वासन देना हूँ कि चाहे कैसा भी हमारी ख़तर रहे लेकिन हम इसमें सफल होंगे।

SHRI M. RAM GOPAL REDDY : Mr. Speaker, Sir, the Minister could look into the files of 30 years in less than two months or 50 days. I do not know how it is possible for him to do that. Sir, my information is that during the last 50 days the corruption on the railways has gone up like anything. Has he got any information in this respect or does he want me to supply the information?

PROF. MADHU DANDAVATE : As regards the first question regarding my efficiency as to how I could go through the files pertaining to the last 30 years, I would like to tell him that I have gone through a number of files. If the hon. Member only comes to the Rail Bhavan and sits with me, he will come to know that without claiming any overtime and sitting late I have been able to do it. In fact, one is not required to go through all the files. Only some conspicuous files are to be gone through. That reveals the secret. Only selective work has to be done and that can be done in 30 days. I would like to tell the hon. Member that I have gone through sixty thou-

sand pending cases in the course of last thirty days.

As far as corruption is concerned, You have asked a pointed question as to whether since I have taken the charge of this portfolio corruption has gone up or gone down. I do claim that at a number of places corruption has been reduced. I give you a concrete instance. I received specific instances of complaints at New Delhi Railway Station that a lot of corruption in reservation was going on. We called the officer concerned and told him to send a report within three weeks. I am very happy to tell the House that I received, within two weeks, a 12-page written report in which the name of the travelling agency, the names of the staff involved, names of the anti-social elements and the platforms in which these corrupt practices are done. This report is in my possession. When we announced that we were taking action against those involved, after 10 days of the announcement, we found that in New Delhi Station that particular racket of corruption had collapsed. It is not only in New Delhi Station but there are a number of places where this kind of corrupt practice was going on. Now the trend is not moving forward and it going down. To remove this corrupt practice completely will take some time.

श्री जगदंबी प्रसाद यादव : पोलिटिकल कर्प्शन की बात तो हुई। लेकिन नन्दा जी के जमाने में भारत माधु समाज, भारत सेवक समाज आदि की भी बहुत बड़ा हाथ था। जो जो कमेटियों में रहे हैं क्या आपने एग्जैमिन किया है कि अभी भी उनका वर्चस्व कायम है या उसको हटा दिया गया है ?

प्रो. मधु दण्डवते : इसकी तरफ़ खास ध्यान तो नहीं दिया है लेकिन इतना मैं यकीन दिलाना चाहता हूँ कि साधु हो या डाकू हो

किसी को भी करप्शन करने का मौका नहीं मिलेगा। इस तरह से हमारे काम का रबैया रहेगा यह आश्वासन मैं देना चाहता हूँ।

SHRI K. LAKKAPPA: Mr. Speaker, Sir, my question is with respect to certain recommendations of the Kripalani Committee which have not yet been implemented. I would like to know what are the vital recommendations of the Kripalani Committee. In your reply you have stated that it is only since 30 days you have assumed the charge of the Railway Ministry. I would like to know what action you have taken to wipe out the corruption. What is the novelty or the method of introducing now a scheme to wipe out the corruption in the Railway administration? Have you taken any concrete step in this regard?

PROF. MADHU DANDAVATE: As far as the first question is concerned...
(Interruptions)

MR. SPEAKER: Let him answer.

PROF. MADHU DANDAVATE: Will you give me an opportunity to give a pertinent answer to your pertinent question? As far as the first part of your question is concerned, you want to know which are the recommendations that were accepted and which were the recommendations that were rejected and how far they have been implemented. Mr. Speaker Sir, I would like to point out that we have a big report regarding a corruption enquiry. This was also published. It is a big report consisting of several pages and it is already in the Library. If it is to be laid on the Table of the House, I think the Lok Sabha Secretariat would require time for cyclostyling the same which can be gone through by the Members.

(Interruptions)

MR. SPEAKER: Next question.

Cultural and Trade Union Organisations at CLW

*22. **SHRIMATI AHILYA P. RANGNEKAR:** Will the Minister of RAILWAYS be pleased to state:

(a) the number of cultural and trade union organisations at Chittaranjan Locomotive Works;

(b) whether these organisations collect any funds; and

(c) if so, the procedure thereof?

THE MINISTER OF RAILWAYS: (PROF. MADHU DANDAVATE): (a) There are 2 cultural organisations and 6 unrecognised Unions.

(b) and (c). As these are private organisations, Government do not have information as to whether they collect funds and, if so, how.

श्रीमती अहिल्या पी. रंगनेकर : मैं जानना चाहती हूँ कि रेलवे में जो छात्रावास हैं उन में कितनी और कौन कौन सी गिनना है ?

प्रो मधु दण्डवते : माननीय सदस्य को मैं बताना चाहती हूँ कि विवरण जो मोटिव बक्स में जो विवरण पवित्र है उन को फ्रेमिंग्टन पर है ।

(a) C. L. W. Railwaymen's Union (affiliated to N.F.I.R.)

(b) C.L.W. Railwaymen's Congress (affiliated to N.F.I.R.)

(c) Labour Union (affiliated to C.I.T.U.)

(d) C.L.W. Karmachari Sangh (affiliated to Bharat Rashtriya Mazdoor Sabha)

(e) C.L.W. Railway Workers' Union (affiliated to N.F.I.R.)

The Indian Railway technical officers association is not affiliated to any all India labour federation or trade union. She had asked a

question: how many of them are recognised. So far not a single union had been recognised. In fact we are examining this issue. Some efforts are being made to see that fragmentation of trade union is reduced to a minimum. After that we will sit with the trade unions again and verify the membership. I am told that the All India Railwaymen's Federation affiliated union and the trade union affiliated to the CITU are holding talks whether they should come together. We are just awaiting for this process to take its course.

MR. SPEAKER: The reply need not be in so much detail for every supplementary question.

श्रीमती अहिष्मिता पंत रांगनेकर : यह प्रक्रिया शुरू होने वाला है यह सीक्रेट वॉलेंट में होता है। क्या सरकार को मालूम है कि एक यूनियन के वा स-रेमीडेंट का कल हो गया है? उस की कोई जांच सरकार कर रही है?

श्री. मधु दण्डवते : मायबर, जो प्रश्न पूरक मवाल पूछा है उस के बारे में दूसरा मवाल प्रागे है और मैं विस्तार से उस का जबाब देने वाला हूँ। लेकिन जहाँ तक रिकग्नीशन का मवाल है मैं आपा वामन देना चाहता हूँ कि जो सैट रोसीजर है उस क जरिये हम रिकग्नीशन का मवाल ल करेगें। लेकिन हमारी कोशिश यह रहेगी कि अगर हो सके तो इंड ट्री में एक यूनियन बने और उस के लिए अगर हम कोई आधार ढूँढ़ने की कोशिश करेंगे तो यूनियन के लोगों के साथ बैठकर कोई हल निकल सकेगा।

SHRI G. S. REDDI: What is the policy of the Government about the grant of travel facilities to cultural organisations?

PROF. MADHU DANDAVATE: Is it related to this question?

MR. SPEAKER: Policy matter can be answered when the demands come up for discussion.

Construction of more Railway Lines in Gujarat

*23. SHRI PRASANNBHAI MEHTA: Will the Minister of RAILWAYS pleased to state:

(a) whether State of Gujarat had been requesting the Centre for construction of more railway lines in the State;

(b) whether the Government have decided to construct all these railway lines in the Gujarat State during the next two to three years, and

(c) if so, how many lines will be undertaken by the Government in the State this year?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE).

(a) to (c). Requests have been received from State of Gujarat for construction of new lines from (i) Bhavnagar to Tarapore (ii) Gandhidham to Lakhpat and (iii) Nadiad to Modasa.

Surveys for the construction of these lines have been carried out. At present there is extreme shortage of resources even for completing the works already in hand. Efforts will be made to get more resources for new lines so as to enable taking up of new line projects in Gujarat State.

SHRI PRASANNBHAI MEHTA: The hon. Minister has mentioned about the construction of a few lines in Gujarat along with the other new lines in other States; During the course of his speech he said that they would take up those lines and they would try mobilise resources in consultation with the planning commission. He has stated today also that efforts would be made to mobilise re-

sources. So, no supplementary is required.

SHRI K. S. CHAVDA: There has been a long standing demand for joining Kansa—in the western railway with Bhildi on the northern railway and the Petitions committee of Parliament has also made a recommendation; this joins Gujarat and Rajasthan. May I know whether the hon. Minister is willing to take up this line in this year?

PROF. MADHU DANDAVATE: At present it is not possible because unless resources are made available, it is not possible to complete location survey.

SHRI D. D. DESAI: The Minister has given the shortage of resources as the main reason for not taking up these lines in Gujarat. He is aware that Western Railway is the principal income-maker of the entire railways system and that the income by way of freights accruing to the railways from Gujarat is substantially more than the mileage he has put up. During the last five years, the railways have put up several lines in other parts of the country. But when the Gujarat State has demanded the lines from Bhavnagar to Tarapore, Gandhidham to Lakhpat and Nadiad to Modasa, what are the constraints that the Minister is facing? He has already presented a surplus budget and presently he has enough resources from the railway system there. I am quite sure he has enough income possibilities from whatever railways he has set up so far.

PROF. MADHU DANDAVATE: The surplus I have indicated is Rs. 32.5 crores. The estimated expenditure for Bhavnagar-Tarapore line is Rs. 33.65 crores. For the Gandhidham-Lakhpat line the estimated expenditure is Rs. 22.45 crores. For the Nadiad-Modasa line it is Rs. 9.5 crores.

SHRI D. D. DESAI: He has already got Rs. 250 crores of money in depreciation fund.

PROF. MADHU DANDAVATE: Regarding Bhavnagar-Tarapore line, the original survey had shown that there would be 5.6 per cent return. But after the conversion work on Veeramgaon-Okha line started, there has been certain diversion. Also, a very effective and rational road transport system has been built up there. So, a fresh survey has indicated that as against the original 5.6 per cent the return would be minus 1.7 per cent.

SHRI D. D. DESAI: But he has been assured that the State Government would underwrite the difference.

PROF. MADHU DANDAVATE: That is correct. So, if what the State Government has indicated brings down the estimate, it will be possible for us to take it up. For that, we are pleading with the Planning Commission.

SHRI RATANSINH RAJDA: May I know how much time is likely to be taken for the conversion of the Veeramgaon-Okha line to BG?

PROF. MADHU DANDAVATE: If the resources are made available, it should be possible for us to complete it within a few years.

PROF. P. O. MAVALANKAR: I am happy, the Minister has mentioned in the budget speech the construction of the new Bhavnagar-Tarapore line. But with regard to the other new line—Nadiad—Kapadwanj—Modasa line—why is it that the government are not at least trying to expedite the survey and other engineering works so that it can also be taken up for construction very soon? That line also lies in the backyard region and because of the absence of railway line in that area, a lot of development has been held up.

PROF. MADHU DANDAVATE:
The preliminary survey of this was taken up in 1974. There was some difficulty about the feasibility report and the return that would be available. After some time, one development took place. The Chamber of Commerce have assured the government that new industries will be coming up. After the report of likely industries coming up, it is very likely that the return will be 7.8 per cent. If that report is borne out by facts and is further confirmed by various persons who are likely to take up industrial development, we will consider it.

श्री मोतीबाई धार० चौधरी : मंत्री जी ने अपने भाषण में कहा है कि पिछले विमान में रेलवे लाइन डालेंगे, क्या वह यह बताने की कृपा करेंगे कि राधनपुर, हारीज रेलवे लाइन का काम कब हाथ में लिया जाएगा ?

श्री मधुदंडवते : पिछले चन्द बरसों में इतने प्रदेश पिछड़े रहे हैं कि हमने इस बारे में प्रायटी नय कर दी है। माननीय सदस्य ने जिम लाइन का जिक्र किया है, उस की तरफ हम बाद में ध्यान दे सकते हैं। गुजरात में नागपुर एक बँकबडँ एरिया है, और वह आदिवासीयों का क्षेत्र है। इसलिए हमने उस को प्रायटी दी है। बाद में हम दूसरे क्षेत्रों की तरफ भी ध्यान देंगे।

SHRI NARENDRA P. NATHWANI:
I come from Gujarat and Saurashtra. May I ask one question?

MR. SPEAKER: That is why I am calling you now.

SHRI NARENDRA P. NATHWANI:
Was there any proposal in the past to extend the Bhavnagar-Tarapore railway line up to Limbidi and then divert it to Bhavnagar and also take it to Rajkot? Whether that proposal has been considered or is under consideration?

PROF. MADHU DANDAVATE:
That proposal was already there, but whether the Bhavnagar-Tarapore railway is able to take it or not is a questionable proposition and the question of diversion will follow after we take up the present route.

MR. SPEAKER: Now, question No. 24.

SHRI JYOTIRMOY BOSU: Sir, I will take only half a minute. The hon. Minister, it seems, I regret to say, has not gone through the contents of the report of the Public Accounts Committee.

MR. SPEAKER: It can be reserved for the discussion on railways. Now, question No. 24. Hon. Minister of railways may answer.

SHRI JYOTIRMOY BOSU: Let him go through the PAC Report.

Re-instatement of Employees who participated in 1974 Railway Strike

*24. **PROF. P. G. MAVALANKAR:**

SHRI M. KALYANA SUNDARAM:

Will the Minister of RAILWAYS be pleased to state:

(a) Whether the employees who had participated in the 1974 Railway strike have all been reinstated in their jobs, as per the Government's policy announcement in March—end this year; and

(b) if so, details thereof?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):
(a) and (b). A statement is laid on the Table of the Sabha.

Statement

(a) and (b). 1. **PERMANENT AND TEMPORARY EMPLOYEES:** Out of 627 who were out of service on 28th

February¹ 1977, 611 have already joined duty. Out of remaining 16:—

(i) 1 has since expired;

(ii) 3 are undergoing life imprisonment;

(iii) 4 are undergoing trial on charges of murder and have since been placed under suspension after reinstatement. Their cases can be finalised only after the judgement is delivered;

(iv) Whereabouts of 2 persons are not known; and

(v) 6 have not yet reported for duty although the orders of reinstatement have been issued and intimated to them.

2. CASUAL LABOUR SUBSTITUTES: Out of 5,161, who were out of service on 28th February 1977, 4,609 have already joined duty. Out of remaining 552:—

(i) 1 has since expired.

(ii) whereabouts of 110 are not known, and

(iii) 441 have not yet reported for duty although the orders of reinstatement have been issued and intimated to them.

3. In regard to those whose whereabouts are not known, the co-operation of the Railway employees' unions has also been elicited in tracing them.

4. SUSPENSIONS: As against 53 who were under suspension on 28th February, 1977, the number under suspension has come down to 15 including 4 under (a) 1 (iii) above. These 15 persons are undergoing trial on a charge of murder and the question of their reinstatement can be considered only after the court cases against them are finalised.

The victimisation during May, 1974 strike also consisted of break in service and transfers. In this context, the position is as follows:—

1. CONDONATION OF BREAK IN SERVICE: Total number involved initially—5.91 lakhs. Condonation orders issued to all.

2. CANCELLATION OF TRANSFERS: Total number of transfers as on 28th February, 1977.—1,678. All transfers cancelled.

PROF. P. G. MAVALANKAR: Sir while congratulating the Railway Minister my esteemed friend Shri Dandavate, for having fulfilled the time-bound assurances about the reinstatement of all the employees, may I in pointed terms ask him about two things which are unfortunately not available in the Statement? It is quite lengthy but missing in this regard. Firstly what about the question of restoring the disturbed seniorities which he mentioned in his Budget speech on Saturday? I do not find any mention in the statement about the solution of this problem of restoring the disturbed seniorities. The other point is this: it seems there are only two unfortunate deaths of the railway employees before their reinstatement. I want to know whether any benefits will be given to the member of the families of the deceased.

PROF. MADHU DANDAVATE: Sir, as far as the disturbed seniority is concerned, those who are against in this House will know that whenever we condone the break in service in that case the seniority is restored and therefore, I am very happy to announce that all the 746 cases in the case of which seniority was disturbed. All the seniorities have been restored.

As far as those persons who died, those cases do not directly fall under the order that was issued. We will take into account the suggestion that is made. It is a suggestion for action.

PROF. P. G. MAVALANKAR: I find from the Statement that some railway employees at the time of May 1974 strike were either dismissed or got out of service on the charges of violence and sabotage. I am surprised that the number of people directly involved was so low as this. I am able to surmise from this that the information given to this hon. House in the previous Parliament by the then Government was not in tune with facts and if so, can we not take action against those members for having committed a breach of privilege of the House by having misled the House by saying that the employees were indulging in violence?

PROF. MADHU DANDAVATE: Sir, in the statement that has been made on the floor of this House, I have made that point clear and that exposes the myth that lot of people were guilty of violence. Even the court has set them free.

As far as action against those who carried on malicious propaganda is concerned, I think the general electorate have already taken action. The Railway Ministry need not do anything.

SHRIMATI PARVATHI KRISHNAN: The Minister has given us a statement about the people who have been reinstated; and in it, he has stated that some employees died in the meantime. Why should the families be penalized? In the case of those who have died, will the Minister consider the payment of those amounts which would have become due to them?

PROF. MADHU DANDAVATE: This issue has been raised; and fortunately in our rules, there is a provision that if any employee dies, on humanitarian grounds some benefits can be given; and I assure the hon. Member that all those provisions will be fully explored and the necessary steps taken.

SHRI M. SATYANARAYAN RAO: Out of the employees who have been reinstated, how many are involved in criminal cases like murder, destruction of property etc.? Are there any cases?

PROF. MADHU DANDAVATE: The hon. Member has probably not gone through the statement. All those references are already there. Therefore, I do not wish to repeat what has been stated already.

SHRI PRADYUMNA BAL: I am happy that the Railway Minister has given a new direction and is trying to give a new look to the Railways. In the budget speech, he has mentioned that besides those who were involved in the 1974 strike, there were also those who were victimized during the Emergency; and that they will also receive reprieve. And remedial measures will be taken to reinstate them and do justice to them. I would like to know specially about one case. There were a lot of people victimized in the Bandamunda (near Rourkela) marshalling yard. When the Emergency was declared, there was a big strike called in that marshalling yard; and several hundreds were victimized.

MR. SPEAKER: Come to the question please.

SHRI PRADYUMNA BAL: Would such people be reinstated and justice done to them? Will the Minister give an assurance to them?

PROF. MADHU DANDAVATE: In the budget speech, I have made it explicitly clear that those who were victimized during the Emergency with political motivations those who were kept under MISA and DIR and those who were victimized and penalized because of their political orientation—all of them will be taken back. As far as the question of strike is concerned, it will have to be dealt with separately.

श्री भानु कुमार शास्त्री : अध्यक्ष महोदय, मंत्री महोदय ने अपने बजट भाषण में आपातकाल की स्थिति के अन्दर जो लोग गिरफ्तार हुए हैं या जो पीड़ित हुए हैं उनको सर्विस पर वापस लेने के लिये कहा है लेकिन क्या इसके लिये वे कोई अवधि निर्धारित करेंगे ? मैं यह जानना हूँ कि राजस्थान के अन्दर भी ऐसे पीड़ित लोग हैं जिनको आज तक सर्विस पर नहीं लिया गया है। तो क्या उनके लिए कोई अवधि निर्धारित करेंगे ? उनके बजट भाषण में इसके संबंध में कोई बात नहीं कही गई है।

प्रॉ० मधु दण्डवते : मैं सदन को यकीन दिलाना चाहता हूँ कि मारे केमेज देखने के बाद जब बजट की डिबेट का मेरा जवाब आएगा उस समय उसकी निश्चिन्ता सूचना मैं दूंगा।

SHRI K. MALLANNA: By the re-instatement of these dismissed workers, were the workers who were employed in their places retrenched? If so, how many; and what are the financial implications and what is the financial expenditure incurred in the process of reinstatement of these workers—like back wages and other benefits?

PROF. MADHU DANDAVATE: As a consequence of the reinstatement of all the workers who were victimized in the May, 1974 strike, the total burden of expenditure is Rs. 1.32 crores. Without disturbing the budgetary provisions, we have been able to do that. Secondly, in reinstating these workers, we have not displaced any workers who were in their jobs, because it is an expending department where new jobs are created. We have accommodated the old persons who were victimized; and wherever new seasonal jobs are created, we have taken all those casual workers who were already working. Without creating disturbance, we have settled the issue.

श्री श्रीम प्रकाश ग्यागी : मंत्री महोदय ने इसका जवाब तो दिया है कि जिन लोगों को स्ट्राइक के समय हटा दिया गया था उन को फिर ले लिया गया है लेकिन मैं उनमें स्पष्ट जानना चाहूंगा कि क्या उनके बेनन आदि का पेमेंट कर दिया है या करने का आश्वासन दिया है ?

दूसरे, जिन को वायनेंस के लिए निकाला गया, घाम नौर पर सरकार की नीति यह रही है कि जिन कार्यकर्ताओं को आर्थिक प्रभावशाली जाना उनके विरुद्ध गलन चार्जज लगा कर वायनेंस में इन्वाल्स करके इस प्रकार के फायम केमेज बनाए गए, तो क्या सरकार ने कोई इस प्रकार की नगीनरी बनाई है जिसमें उन केमेज पर पुनर्विचार किया जा सके कि वास्तव में उन्होंने हिमात्मक कार्यवाही में भाग लिया या ऐसे ही फाड चार्जज उनके खिलाफ लगा दिए गए थे ?

प्रॉ० मधु दण्डवते : जिनके खिलाफ हिमा के इलजाम लगाए गए थे लेकिन कोई सबूत नहीं मिले उनके बारे में कोई ऐ जन नहीं लिया गया। परन्तु कोर्ट ने जिनको कानून के मुनाबिक सजा दी है उनको काम पर वापिस लेने का सवाल नहीं है।

जो आपका पहला सवाल था कि जिन लोगों को सरकार को धोर में काम पर वापस लिया गया उनकी तनकवाह के बारे में क्या किया गया तो हमने जो आर्डर इश्यु किया उसमें माफ था कि बजेटरी प्राविजन डिस्टेंब न हो जाए, इसलिए जिन लोगों को री इस्टेट किया गया है उनको हाफ सैनरी प्लस उनके एनाउसेज दिये जायें। Every one of them will be drawing more than half the salary and the wages.

SHRI K. VIJAYA BHASKARA REDDY: The hon. Minister has assur-

ed that this is the policy that was followed and similarly in future also this will be the policy of the Government.

PROF. MADHU DANDAVATE: Naturally, they will have to follow it.

SHRI K. VIJAYA BHASKARA REDDY: Will the Minister give the assurance that this policy will be adopted in future also when strikes and other things happen?

PROF. MADHU DANDAVATE: We will have to judge every issue on merits. The Prime Minister himself has stated that this was a strike for which legal notice was given. The strike was forced on the workers by the Government. They were saying that the charter of demands was negotiable. Therefore, this was a strange behaviour of the Government with the workers. So, we have given them an altogether different treatment, as compared to the past.

SHRI K. VIJAYA BHASKARA REDDY: Will government adopt this policy in future?

PROF. MADHU DANDAVATE: We will judge every issue on merits.

Illegal appointments made in Railways

*26. SHRI BASHIR AHMAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that a number of illegal appointments have been made by the former Railway Minister without reference to the Railway Service Commission; and

(b) what steps Government propose to take to annul such illegal appointments and to fill in the vacancies?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) Some *ad hoc* appointments were made on the instructions of the former Rail-

way Ministers without reference to Railway Service Commission.

(b) It has now been decided that such *ad hoc* appointees in Class III should be referred to the Railway Service Commission to be considered along with other applicants.

SHRI BASHIR AHMAD: Is the hon. Minister aware of the fact that a junior officer of the Allahabad Division was promoted as temporary Chairman of the Railway Service Commission and such appointments were sought to be regularised? What will happen to those appointments which have been sought to be regularised by interviews? That particular officer was the junior-most in the Allahabad Division. Still, he was appointed as the Chairman of the Railway Service Commission by the former Railway Minister, and the Private Secretary to the former Railway Minister was responsible for issuing the orders with the endorsement "H. M. R. desires.....".

PROF. MADHU DANDAVATE: I do not want to go into individual cases here. It is not good to refer to names in this House.

SHRI D. K. BOROOAH: You need not give the names, but you can give the number.

PROF. MADHU DANDAVATE: I wish to make it very clear that every case of *ad hoc* appointment in Class III will not be regularised by mere interview by some officer. That case will be sent to the Railway Service Commission and on the basis of the advice of the Commission it will be dealt with. An unofficial question was asked as to what exactly is the number of such cases. If we do not take cognizance of those who were taken up as loyal workers those who were taken on the sports quota and the quota admissible in other cases, the list for Class III is more than 300. We will have to go into that.

SHRI BASHIR AHMAD: There were certain persons whose cases were referred to the Railway Service Commission. There was a particular officer who was appointed as Chairman. These *ad hoc* appointments were referred to the Railway Service Commission merely on the basis of oral interviews and they were appointed. What will happen in those cases?

PROF. MADHU DANDAVATE: Whatever be the recommendation or the decision of the Railway Service Commission will be final. Once we start interfering with the work of the Service Commission, there will be no end to it.

श्री कबीर लाल गुप्त: आप ने यह तो कहा है कि क्लास 3 की जो एडवाइन्टमेंट हुई है, उस को आप रेफर करेंगे, लेकिन इनके बलावा जो दूसरे हैं, जैसे क्लास 4 या कुछ आफिमर्ज भी हैं, जिनकी एडवाइन्टमेंट हुई है, या जिनके एडवाइन्टमेंट में गड़बड़ी हुई है, क्या उनके केमज को भी रेफर करेंगे ताकि सब को ठीक से न्याय मिल सके? मैं यह भी जानना चाहता हूँ कि ऐसे प्रक्रमों की मर्याद कितनी है तथा वे भूतपूर्व रेल मंत्री कौन थे?

श्री. मधु दानवते : मान्यवर, मैंने अभी यहां पर क्लास 3 का जिक्र किया था। मैंने बजट भाषण में यह बतलाया है कि क्लास 3 के लिए यह प्रक्रिया आनाई जाएगी कि उन्हें रेलवे कमीशन के सामने जाना होगा। क्लास 4 के लिए भी मैंने साफ तौर से कहा है कि उनको भी स्क्रीनिंग मशीनरी के सामने दूसरों के साथ जाना होगा, उसके बाद उनका एडवाइन्टमेंट होगा।

SHRI KANWAR LAL GUPTA: I asked for the name.

MR. SPEAKER: If he is willing to give the name, I have no objection. Even now he can give, but he is not prepared now.

PROF. MADHU DANDAVATE: If you want, I am prepared.

MR. SPEAKER: Not necessary. You are not compelled to give the name, certainly not.

PROF. MADHU DANDAVATE: I want to tell him that my predecessor is responsible for this type of *ad hoc* appointments.

SHRI NIHAR LASKAR: I would like to know from the hon. Minister the average time taken by the Railway Service Commission to finalise a our effort will be

PROF. MADHU DANDAVATE: It depends upon the number of persons appearing before the Commission, but our effort will be.....

SHRI NIHAR LASKAR: My question is specific. Suppose a man has applied for a class III post, how much time will it take? He cannot wait for four or five years.

PROF. MADHU DANDAVATE: It may take two or three months, depending upon the number of applicants, because there is a certain screening process and there are certain interviews. Therefore, the time will depend upon the number of applicants who have appeared with him. I have said it should not be more than three months. I am not referring to the past. I am referring to the present and to the future.

SHRI D. K. BOROOAH: He has asked for the average time. It is a statistical information. You must have some information.

MR. SPEAKER: Two to three months, he has said.

PROF. MADHU DANDAVATE: I have not been able to ascertain for the last 30 years how much time was taken for the past appointments, but I am telling you that as far as the future is concerned, it will not take that much time..... (Interruptions).

श्रीमती चन्दावती : क्या वजीर साहब बनारसों के कि जो पिछले वजीर थे, उनके किसी रिश्तेदार या किसी बीच के आदमी ने इन डायरेक्ट एम्पाइन्टमेंट में वैसे लिये हैं ?

श्री० मधु दण्डवते : इसका जवाब मैं दे चुका हूँ। वैसे के बारे में मैं कुछ नहीं कहना चाहता हूँ, क्योंकि

श्रीमती चन्दावती : क्या आप इसको पूछना छूट करवायेंगे ?

श्री० मधु दण्डवते : मैं पत्रों ही कहा है कि जो एम्पाइन्टमेंट गैरकानूनी तरीके से हुई है या जो कुछ भी भ्रष्टाचार हुआ है मैं उसकी जांच करवा रहा हूँ।

श्री मनोहर लाल : अध्यक्ष महोदय, मंत्री जी भूतपूर्व मंत्री जी का नाम नहीं बता रहे हैं और हम भी उनका नाम नहीं लेंगे लेकिन जो मंत्री जो वर छुटाने में माहिर थे और उन वर छुटाने वाले मंत्री जी के रिश्तेदारों के जो एम्पाइन्टमेंट एन्वीगेनी हुए हैं और जिन अधिकारियों ने ऐसे एम्पाइन्टमेंट किए हैं और जिन लोगों ने ऐसे सर्विस कमीशन पर अपने समय का खर्च किया है, उन के खिलाफ आप क्या कार्यवाही करने जा रहे हैं ?

श्री० मधु दण्डवते : सारे प्रश्नों की हम जांच करेंगे। जान किये बिना किसी को सजा देने का हम लोगों का तरीका नहीं है और न प्राप्ति ही रहेगा।

श्री मनोहर लाल : यह बात सही है कि जांच के बिना कोई कार्यवाही सरकार नहीं करने जा रही है लेकिन मैं यह जानना चाहता हूँ कि जांच कितने दिनों में हो जाएगी।

श्री० मधु दण्डवते : कितने लोगों ने यह काम किया है, यह सब देखना होगा उसके बाद; कोई कार्यवाही की जाएगी।

श्री द्वारिका नाथ तिवारी : मंत्री महोदय ने कहा है कि 400 के करीब एम्पाइन्टमेंट हुए हैं। मैं जानना चाहता हूँ कि वे 400 एम्पाइन्टमेंट किन्हीं पोस्टों के अग्रेस्ट हुए हैं या ऐसे ही एम्पाइन्ट कर दिये गए हैं। उनको किसी काम पर लगाया गया होगा। आप कहते हैं कि उन 400 एम्पाइन्टमेंट्स की जांच एलोग विद अदर्स रेलवे सर्विस कमीशन से करायेंगे कि वे फिट हैं या नहीं। उनको आप नई बैकेन्सीज के सन्दर्भ में कमीशन के सामने भेजेंगे या अलग से सब की जांच कमीशन से करा लेंगे ?

श्री० मधु दण्डवते : आपको यह बताना चाहता हूँ कि जिन लोगों का एम्पाइन्टमेंट हुआ है वह अलग अलग पोस्टों पर हुआ है और उनकी तादाद 400 से भी ज्यादा हो सकती है। अलग अलग रेलवेज पर उनका बंटवारा हुआ है और वे तमाम मुक्त में फले हुए हैं। ऐसी बात नहीं है कि वे एक ही जगह पर कामेंटेड हो। इसलिए इस काम को इस ठग से करना है कि कार्य क्षमता में और जोब अपॉर्चूनिटीज में किसी प्रकार का असंतुलन न आए। इन सब बातों को ध्यान में रख कर ही हम इस काम को करेंगे।

रेल गाड़ियों का विलम्ब से चलना

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श्री० के० लक्ष्मण

* 28 श्री बूज भूषण तिवारी : क्या रेल मंत्री यह बनने की कृपा करेंगे कि :

(क) क्या अपातकालीन स्थिति के समाप्त होने के बाद रेल गाड़ियां विलम्ब से चलने लगी है ;

(ख) यदि हां, तो उसके क्या कारण हैं ; और

(ग) इस सम्बन्ध में क्या कार्रवाही की जा रही है ?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE): (a)

to (c). A statement is laid on the table of the Sabha.

Statement

(a) There has, of late, been a slight deterioration in the punctuality performance of passenger carrying trains in some Zones.

(b) Punctual running of trains has been affected generally on account of factors, such as, high incidence of alarm chain pulling including disconnection of hose pipes by miscreants, heavy storm accidents/derailments and occasional cases of time loss due to loco/signal defects etc.

(c) The Zonal Railways watch and scrutinise the punctuality performance of passenger carrying trains at all levels on day-to-day basis. A large number of long distance important trains are also being watched at the Railway Board's level on daily basis. The cases of avoidable detentions are taken up immediately and followed up by remedial/punitive action. Close liaison at appropriate levels is also being maintained with the State Governments in order to check the incidence of alarm chain pulling and other such unsocial and miscreant activities. During the summer months when large number of summer passenger specials run, a concerted drive is being maintained and trains are being monitored for achieving better punctuality of all passenger carrying trains.

SHRI K. LAKKAPPA: Reluctantly the Minister has conceded my point by saying that 'there has, of late, been a slight deterioration in the punctuality performance of passenger carrying trains in some zones. I think my question has not been answered fully. At the time of Emergency, there was lot of discipline. After the new Government came into being, the law and order situation and discipline in the Railways have gone down. What steps Government is taking to improve discipline so far as movement of trains is concerned?

PROF. MADHU DANDAVATE: The test of the pudding is in its eating

and, therefore, I would like to remind the hon. Members that as far as the problem of punctuality is concerned, the position is uneven. In all the Railways, the position is not the same. But even then I would like to place before the House the record straight as to what is the position in respect of broad-gauge and metre-gauge in 1977 and what was the position during the corresponding period in 1976.

As far as the metre-gauge is concerned, the average punctuality percentage throughout the country, not only in the north, in June, 1977 was 95 per cent whereas in June, 1976, it was 94.8 per cent; May, 1977—94.7 per cent and May, 1976—95.1 per cent; April, 1977—95.7 per cent whereas April, 1976—95.5 per cent; March, 1977—96.5 per cent as against 95.8 per cent in March, 1976; February, 1977—97.2 per cent whereas in February, 1976, it was 95 per cent. This is the general position. As far as the various railways are concerned.

MR SPEAKER: I do not think you can give all the figures now.

PROF. MADHU DANDAVATE: I will lay an additional statement on the Table of the House giving the full position.

SHRI K. LAKKAPPA: My hon. friend the Railway Minister cannot convince me because this is all jugglery of figures. Some sort of an indiscipline has crept into the entire railway administration under the regime of the Janata Government. I would like to know what are the concrete steps that have been taken to bring discipline at all levels in the railway administration, in the running of trains in time, etc. in all the zones. Please don't give us figures which do not give a correct position.

PROF. MADHU DANDAVATE: As far as the concrete steps are concerned, in some of the zones like the northern zone, whenever there is a loss of punctuality, either of the three factors are responsible, either the failure of the equipment or the staff

failure or, sometimes, the chain pulling. In all the three respects we are trying to tighten our machinery. We have told all the officers concerned that wherever staff is responsible for the loss of punctuality, very stern and strict action is to be taken and the necessary punishment to be awarded. Wherever the equipment failure is there, the Maintenance Department must see to it that more rigorous inspections are conducted. As far as the chain pulling is concerned, it is not uniform throughout the country. Somewhere near Ghaziabad, in some places in north Bihar and also near Kanpur, the chain pulling is on the increase. Therefore, we have requested a number of social organisations to help us rather than seeking the help of the police. In reply to what we are going to do to improve discipline, I would like to say that one concrete measure to improve discipline of the railway employees is to give them a sense of justice and a sense of participation in the railway administration. That is the best way by which we will be able to maintain discipline.

Scheme to recover Salt from Sea Water

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

(a) whether Government have any plans to recover more salt from sea water and put up various chemical factories along the sea coast using this salt as the raw material; and

(b) if so, the salient features thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). Yes, Sir. Additional areas have been approved for salt manufacture on the West Coast to parties who have plans to increase their capacities for the manufacture of Caustic Soda and Soda Ash.

Three companies viz., Tata Chemicals Ltd., Saurashtra Chemicals and Ballarpur Industries Ltd., have been allowed additional areas of 16,343, 1,849 & 1,000 acres respectively for salt manufacture. These companies will use the additional salt production for expanding their capacities for the manufacture of Caustic Soda and Soda Ash.

SHRI D. D. DESAI: Our country is uniquely placed in the matter of manufacture of salt because the concentration of salt in the sea water is higher here than anywhere else in the world. Besides, we have excellent sun heat available and that provides us a greater benefit. But the Minister has not made clear as to why the production of salt is going down.

It is an employment intensive industry and the un-employment is one of our important factors. The output of salt is dropping and the causes of drop of output were not mentioned by the Minister. I would request the hon. Minister to tell me whether it is a fact that the cost of purchase of overseas buyers relates firstly to loading rate of salt into the steamer and the bulk movement of salt on the high seas to anywhere where the salt is required. For example, many of the salt based chemicals factories are located on sea shores. Secondly, I would like to know whether the facilities that exist at the salt work are adequate and whether there are any efforts or any system adopted by the salt work so that they can function more efficiently and provide salt within the country at lower prices?

SHRI H. N. BAHUGUNA: The production of salt is regulated by the Central Excise and Salt Tax Act 1954 administered by the Department of Industry. I would request my hon. friend to direct the question to the Ministry concerned.

SHRI D. D. DESAI: I think he has given a reply which is not satisfactory. Salt was one of the movements that

we started for independence. When we are talking of Gandhian philosophy, it must be one of our primary considerations in several aspects. The Minister was talking about soda ash and caustic soda. He has not given details of several other chemicals which could be manufactured with the help of salt. I would like to know whether he is interested in developing the high technology or is he just going to concentrate on heavy chemicals? I would also like to know whether the loading facilities which exist at the ports would be improved because he is responsible for salt production?

SHRI H. N. BAHUGUNA: The question is very limited. The question relates to the allotment of additional area. I have answered that question. If the hon. Member wants to have more information, he can give another notice for another question.

SHRI S. KUNDU: I think the hon. Minister is aware of the imbalance of salt production over the east coast and the west coast. I would like to know from the hon. Minister whether he is aware that some backward States like Orissa which is having a long coast line (more than 300 miles) still imports common salt from outside? Has the Minister kept any policy in his mind where we can meet this imbalance and see that the backward States (along the north east coastline) can also manufacture it and other by products from sea water?

SHRI H. N. BAHUGUNA: While I must welcome the production of salt from anywhere and everywhere I am limited to industrial uses of salt and the rest is looked after by my hon. colleague the Minister of Industry. He alone can help you in the manufacture of salt or the processes connected with it.

DR. HENRY AUSTIN: I am sure the hon. Minister must be aware of the fact that there was a flourishing trade in the export of salt from several

parts of the country, particularly in the South Tamil Nadu and Kerala. A huge quantity of salt used to be manufactured indigenously. It is a highly labour intensive industry. I would like to know from the hon. Minister whether he has any plan to revive it utilising modern science and technology in the field. I think in the wake of modern science and technology, several chemicals can be manufactured utilising salt. Indian salt is of such high quality that chemicals such as sodium compound, iodine, bromine and other materials can be manufactured. I would like to know from minister whether he will explore the possibility of utilising the unutilized labour and make the production of salt cheap so that we might revive our export trade and manufacture various chemicals.

MR. SPEAKER: You give him time to answer your questions because the question hour is going to be over.

SHRI H. N. BAHUGUNA: So far as the question of export of various things based on salt is concerned, that certainly is being done; salt is being exported and the other things are also likely to be exported. So far as the large spectrum of chemicals based on salt is concerned, it will require a full question hour to be answered. All I can say is that the Ministry is quite aware of and alive to, the need for utilising salt as the basic chemical for conversion into many chemicals.

SHRI JYOTIRMOY BOSU: In view of the fact that the salt content in the sea water that abounds in Sunderbans area is one of the highest in the country, will the Minister kindly tell us whether he would be willing to conduct a survey for recovery of salt from this water in Sunderbans area for industrial and other uses?

SHRI H. N. BAHUGUNA: I have taken the information that my hon. friend has passed on about the nature

of the salt in the water in Sunderbans area; I am thankful to him for that.

SHRI JYOTIRMOY BOSU: My question was specific. I have said that the salt content in that water is one of the highest in the country and I have asked whether he will conduct a survey immediately so as to recover salt from that water for industrial and other uses. Let him say 'yes' or 'no'.

SHRI H. N. BAHUGUNA: Right now we are not doing it on our own in any part of the country. All I can say is that we shall certainly keep in mind the Sunderbans area; whenever a new proposition is thought of, Sunderbans will be considered.

WRITTEN ANSWERS TO QUESTIONS

Shortfall in availability of High Speed Diesel and Kerosene

*25. **SHRI SUKHDEO PRASAD VERMA:** Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government are aware of the shortfall in the indigenous production and availability of high speed diesel and kerosene; and

(b) if so, the steps Government propose to take to make up the shortfall?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):
(a) Though there has been no overall problem of availability of High Speed Diesel (HSD) and Kerosene in the country some shortages of very brief durations were experienced in certain areas of North-West India during the second half of May, 1977 because of a sudden spurt in demand and problems of transportation caused

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by strikes in Koyali (Gujarat) Refinery and Bombay Port which have since been resolved.

(b) Crude throughputs in the Refineries have been increased for the month of June to the extent possible and some additional imports of HSD and Kerosene have been arranged from the Gulf area. Efforts are also being made to import more of these commodities from the Soviet Union under the Indo-USSR Trade Plan during June, 1977. It is expected that as a result of these steps, there will be no shortages of these products.

Trains on Pathankot-Joginder Nagar Railway Line

*27. **SHRI DURGA CHAND:** Will the Minister of RAILWAYS be pleased to state:

(a) whether on Pathankot-Joginder Nagar railway line 4 trains used to run in the recent past;

(b) whether at present only two trains, one Express and the other Passenger, are running on this line causing great hardships to the passengers;

(c) whether Government have received any representation for the restoration of 4 passenger trains on this line; and

(d) if so, what steps Government propose to take in this regard?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) Yes, Sir.

(b) At present 2 pairs of trains, one passenger train and one fast passenger train, are running on this line.

(c) Yes, Sir.

(d) Introduction of a third pair of trains on this section is under examination and action as found justified and feasible would be taken.

Production of Bulk Drugs as recommended by Hathi Committee

*31. SHRI CHITTA BASU: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Hathi Committee recommended for stepping up the production of bulk drugs to meet the growing needs; and

(b) if so, the steps so far taken in this regard?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). The Hathi Committee has made comprehensive recommendations about the stepping up of production of bulk drugs to meet the growing needs of the country. These recommendations are under consideration of Government. In the meantime 169 industrial licences and letters of intent have been issued to the drug manufacturers since the receipt of the Hathi Committee Report in April, 1975. Government have also approved various expansion schemes of the public sector undertakings, Indian Drugs and Pharmaceuticals Limited and Hindustan Antibiotics Ltd. The details of these schemes are as follows:—

(i) Expansion of the Synthetic Drugs Plant, Hyderabad, involving an investment of Rs. 21.79 crores which would increase the production capacity from 1988 tonnes to 3386 tonnes.

(ii) Establishment of a Nicotina-mulation Unit in Gurgaon, Haryana, at an estimated capital outlay of Rs. 6.93 crores.

(iii) Establishment of a New Formulation Unit in Gurgaon, Haryana, at an estimated capital outlay of Rs. 6.93 crores.

(iv) Expansion of the Antibiotics Plant, Rishikesh, involving an investment of Rs. 15.31 crores.

(v) The expansion of Hindustan Antibiotics Ltd. involving capital outlay of Rs. 10.14 crores for expansion in the manufacture of Penicillin, Streptomycin and manufacture of Gentamycin and Rifampicin.

Prices of Drugs

*32. SHRI S. G. MURUGAIYAN: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government are aware that the prices of drugs have been increasing beyond the common man's reach; and

(b) if so, measures being taken or proposed to be taken to control the prices?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). The prices of drugs are statutorily controlled under the provisions of Drugs (Prices Control) Order, 1970. Prices once notified by Government under this Order cannot be revised by the manufacturer without the prior approval of Government. Small-scale units having an annual sales turn-over of less than Rs. 50 lakhs in formulations are exempt from the purview of this Order. Through the operation of this Order it has been possible to maintain the prices of drugs at a reasonable level. The index number of whole-sale prices of drugs and medicines during the last two years, viz., 1975-76 and 1976-77 (with 100 as the base for 1970-71) had been 118.7 and 133.9 respectively.

During the year 1976-77, excise duty on patent and proprietary medicines was raised by Government from 7-1/2 per cent to 12-1/2 per cent. Similarly, excise duty on medicinal preparations containing alcohol narcotic drugs and narcotics was also raised from 10 per cent to 20 per cent. The customs duty on the imports of intermediates and finished bulk drugs was

also raised from 27.5 per cent to 75 per cent *ad valorem*. The main increase in prices during 1976-77 was thus due to the revision of tariff as indicated. In addition to this, there were also cases of revision of prices of certain bulk drugs which also led to the increase in the prices of formulations to some extent.

The Committee on Drugs & Pharmaceutical Industry (Hathi Committee) in their Report has made several recommendations in regard to the rationalisation of prices of drugs. Their report is in the final stages of consideration.

**Memorandum by M/s. Glaxo
Employees Union**

***33. SHRI VASANT SATHI:
SHRIMATI PARVATHI
KRISHNAN:**

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

(a) whether central committee of Glaxo Employees Unions have submitted a memorandum to Government demanding nationalisation of the Glaxo and probe into various irregularities of Glaxo;

(b) if so, reaction of Government to the demands made therein; and

(c) action taken/proposed in the matter?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) A Memorandum has been received in which a demand for probe into various irregularities of Messrs Glaxo has been made. This, however, does not contain a demand for nationalisation of the company.

(b) and (c). The specific allegations made against the company are being looked into in consultation with concerned authorities.

**Supply of Water Purifying Chemicals
by Maruti Chemicals**

***34. SHRI JYOTIRMOY BOSU:**

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

(a) whether Shri Sanjay Gandhi's chemical company (Maruti Chemicals) supplied water purifying chemicals to various Government and quasi-Government and other organisations and institutions which have been found to be injurious to human health and also causing a drain of Rs. 28 lakhs of public money;

(b) if so, whether Government propose to take penal action against the owners; and

(c) what are the other chemicals that Shri Sanjay's companies produce and which Government departments and other organisations and institutions are their buyers?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) to (c). A 'Polymer Compound' under the trade name of 'Quick Floc Polymix' was supplied by M/s Maruti Technical Services (Private) Limited, Gurgaon, to the Municipal Corporation of Delhi including Delhi Electric Supply Undertaking for a value of Rs. 21.14 lakh to be used for water/sewage treatment. M/s. Maruti Technical Services (P) Ltd. are registered as a small scale unit for the manufacture of one chemical only, namely, Quick Floc Polymix. The names of other Government, quasi-Government and other organisations and institutions to whom this chemical was supplied are given below:

1. Water Works Engineers, Kumaun Jal Sansthan, Haldwani Distt, Nanital.
2. Water Works Engineer, Kumaun Jay Sansthan, Almora.
3. General Manager, Jal-Sansthan, Dehra Dun.

4. Superintending Engineer, Bangalore Water Supply & Sewage Board, Bangalore.
5. Nagar Abhiyanta, Jal-Kal Vibhag Aishbag & Jal Nigam, Lucknow.
6. Delhi Cloth & General Mills Limited, Delhi.
7. Nagar Abhiyanta (Jal-Kal Vibhag) Water Works, Agra.
8. S.D.O. Maintenance Unit, U.P. Jal Nigam, Jhansi.
9. Allied Agencies, K-112 New Cloth Market, Ahmedabad-2.
10. Krishna Agencies, 17, Nazir Bldg., Calicut Street, Ballard Estate, Bombay for use by Bombay.
11. Haryana Agricultural University, Hissar.
12. Nagar Abhiyanta Jal Vibhag, Kanpur.
13. Jalan Entreprises, 7 Babu Lal Lane, Calcutta.
14. Jugal Kishore Chiranji Lal, Bazar Sirki Wala Delhi.
15. Shri Gupta, Rajouri Garden, New Delhi.
16. Sub-Divisional Officer, Maintenance Unit, U.P. Jal Nigam, Bahina.

From the tests which have so far been carried out at the Delhi Water Works Laboratory "no abnormal toxic effects" of this chemical have so far been noticed.

Construction of Trivandrum-Kanyakumari Railway Line

*35. SHRI R. KOLANTHAIVELU:
SHRI K. T. KOSALRAM:

Will the Minister of RAILWAYS be pleased to state:

(a) the present position regarding construction of Trivandrum-Kanyakumari railway line in relation to the

targets of completion of various phases; and

(b) the time by which the line is expected to be completed and brought into operation?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) The first phase of the project from Trivandrum to Nagarcoil is expected to be completed in 1978. There has been delay in completing the project in relation to the original target on account of the limited availability of resources.

(b) The complete link is expected to be completed and brought into operation by March, 1980.

Murder of Vice-President of C.L.W. Labour Union

*36. SHRI DINEN BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the investigation into the murder of one employee of Chittaranjan Locomotive Works, Shri Mihir Kumar Dey on 21st June, 1975 who also happened to be the Vice-President of Chittaranjan Locomotive Works Labour Union has been started so far;

(b) if so, the results thereof; and

(c) whether any miscreants have been arrested in this case?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) Yes, Sir.

(b) Police submitted a final report No. 47 on 25-12-1976 in this case treating the case as true.

(c) No, Sir.

भागलपुर के पास गंगा नदी पर रेलवे पुल

* 37 डा० रामजी सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भागलपुर के पास गंगा नदी पर रेलवे पुल बनाने की योजना सरकार के विचाराधीन है ;

(ख) यदि हां, तो कब से तथा इस मामले में कितनी प्रगति हुई है ;

(ग) जब तक गंगा नदी पर रेलवे पुल नहीं बनता तब तक बिहपुर से बरारी तक छोटी लाइन होने की क्या आवश्यकता है ; और

(घ) क्या उनके मंत्रालय की इस सम्बन्ध में भागलपुर इन्स्टीट्यूट ऑफ़ इंजीनियरिंग के अध्यक्ष तथा अन्य संगठनों से बहुत से प्रतिवेदन मिले हैं और यदि हां, तो उन पर सरकार की क्या प्रतिक्रिया है ?

रेल मंत्री (प्र० मधु वण्डवते) : (क) जी नहीं ।

(ख) और (ग). प्रश्न नहीं उठता ।

(घ) पूर्वी बिहार, वाणिज्य एवं उद्योग मंडल, भागलपुर से एक प्रमोवावेदन प्राप्त हुआ था जिसमें, अन्य बातों के साथ साथ रेल पुल के निर्माण के लिए अनुरोध किया गया था । भागलपुर में रेलवे का पुल बनाने से सम्बन्धित किसी प्रस्ताव पर विचार नहीं हो रहा है ।

Common Marriage Law

* 38. DR. BAPU KALDATE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government propose to reform the marriage laws in the country;

(b) whether article 14 of the Constitution would be invoked for the purpose; and

(c) if not, what steps are being taken to have a common marriage law in the country?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): (a) to (c). There is at present no proposal before Government for the reform of marriage laws with a view to having a common marriage law in the country.

जामलपुर रेलवे वर्कशॉप में युवकों को रोजगार

* 39 श्री जगदम्बी प्रसाद यादव : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पंच वर्षीय योजनाएं बनने से पूर्व जमालपुर रेलवे वर्कशॉप में 22 हजार कर्मचारी काम करते थे जबकि पंच वर्षीय योजनाएं बनने के बाद कर्मचारियों के संख्या घटाकर 8-9 हजार कर दी गई है, और यदि हां, तो इसके क्या कारण हैं ;

(ख) क्या मुंगेर जिले में यह एक मात्र ऐसा बड़ा रेलवे वर्कशॉप है जहां स्थानीय कर्मचारी और कुशल कारीगर काम करते हैं ; और

(ग) क्या वहां हजारों परिशिक्षित युवक बेरोजगार हैं और यदि हां, तो इस सम्बन्ध में सरकार की क्या योजना है ?

रेल मंत्री (प्र० मधु वण्डवते) : (क) जी नहीं । जमालपुर कारखाने में कर्मचारियों की संख्या अभी भी 22,000 के आसपास नहीं रही । पहली पंचवर्षीय योजना के तत्काल पहले यह संख्या 11,378 थी । अब 11,076 है ।

(ख) जी हां ।

(ग) अभी तक अप्रेंटिस अधिनियम के अन्तर्गत 869 अप्रेंटिसों को प्रशिक्षित किया

जा चुका है जिनमें से केवल 182 को काम पर लगाना शेष है। 723 अग्रेजिस्टों का एक दूसरा, बेच प्रशिक्षण ले रहा है। सभी पात्र अर्धकुशल और अकुशल कर्मचारियों के व्यावसायिक जांच करके पदोन्नति देने के बाद कार्य अधिनियम के अन्तर्गत अर्हता प्राप्त अग्रेजिस्टों को कुशल कारीगरों के रूप में कारखाना में लगा दिया जाता है।

Works Canteen at C.L.W.

*40. DR. SARADISH ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the top officials of the Chittaranjan Locomotive Works were active to provoke the workers at Chittaranjan Locomotive Works just after the Lok Sabha elections;

(b) whether Government are also aware that some deliberate chaos was attempted in the works canteen at Chittaranjan Locomotive Works by some officers which was resisted by the workers; and

(c) if so, the reaction of Government thereto?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) and (b). No, Sir.

(c) Does not arise.

V. G. P. Golden beach resort, Madras

176. SHRI S. D. SOMASUNDARAM: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether V.G.P. Golden Beach Resort, Madras and some other companies do not pay dividends on the shares sold by them to the public; and

(b) if so, the action proposed to be taken by Government to force the

companies either to pay the dividend or to return the money?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): (a) V.G.P. Golden Beach Resort Ltd. was incorporated on 19-9-1973. The company has incurred a loss of Rs. 2,93,319 during the year ended 30-6-75 and the accumulated loss as on 30-6-75 has been worked out at Rs. 4,70,259. The question of the company being in a position to declare a dividend does not therefore arise. It is not possible to give any information about "other companies" referred to in the question as the names of these companies have not been given.

(b) The Companies Act does not empower the Government to force the companies to declare a dividend. The share capital can be returned only in case of winding up or in the event of reduction of share capital as provided in the Companies Act.

Representation from Sholapur Chamber of Commerce and Industries (Maharashtra)

177. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received in April, 1977 written representation with copies of resolutions passed by Sholapur Chamber of Commerce and Industries (Maharashtra);

(b) what action have Government taken on the said representation or proposes to take and when; and

(c) whether Government find it difficult to accede to their request; if so, what are the reasons and how and when these grounds shall be removed?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) Yes.

(b) and (c). A high power committee will soon be appointed to re-

view the existing zonal Railway jurisdictions including the question of Sholapur Division.

खंडवा-दोहद रेलवे लाइन

178. श्री रामेश्वर पाटीदार : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश के खरगोन जिले की जिला सलाहकार समिति ने केन्द्रीय सरकार को 1973-74 में खंडवा-दोहद रेलवे लाइन के बारे में एक प्रस्ताव भेजा था ; और

(ख) यदि हां, तो इस सम्बन्ध में क्या कार्यवाही की जा रही है ?

रेल मंत्री (प्रो० मधु बंडवते) : (क) खंडवा-दोहद रेलवे लाइन के बारे में खरगोन जिले की जिला सलाहकार समिति से 1973-74 में प्राप्त प्रस्ताव मिल नहीं पा रहा है। तथापि, इसी सम्बन्ध में मध्य प्रदेश कांग्रेस कमेटी, बांधवा के माध्यम से अध्यक्ष, निमाड़ जिला कांग्रेस कमेटी, खरगोन का पत्र अगस्त, 1975 में प्राप्त हुआ था।

(ख) समाधानों की कमी के कारण, खंडवा से दोहद तक रेलवे लाइन बनाने के प्रस्ताव पर विचार करना सम्भव नहीं हो सका।

Production of Oil

179. SHRI K. MAYATHEVAR: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) total production of oil in the country;

(b) prospective plans and the phases thereof for increasing the production during the next ten years;

(c) the anticipated production of oil in Tamil Nadu during the next ten years; and

(d) the phases envisaged for production of oil in Tamil Nadu during the next ten years?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) About 8.9 million tonnes of crude oil was produced in the country during 1976-77.

(b) According to present indications, production during the years 1977-78 to 1983-84 is estimated as under:—

Year	Production (M. Tonnes)
1977-78	11.3
1978-79	14.3
1979-80	15.6
1980-81	17.6
1981-82	19.6 for each year.
1982-83	
1983-84	

No estimates of production beyond 1983-84 have been made.

(c) and (d). No hydrocarbons have yet been discovered in Tamil Nadu. Therefore, no projections of production therefrom can be made.

दोहद, झाबुआ, धार तथा इन्दौर
के बीच रेल सम्पर्क

180. श्री भागीरथ भंडार: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दोहद, झाबुआ धार तथा इन्दौर को जोड़ने वाली नई रेल लाइन बिछाने के लिये गत कुछ वर्षों में सर्वेक्षण कराया गया था, यदि हां, तो क्या इस लाइन पर निर्माण कार्य प्रारम्भ करने के लिये कोई प्रस्ताव सरकार के विचाराधीन है और उसकी मुख्य बातें क्या हैं;

(ख) क्या रतलाम, बांसवाड़ा, डूंगरपुर को जोड़ने वाली नई रेल लाइन का सर्वेक्षण कार्य पूरा हो गया है, ; और

(ग) रतलाम-बांसवाड़ा रेल लाइन द्वारा किन लाइनों और महुरों से सम्पर्क स्थापित किये जाने का विचार है।

रेल मंत्री (प्रो० मधु बंडवते) : (क) जी, नहीं।

(ख) रतलाम-बांसवाड़ा को मिलाने वाली प्रस्तावित नयी लाइन, जिसे भविष्य में इगरपुर तक बढ़ाये जाने की संभावना है, का सर्वेक्षण कार्य पूरा कर लिया गया है।

(ग) प्रस्तावित रतलाम-बांसवाड़ा रेलवे लाइन पर निम्नलिखित महत्वपूर्ण स्टेशन होंगे :—

- (1) घामनोड
- (2) सैलाना
- (3) साखन
- (4) दानपुर
- (5) चन्द्रगढ़ (मेरन)
- (6) खोरीपीपली।

रेलवे में विभिन्न श्रेणियों में भर्ती में अनुसूचित जातियों की प्रतिशतता

181. श्री मंगलदेव विशारद : क्या रेल मंत्री यह बताने की कृपा करेंगे कि जनवरी, 1974 से फरवरी, 1977 तक रेलवे में विभिन्न श्रेणियों में कुल कितने व्यक्ति भर्ती किये गये और उनमें अनुसूचित जातियों की प्रतिशतता क्या है?

रेल मंत्री (प्रो० मधु बंडवते) : रेलों पर 1-1-74 से 28-2-77 की अवधि में की गयी भर्ती की स्थिति नीचे दी गयी है :—

श्रेणी I—श्रेणी I के पदों पर भर्ती संघ लोक सेवा आयोग के माध्यम से होती है।

श्रेणी II—सामान्य : श्रेणी II के पदों पर भर्ती श्रेणी III के कर्मचारियों से पदोन्नति द्वारा होती है। कुछ विशेष कोटियों में ही भर्ती संघ लोक सेवा आयोग के माध्यम से होती है।

श्रेणी III

श्रेणी IV

	कुल भर्ती किए गए कर्मचारियों की संख्या	अनुसूचित जाति के कर्मचारियों का प्रतिशत	कुल भर्ती किए गए कर्मचारियों की संख्या	अनुसूचित जाति के कर्मचारियों का प्रतिशत
मध्य रे०	3332	15.3	7964	11.2
पूर्व रे०	1577	14.1	4529	22.2
उत्तर रे०	4739	25.7	3881	46.30
पूर्वी रे०	1451	15.7	2631	24.5
पूर्वी-सी०	1545	16.8	2555	35.5
दक्षिण रे०	1841	20.0	12219	23.8
द० मध्य	1992	11.65	7106	19.5
द० पूर्व	2284	17.8	7394	18.5
पश्चिम	2161	10.55	5424	10.5

राजस्थान में नई रेलवे लाइनों का निर्माण

182. श्री चतुर्भुज : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) चालू वर्ष में नई रेलवे लाइनों के निर्माण पर खर्च के लिये कितनी धनराशि निर्धारित की गई है;

(ख) उक्त धनराशि में से कितनी धनराशि राजस्थान में खर्च की जायेगी; और

(ग) राज्य की प्रस्तावित नई रेल परियोजनाओं की मुख्य बातें क्या हैं ?

रेल मंत्री (प्रो० मधु बण्डवते) : (क) चालू वर्ष में नयी लाइनों के निर्माण और उखाड़ी गयी लाइनों को फिर से बिछाने के लिए 23.58 करोड़ रुपये की राशि की व्यवस्था की गयी है।

(ख) कुछ नहीं।

(ग) राजस्थान में पड़ने वाले मूरतगढ़-भटिंडा रेलवे लाइन के ग्रामान-परिवर्तन का काम चल रहा है और दिल्ली-ग्रहमदाबाद के ग्रामान-परिवर्तन का कार्य जो अधिकांशतः राजस्थान में पड़ता है, को 1977-78 के बजट में शामिल कर लिया गया है। बीकानेर से छतरगढ़ तक की नयी रेलवे लाइन के लिए सर्वेक्षण कार्य को भी 1977-78 के बजट में शामिल कर लिया गया है। इससे राजस्थान केनाल क्षेत्र क लिये रेल सुविधा सुलभ हो सकेगी।

बूंदी, झालावाड़, चित्तौरगढ़ में रेलवे लाइने बिछाने और उनका विस्तार करने सम्बन्धी नई नीति

183. श्री कृष्ण कुमार गोयल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने पिछड़े राज्यों में रेल लाइने बिछाने और उनका विस्तार करने के लिये कोई नई नीति अपनाई है ; और

(ख) यदि हां, तो बूंदी, झालावाड़, चित्तौड़गढ़ तथा अन्य क्षेत्रों में नये रेल मार्गों का निर्माण न करने के क्या कारण हैं ?

रेल मंत्री (प्रो० मधु बण्डवते) : (क) जी हां, सरकार की यह नीति है कि देश के उन पिछड़े क्षेत्रों में रेलवे लाइनों का निर्माण किया जाय, जहां पर्याप्त यातायात होने की सम्भावना हो और जहां इनके निर्माण से उन क्षेत्रों का विकास हो सके।

(ख) धन की बहुत ही कमी है यहां तक कि जो परियोजनाएं इस समय चल रही ह उनके लिए भी यह धनराशि पर्याप्त नहीं है। धन की कमी के कारण बूंदी, झालावाड़, चित्तौड़गढ़ और अन्य क्षेत्रों में रेलवे लाइनों का काम प्रारम्भ करना सम्भव नहीं हो पाया है।

बिदिशा रेलवे स्टेशन पर स्थित पैदल 'ओवरब्रिज' का विस्तार किया जाना

184. श्री राघवजी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उनके मंत्रालय को बिदिशा रेलवे स्टेशन पर स्थित पैदल ओवरब्रिज का विस्तार करने के लिये सुझाव प्राप्त हुआ है;

(ख) क्या उपरोक्त पुल के विस्तार की कोई योजना मध्य रेलवे के विचाराधीन है और यदि हां, तो तत्सम्बन्धी मुख्य बातें क्या हैं ; और

(ग) क्या बिदिशा रेलवे स्टेशन पर वाहनों के लिए भी ओवरब्रिज बनाने की कोई योजना सरकार के विचाराधीन है ?

रेल मंत्री (प्रो० मधु बंडवले) : (क) विदिशा में ऊपरी पैदल पुल को लम्बाई में बढ़ाने के लिए अभ्यावेदन प्राप्त हुए हैं, उसे चौड़ा करने के लिए नहीं।

(ख) विदिशा में ऊपरी पैदल पुल की 8' से 12' चौड़ाई करने के प्रस्ताव पर मध्य रेलवे ने अपनी इच्छा से विचार किया था, किन्तु इसे व्यावहारिक नहीं पाया गया क्योंकि ऊपरी पैदल पुल का वर्तमान ढांचा अतिरिक्त भार वहन करने के लिए सुरक्षित नहीं है।

(ग) जी हां, विदिशा में वर्तमान समपार स० 270-बी के बदले एक ऊपरी सड़क पुल के निर्माण का प्रस्ताव रेलवे के विचाराधीन है और योजना की सामान्य रूपरेखा मध्य प्रदेश की राज्य सरकार को स्वीकृति के लिए भेज दी गयी है, जिसका अभी इन्तजार है। योजना के आरेख, अभिकल्प और अनुमानों को अन्तिम रूप दिये जाने तथा रेलवे और राज्य सरकार की परस्पर सहमति हो जाने के बाद इस प्रस्ताव को रेलवे के भावी निर्माण कार्यक्रम में शामिल करने के बारे में विचार किया जायेगा वगैरह अन्य उपलब्ध हो।

निःशुल्क रेल यात्रा और रियायती दरों पर रेल यात्रा की सुविधा

185. श्री मृत्युंजय प्रसाद वर्मा : क्या रेल मंत्री यह बनाने की कृपा करेंगे कि रेलवे प्रशासन कुछ ऐसे व्यक्तियों तथा सार्वजनिक संस्थाओं के पर्सनल स्टाफों तथा ममाज सेवकों को निःशुल्क अथवा रियायती दरों पर निश्चित अवधि में, निश्चित स्टेशनों के बीच या सभी स्थानों की यात्रा करने की सुविधा प्रदान करता है जिनका रेलवे प्रशासन अथवा रेल यात्रियों की यात्रा सुविधा से कोई प्रत्यक्ष या परोक्ष सम्बन्ध नहीं और यदि हां, तो वर्ष 1967, 1972 और 1976 में किन्हीं यह सुविधा दी जाये, इसके क्या नियम थे ?

रेल मंत्री (प्रो० मधु बंडवले) : मानार्थ पास मंत्री के अनुमोदन से ऐसे संगठनों/व्यक्तियों को दिये जाते हैं जो रेलों या देश के लिए कर रहे अपने अपने कामों के आधारे पर उनके पास हों। ऐसे पास जारी किये जाने की तारीख से एक सीमित अवधि एक वर्ष से अधिक के लिए होते हैं। यह अवधि कार्य क्षेत्र और तत्सम्बन्धी अपेक्षित अवधि पर आधारित होती है। इस नीति में कोई परिवर्तन नहीं किया गया है और 1967, 1972 और 1976 में जारी किये गये ऐसे पासों की संख्या निम्नलिखित है :—

1967	1972	1976
59	71	1155

जहां तक रेल यात्रा में रियायत का सम्बन्ध है एक विवरण सलग है जिसमें यह सूचना दी गयी है।

विवरण

कुछ सामाजिक, शैक्षिक एवं सांस्कृतिक महत्व की अग्रिम भारतीय निकायों के वार्षिक अधिवेशनों में भाग लेने वाले प्रतिनिधियों को भी रियायती रेल यात्रा की सुविधा दी जाती है। यह सुविधा पहले दर्जे में 15 प्रतिशत और दूसरे दर्जे में 50 प्रतिशत होती है।

नीति के रूप में, ऐसे संगठनों के अनुरोधों पर विचार करने समय, सामान्यतः निम्नलिखित बातों का ध्यान रखा जाता है :—

- (i) वह संगठन अग्रिम भारतीय हो न कि क्षेत्रीय अथवा राज्य स्तर की।
- (ii) वह संगठन शैक्षिक, सांस्कृतिक अथवा सामाजिक महत्व का हो।
- (iii) वह राजनीतिक, धार्मिक अथवा साम्प्रदायिक विचार की न हों।
- (iv) सामान्यतः किसी विशेष कार्यक्रम के अग्रिम भारतीय एक ही संगठन को रियायत दी जाती

हैं और ऐसे अन्य संगठनों को नहीं दी जाती।

ऐसे निकायों को रियायत देने के सम्बन्ध में इन सभी वर्षों में उसी नीति का पालन किया गया सिवाय वर्ष 1976 के जब मंत्री के आदेश के अनुसार निम्नलिखित तीन मामलों में भी रियायत दी गयी :—

- (1) इंडियन यूथ कांग्रेस द्वारा नयी दिल्ली में आयोजित ब्लॉक यूथ कांग्रेस अध्यक्षों के सम्मेलन में भाग लेने वाले प्रतिनिधियों को (अगस्त 1976)।
- (2) अखिल भारतीय कांग्रेस कमेटी की गौहाटी में हुई बैठक में भाग लेने वाले इंडियन यूथ कांग्रेस के प्रतिनिधियों को (नवम्बर, 1976)।
- (3) नवम्बर 1976 के दौरान अखिल भारतीय कांग्रेस कमेटी की केन्द्रीय अभियान समिति द्वारा आयोजित राज्य यूनिटों के विभिन्न राष्ट्रीय मंचों के पूर्वीय क्षेत्र अभियमय में भाग लेने के लिए हावड़ा से गौहाटी जाने और वापस आने वाले प्रतिनिधियों को।

Cost of Production of Fertilizers

186. SHRI A. BALA PAJANOR: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have examined that the prices of fertilizers are reasonable so as to facilitate all round agricultural development;

(b) if not, the concrete steps taken to ensure sizeable reduction in the cost of production of fertilizers;

(c) whether the study reported to have been made regarding cost of production has been completed; and

(d) if so, the salient features thereof and the time by which impact is expected to be felt on the price of fertilizers?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) Prices of fertilizers, which had to be raised in June, 1974 because of sharp rise in international prices, have been revised downward a number of times since then. In fixing prices of fertilizers the cost of production of indigenous produce and import prices are taken into account. Apart from, adjusting prices of fertilizers, prices of several agricultural products have also been revised from time to time. In adjusting prices of inputs and agricultural products, consideration is also inter-alia given to the effect that these prices have an agricultural output.

(b) to (d). While various measures are taken on a continuing basis to improve plant efficiencies and bring down production costs, the production cost in each plant is determined primarily by the capital cost of the plant and the cost of feedstock and other utilities. Investment on the fertilizer plants should also be allowed a reasonable return. Government had set up a Fertilizer Prices Committee to recommend a pricing policy that would ensure a fair return on investment on a sustained basis, and this Committee has carried out a detailed study of the cost of production in each fertilizer plant. The Committee has since submitted Part I of the Report relating to nitrogenous fertilizers. Part II of the Report relating to phosphatic fertilizers is yet to be submitted. While considering the recommendations of the Committee, Government would bear in mind the need to make fertilizers available to the farmer at as reasonable price, as possible with a view to facilitate allround agricultural development.

Railway Line from Eastern Part to Western Part of India via Gwalior, Shahjahanpur and Pilibhit

187. SHRI ARJUN SINGH BHADORIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to construct a railway line via Gwalior, Shahjahanpur and Pilibhit with a view to provide a fast train service from Eastern part of India to the Western part, particularly Bombay; and

(b) if so, the salient features thereof?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) and (b). Gwalior and Farrukhabad are already linked by broad gauge railway line. A survey has been carried out for construction of a new railway line from Farrukhabad to Shahjahanpur and from Shahjahanpur to Gola Gokarannath/Mailani. Reports on this survey are awaited from the Railway. The decision on the construction of this line will be taken after the reports are received and examined and keeping in view the availability of resources. Gauge conversion of the existing metre gauge line, from Shahjahanpur to Pilibhit to broad gauge which would complete the direct link between Pilibhit and Bombay is however not under consideration.

दिल्ली के लिए ट्यूब रेल योजना

188. श्री उद्दत्तन : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली की बहुचर्चित ट्यूब रेल योजना समाप्त कर दी गई है, इस योजना पर अब तक कुल कितना खर्च हुआ और इसे समाप्त किये जाने के क्या कारण हैं, और

(ख) क्या इसके स्थान पर कोई अन्य योजना सरकार के विचार में है, यदि हाँ, तो उसका ध्येय क्या है, नवीन योजना पर कितना खर्च होगा तथा यह कब तक कार्यान्वित होगी।

रेल मंत्री (प्रो० मधु दंडवते) : (क) और (ख) महानगर परिवहन परियोजना (रेलवे) मगधन, दिल्ली द्वारा दिल्ली क्षेत्र के लिए 36 कि० मी० के भूमिगत गलियारे और 97 कि० मी० सतह के गलियारे की द्रुत परिवहन प्रणाली के लिए एक मास्टर प्लान तैयार किया गया है। समाधानों की कमी को देखते हुए इस बड़ी योजना को शुरू करना अभी सम्भव नहीं है। किन्तु, एक लघु चरण वाली योजना, जिसमें परिक्रमा रेल की डिजनी गाड़ियों के परिचालन पर विचार किया जाना है, के लिए अनुमान लगाया जा रहा है। एक बार यह अनुमोदित हो जाने पर इस चरण को पूरा करने में लगभग तीन वर्ष लगेंगे।

28-2-77 तक द्रुत परिवहन प्रणाली के सर्वेक्षण कार्य और जांच पड़ताल तथा अन्य महायक कार्यों पर कुल 179 लाख रुपये खर्च किये जा चुके हैं।

Representation from Employees of FACT, Kerala

189. SHRI VAYALAR RAVI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the employees of the Fertilisers & Chemicals, Limited Travancore, Kerala have recently submitted any representation to the management regarding the redressal of their grievances; and

(b) if so, the facts thereof, and the actions taken thereon?

THE MINISTER OF PETROLEUM CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). The information is being collected and will be laid on the Table of the Sabha.

Extension of Dhanbad-Patherdih Branch Line upto Sindri

190. **SHRI A. K. ROY:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the mass petition regarding the extension of the existing Dhanbad-Patherdih Branch Line Passenger Service upto Sindri concerning the longstanding problems of nearly one lakh people in this Industrial Complex and Rural area has been received; and

(b) if so, the action taken to mitigate the troubles of these people as per policy of the present Government regarding extension of Railway lines in the interest of the people?

THE MINISTER OF RAILWAYS (SHRI PROF. MADHU DANDAVATE): (a) A few representations have been received.

(b) Extension of passenger trains to Sindri from Patherdih would involve provision of passage for these trains from Patherdih to Sindri and provision of a new passenger terminal at Sindri for which space is not available. In view of the availability of efficient road services there appears no difficulty for passengers to travel to Sindri. Hence the proposed extension of passenger services to Sindri is not considered economically justified.

व्यय रहित चुनाव

191. श्री यशवन्त शर्मा : क्या बिधि, म्याग और कम्पनी कार्य मंत्री यह बताते की कृपा करेंगे कि :

(क) क्या सरकार का 'व्यय रहित चुनाव' की योजना प्राप्त हुई है;

(ख) यदि हां, तो योजना की मुख्य बातें क्या हैं ; और

(ग) इस बारे में सरकार में क्या कार्यवाही की है ?

शिक्षा, समाज कल्याण और संस्कृति मंत्री (डा० प्रताप चन्द्र चन्दर) : (क) जी नहीं ।

(ख) और (ग) प्रश्न ही नहीं उठता ।

Elected Committees for Railway Institutes

192. **SHRI ROBIN SEN:** Will the Minister of RAILWAYS be pleased to state:

(a) whether in both the Railway Institutes at Chittaranjan Locomotive Works there are no elected committees since the last term;

(b) if so, the reasons therefor; and

(c) what is the condition at present?

THE MINISTER OF RAILWAYS (SHRI PROF. MADHU DANDAVATE): (a) There is no elected committee in either of the institutes at present. The two institutes are being run by ad hoc Executive Committees comprising of nominated persons of standing and status from amongst the institute members.

(b) The elections to the executive committees of the institutes scheduled to be held in June, 1976 were postponed on the advice of the district authorities who were strongly of the opinion that elections would create serious law and order problems in the township.

(c) A decision will be taken in consultation with the civil authorities, in regard to the timing of the election to the Committees.

India's Share in Sale of Pharmaceuticals all over the World

193. SHRI K. MALLANNA: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) India's share in sales of Pharmaceutical products all over the world;

(b) what is the current annual production of drugs and pharmaceuticals in India;

(c) whether it is sufficient to meet the need of the country; and

(d) if not, the measures Government have adopted in this regard?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) India's share in the world's sale of pharmaceuticals during the year 1975 is estimated to be 1.25 per cent.

(b) The production of bulk drugs & formulations in India during 1975 was of the order of Rs. 110 crores and Rs. 560 crores respectively.

(c) and (d). The range of self-sufficiency in the field of drugs & Pharmaceuticals in the country is steadily increasing. The import and export of drugs and pharmaceuticals during the years 1972-73 to 1975-76 were as follows:

(Figures in Rs. crores)

Year	Imports	Exports
1972-73	35.04	10.33
1973-74	37.50	37.54
1974-75	45.60	43.12
1975-76	39.36	42.19

Towards achieving self-sufficiency in drugs, Government have been encouraging the setting up of additional capacities through grant of a large number of industrial approvals on a continuous basis. During 1976-77 as many as 93 letters of intent/Industrial licences were issued in the field of drugs.

However, the nature of the drug industry is such that large amount of obsolescence takes place; and there is always a need to keep a constant vigil to get over the situation for bringing in newer items of manufacture.

Efforts are however being made in the country to develop a research base with a view to developing new drugs so as to meet the increasing demand in the country for drugs and avoid dependence on imports to the maximum extent possible.

Proposal to reduce voting age

194. SHRI C. K. CHANDRAPPA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government propose to reduce the voting age from 21 to a 18 years and reconsider the stand so far taken by the former Government on this question;

(b) if so, salient features thereof; and

(c) when are Government likely to take a final decision on this matter?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): (a) The matter is still under consideration.

(b) Does not arise.

(c) Some more time is likely to be taken before a final decision is taken.

बिना टिकट यात्रा करने वाले यात्रियों की संख्या में वृद्धि

195. श्री जनेश्वर मिश्र :

श्री निहार लास्कर :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गत तीन महीनों में रेलवे में बिना टिकट यात्रा करने वाले यात्रियों की संख्या बढ़ी है ; और

(ख) यदि हां, तो इसकी रोकथाम के लिये सरकार द्वारा क्या कार्यवाही की जा रही है ?

रेल मंत्री (प्रो० मधु बंडोपाध्याय) : (क) जी नहीं ।

(ख) एक विवरण संलग्न है जिसमें रेलों पर बिना टिकट यात्रा की रोकथाम के लिए किये गये उपाय बताये गये हैं ।

विवरण

(ख) रेलों पर टिकट जांच संगठन में निम्नलिखित शामिल होने हैं :—

(1) म्यायी टिकट क्लर्क जिन्हें स्टेशनों के द्वारा पर तैनात करने के लिए नियुक्त किया जाता है वे गाड़ी में चढ़ने वाले यात्रियों के टिकटों की जांच करते हैं और स्टेशनों पर गाड़ी से उतरने वाले यात्रियों के टिकट एकत्रित करते हैं; और

(2) चल टिकट-परीक्षक जो चलती गाड़ियों में यात्रियों के टिकटों की जांच करते हैं और निर्धारित कार्यक्रम के अनुसार अपने अपने खण्डों पर काम करते हैं ।

इन कर्मचारियों द्वारा की जाने वाली मामान्य जांच के अतिरिक्त बिना टिकट यात्रा को रोकने के लिए निम्नलिखित कदम उठाये जाते हैं :—

1. बरिष्ठ रेलवे अधिकारियों के पर्यवेक्षण में टिकट जांच कर्मचारियों, रेलवे

सुरक्षा दल, सरकारी रेलवे पुलिस और स्थानीय पुलिस के कर्मचारियों के बड़े दल संगठित करके बिना टिकट यात्रा के विरुद्ध विशेष प्रभावशाली रोक-थाम की जाती है ।

2. बिना टिकट यात्रा के खिलाफ राज्य सरकारों के साथ समन्वय में संयुक्त अभियान चलाये जाते हैं ।

3. यदा तदा संकेन्द्रित अचानक छापे, विशेष रूप से चल जांच दलों द्वारा ये छापे मड़क परिवहन द्वारा यात्रा करके मारे जाते हैं । इन दलों में रेल सुरक्षा दल/पुलिस और रेलवे मजिस्ट्रेट शामिल होते हैं ।

4. चल टिकट परीक्षकों द्वारा सादी पोशाक में गुप्त रूप से जांच ।

5. मुख्यालय और मंडल टिकट जांच दलों द्वारा मार्गवर्ती खंडों पर गाड़ियों को बीच में रोक कर प्रतिस्थापन जांच ।

6. एक रेलवे के जांच कर्मचारियों को दूसरी रेलवे पर लगाना ।

7. यात्री जनता में, विशेष कर विद्यार्थी समुदाय में बिना टिकट यात्रा के विरुद्ध शैक्षणिक प्रचार किया जाता है ।

Victimisation of Employees in Namrup and Gorakhpur Fertilizer Plants

196. SHRI MUKUNDA MANDAL: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether four employees of the Namrup Fertiliser Factory, Assam and six employees of the Gorakhpur Fertiliser Plant were victimised during the emergency; and

(b) if so, steps taken by Government to reinstate them in service?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). Four employees of the Namrup Fertilizer Factory were arrested under MISA. They have

since been reinstated with full benefits including continuity of service and seniority.

Services of 6 employees of the Gorakhpur Fertilizer Plant were terminated on account of absenteeism. Four of these employees are also alleged to have been involved in a murder case and they have not been considered for reinstatement. Of the remaining two, one person has been reinstated and the case of the other is being reviewed by the FCI.

Issue of Free Railway Passes to Different People

197. SHRI MADHU LIMAYE: Will the Minister of RAILWAYS be pleased to state:

(a) if it was the practice of the Railway Board under the previous Government to issue free railway passes to different people;

(b) if so, the number of passes issued and the class of free railway travel permitted under them;

(c) whether the new Government have since decided to cancel these passes altogether or to lay down fresh criteria for the issuance of such passes; and

(d) if so, the details of the decision taken in this regard?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) Yes, it was the practice to issue complimentary passes, with the approval of the Minister.

(b) Number of Passes	Class of Passes
228	1st
41	IInd

(c) Instructions have been issued not to renew the old complimentary passes after their date of expiry. The renewal of old passes and the issue of fresh passes will be done only on the basis of norms and criteria that are being formulated.

(d) Does not arise.

बोगम कम्पनियों के बारे में शिकायतें

198. श्री सुरेन्द्र विक्रम : क्या बिधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) उन्हें बोगम कम्पनियों के बारे में संसद सदस्यों के पत्रों के साथ 26-3-77 से 15-5-77 तक की अवधि में कितनी शिकायतें प्राप्त हुईं ; और

(ख) क्या इस बारे में केन्द्रीय जांच ब्यूरो द्वारा जांच कराये जाने के आदेश दिये गये थे ?

शिक्षा, समाज कल्याण तथा संस्कृति मंत्री (डा० प्रताप चन्द्र चव्वा) : (क) यह स्पष्ट नहीं है कि माननीय सदस्य का "बोगम कम्पनियों" शब्दों में क्या अर्थ है। उन बोगम कम्पनियों, जो मिथ्या या बनाबटी कम्पनियों की परिभाषा में ली गई हैं, के विरुद्ध कोई शिकायत प्राप्त नहीं हुई है।

(ख) उत्पन्न नहीं होता।

Rail Link for Town of Hazaribagh

199. DR. B. N. SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to connect the town of Hazaribagh with railway line; and

(b) whether considering the importance of the area, which abounds in

minerals, the work of laying the railway line will commence this year and when is the work expected to be completed?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE):

(a) and (b). Reconnaissance Engineering-cum-Traffic Surveys for a new broad gauge line from Ranchi Road to Hazaribagh town and Hazaribagh Town to Hazaribagh Road have been carried out. The proposed line will be about 118 kms. long and is expected to cost about Rs. 20 crores at present day prices. The line is not expected to attract sufficient traffic and has not been found to be remunerative. In view of the difficult financial position, it will not be possible to undertake work of construction on the project at present.

A survey for construction of a line from Ranchi Road to Giridih via Hazaribagh town and Koderma has been proposed in the Budget for 1977-78.

इंदौर-दोहद रेलवे लाइन

200. डा० लक्ष्मीनारायण पांडेय :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को इंदौर-दोहद रेलवे लाइन के बारे में जनता की लम्बे अर्से से चली आ रही मांग की जानकारी है ;

(ख) क्या यह रेलवे लाइन अलाभप्रद मानी गई है यद्यपि आदिवासी क्षेत्र के विकास की दृष्टि से इसकी अधिक आवश्यकता है ;

(ग) क्या वर्तमान सरकार की घोषित नीति के अनुसार ऐसी सभी रेलवे

लाइनों के प्रश्न पर पुनर्विचार किया जायेगा ; और

(घ) यदि हां, तो भाग (क) में उल्लिखित रेलवे लाइन के बारे में सरकार की क्या प्रतिक्रिया है ?

रेल मंत्री (प्रो० मधु दंडवते) : (क) और (ख). जी हां ।

(ग) और (घ), नयी लाइनों के लिए धन की बड़ी कमी है । अधिक नयी लाइनों को शुरू करने और उनके लिए धन के बारे में योजना आयोग से विचार विमर्श करना होगा ।

रोधोपुर-निरमली तथा प्रतापगंज-भीमनगर
रेल लाइनों को पुनः चालू करना

201. श्री विनायक प्रसाद यादव :

क्या रेल मंत्री यह बताते की कृपा करेंगे कि :

(क) क्या रेलवे बोर्ड ने समस्तीपुर डिब्बीजन के अन्तर्गत रोधोपुर-निरमली तथा प्रतापगंज-भीमनगर रेल लाइनों को पुनः चालू करने के लिए 1974 में स्वीकृति दे दी थी ;

(ख) क्या इसी डिब्बीजन में समरी-बख्तियारपुर-झिहारीगंज, सहरसा-महिषी तथा-दौर मधेपुरा-सिधेश्वर को मिलाने वाली नई रेल लाइन का सर्वेक्षण 1974 में पूरा किया जा चुका है और तत्कालीन रेल मंत्री ने सर्वेक्षण प्रतिवेदन को तत्काल क्रियान्वित करने की घोषणा की थी ; और

(ग) सरकार का इसे कब तक पूरा करने का विचार है ?

रेल मंत्री (प्रो० मधु दंडवते) : (क) राधोपुर-सरायगढ़ खंड को, जो सरायगढ़-प्रतापगंज खंड का एक भाग है, पुनः चालू किया जा चुका है । निरमली-सरायगढ़ और प्रतापगंज-भीमनगर खंडों को पुनः चालू

करने के लिए सर्वेक्षण करने के आदेश 1974 में दिये गये थे और वे पूरे हो चुके हैं।

(ख) जी हाँ, सिमरी-खितियारपुर से त्रिहारीगंज और दौरमधेपुरा से सिधेश्वर स्थान तक नयी रेलवे लिफ्टाने के लिए सर्वेक्षण करने के आदेश 1974 में दिये गये थे। सहरसा से तारापीठ महिषी तक नयी मोटर लाइन बिछाने के लिए प्रारम्भिक इंजीनियरी एवं यातायात सर्वेक्षण की स्वीकृति 1976 में दे दी गयी थी। इन परियोजनाओं के शीघ्र कार्यान्वयन के संबंध में तत्कालीन रेल मंत्री की बांखणा के बारे में कोई सूचना उपलब्ध नहीं है।

(ग) सर्वेक्षण रिपोर्टों की जांच के बाद, संसाधनों की उपलब्धता को ध्यान में रखते हुए, इन लाइनों के निर्माण के संबंधों में निर्णय लिया जाएगा।

Chittaranjan Township declaring as "Protected Area"

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

(a) whether the Chittaranjan township has been declared as Protected Area;

(b) if so, the reasons therefor; and

(c) whether Government are considering to withdraw the order?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) Yes.

(b) It was considered necessary and expedient in public interest and also in the interest of the safety and security of the place to prevent entry of unauthorized persons.

(c) No.

Souvenirs Published by a Political Party

203. DR. MURLI MANOHAR JOSHI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether some companies have given advertisements in the souvenirs published by a political party in the years 1975-76 and 1976-77;

(b) if so, name of the party which received the advertisements, names of the companies which gave the advertisements and amount paid for the advertisements by each of the companies during that period;

(c) whether the Income-Tax Department have issued a circular declaring this amount exempt from income-tax;

(d) if so, whether a copy of the said circular will laid on the Table of the House; and

(e) whether the companies have given advertisements in contravention of any law and if so, the action Government propose to take against such companies?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): (a) Yes, Sir.

(b) Full particulars as asked for are not yet available.

(c) and (d). Three circulars have been issued by the Central Board of Direct Taxes from time to time on advertisement in souvenirs, copies of the same, being circulars No. 19 dated 13th June, 1969, No. 200 dated 28th June, 1976 and No. 203 dated 16th July, 1976, are laid on the Table of the Sabha. [Placed in Library. See No. LT-333/77.]

(e) Action as may be found necessary will be taken on receipt or full particulars which are being called for.

Expansion of Refineries at Visakhapatnam

204. SHRI P. RAJAGOPAL NAIDU: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) Whether Government have any proposal for expanding refineries at Visakhapatnam; and

(b) if so, facts thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) and (b). Government have no proposal at present for the expansion of the Caltex Refinery at Visakhapatnam, which has been taken over by them with effect from 30th December, 1976. Certain modifications to this Refinery have however, been undertaken so as to enable the Refinery to process Bombay High Crude also.

Survey for Hubli-Karwar Railway Line

205. SHRI G. Y. KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether a Survey for the Hubli-Karwar railway was conducted in 1972;

(b) whether the Karnataka Government had offered land and sleepers free for the project; and

(c) if so, the details regarding its progress?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) Yes.

(b) No.

(c) The justification for construction of the line was mainly for the export of iron ore from Bellary-Hospet area through Karwar Port, and for the traffic to be offered as a result of commissioning of Vijayana-

gar Steel Plant. Since no concrete progress has been made on the scheme to export iron ore via Karwar Port and the proposed Steel Plant project has also not made much progress, the construction of the line has not been approved so far. Fresh traffic appraisal for the project has, however, been ordered which will take into account the latest developments.

Manufacture of Diesel Shunter and Electric Locomotives in CLW

206. SHRI SHYAMAPRASANNA BHATTACHARYYA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of Diesel shunters and Electric Locomotives manufactured in Chittaranjan Locomotive Works per month;

(b) the cost per locomotive; and

(c) the sale price per locomotive?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) Outturn per month—

Diesel Shunter=2.25 locomotives.

Electric Locomotives= locomotives.

(b) Cost per locomotive—

Diesel Shunter = Rs. 29 lakhs.

Electric Locomotive
AC/MT = Rs. 45 lakhs.
AC/DC = Rs. 54 lakhs.

(c) Transfer price of locomotives produced for Railways own use is based on no-profit no-loss basis.

Tube Railway for Calcutta

207. SHRI SUSHIL KUMAR DHARA: Will the Minister of RAILWAYS be pleased to state:

(a) the progress made in the construction of tube railway in Calcutta;

(b) in what phases the work is to be carried on and the time when the project is likely to be completed; and

(c) whether there are proposals for laying railway lines for tube railways in cities other than Calcutta, if so, the towns in which Government propose to do so?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) The overall up-to-date progress of work on the Dum-Dum-Tollyganj tube railway in Calcutta is 11 per cent. resources.

(b) The tentative planning is to construct the line for a total of about 11 kms. in two parts, viz. Dum Dum to Shyambazar in the north, and Esplanade to Tollyganj in the south.

The work can be completed by 1986, subject to availability of resources.

(c) Barring Calcutta's Dum Dum—Tollyganj underground project, no schemes have been approved so far, for the construction of tube railways in metropolitan cities. However, survey/studies regarding provision of mass rapid transit facilities for Bombay, Delhi and Madras have been carried out. In Bombay, a small scheme consisting of a flyover at Bandra and some other ancillary works has been taken up for construction.

Increase in Price of Oil

208. SHRI D. B. CHANDRA GOWDA: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there has been any increase in the oil price during 1976-77; and

(b) if so, to what extent and what has been its impact on India's economy and the role played by the Indian Government with the Organi-

sation of Petroleum Exporting Countries?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). Yes, Sir. At the 48th Meeting of the Conference of the Organisation of Petroleum Exporting Countries held in Doha, Qatar from the 15th to 17th December, 1976, decisions were taken to give effect to a two tier pricing system in respect of crude oil prices which had remained frozen since the last increase of October 1, 1975. While Saudi Arabia and UAE decided to raise the prices of their crude oil by 5 per cent effective January 1, 1977 the other 11 OPEC Member States opted for an increase in the price of \$11.51 per barrel former Price of the Marker Crude to \$12.70 per barrel as of January 1, 1977 and to \$13.50 per barrel as of July 1, 1977.

As a result of the increase in the price of crude oil effective January 1, 1977 the additional requirement of Foreign exchange for the import of crude oil during the last quarter January—March, 1977 of the financial year 1976-77 was of the order of Rs. 24 crores.

India has bilateral cooperation arrangements with Iraq, Iran, UAE, Kuwait and Saudi Arabia. In the multilateral field, India has worked together with the OPEC countries in the various meetings of the non-aligned movement. The question of oil price was an issue under consideration at the discussions in the Conference on International Economic Cooperation held in Paris. India has tried to impress upon them the need for adequate differential and remedial measures to protect the interests of oil importing developing countries in times of rises in oil prices. Although no agreement was reached on oil—pricing our problems and interests are now better understood and appreciated.

Incidence of Ticketless Travel

209. SHRI S. R. DAMANI: Will the Minister of RAILWAYS be pleased to state;

(a) the incidence of ticketless travel during 1976-77 and how does it compare with the previous two years;

(b) whether reports have reached Government that ticketless travel is again on the increase since the beginning of this year; and

(c) if so, what is it due to and the steps taken to curb it?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) The number of ticketless travellers detected on the Indian Railways during the years 1974-75, 1975-76 and 1976-77 are indicated below:—

No. of persons

Year	detected travelling tickets	without or with improper tickets
1974-75	.	16,86,649
1975-76	.	23,39,161
1976-77	.	24,46,478

(b) No.

(c) The ticket checking organisation on Railways consists of:—

(i) Stationary Ticket Collectors who are posted at stations for manning the gates. They check the tickets of passengers entraining and collect the tickets of those detraining at their stations; and

(ii) Travelling Ticket Examiners who check the tickets of passengers in running trains and work on their respective sections to prescribed programme.

Besides general checks by these staff, the following steps are taken to check ticketless travel:—

1. Special massive checks against ticketless travel are being conducted by mobilising a large force of ticket checking staff, Railway Protection Force, Government Railway Police and Local Police personnel under the supervision of senior railway officers.

2. Joint drives against ticketless travel in co-ordination with the State Governments.

3. Frequent concentrated surprise checks, especially by moving the checking parties accompanied by Railway Protection Force/Police and Railway Magistrates by road transport.

4. Incognito checks by travelling ticket examiners in plain clothes.

5. Replacement checks by headquarters and divisional ticket checking squads by intereping the trains in mid-sections.

6. Deployment of ticket checking staff of one railway system for ticket checking on another system.

7. Educative propaganda against ticketless travel is carried out among the travelling public particularly among the student community.

गंगा नगर जिले के स्टेशनों से रेलवे द्वारा रुई की गांठों की दुलाई

210. श्री भानु कुमार शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राजस्थान के गंगानगर जिले के रायसिंह नगर, गजसिंहपुर, श्रीकरनपुर केजरीसिंहपुर, श्रीगंगा नगर, सादूलशहर, हनुमानगढ़, पीलीबंगा, संगरिया और अन्य स्थानों पर लगभग साढ़े तीन लाख रुई की गांठें प्रति वर्ष तैयार होती हैं ;

(ख) क्या रुई की गांठों के उपरोक्त उत्पादन में से रेलवे को दुलाई के लिए गत वर्षों की अपेक्षा वर्ष 1976-77 के सीजन

में बहुत कम मात्रा में गांठें मिली हैं और यदि हां, तो इसके क्या कारण हैं ;

(ग) क्या रूई के व्यापारी रेलवे विभाग की सेवाओं से असन्तुष्ट हैं और सड़क याता-यात को प्राथमिकता देते हैं ; और

(घ) वर्ष 1977-78 में रेलवे विभाग द्वारा रूई की दुलाई को बढ़ाने के लिए क्या प्रयास किये जा रहे हैं और इसके परिणाम स्वरूप कितनी रूई की गांठें मिलने की संभावना है ?

रेल मंत्री (प्रो० मधु बंडवते) : (क) जी हां ।

(ख) और. (ग) रेलों द्वारा 1975-76 में 2.31 लाख रूई की गांठों की अपेक्षा 1976-77 के दौरान 1.11 लाख गांठें होयी गयीं । 1976-77 में रेल संचालन में कमी, रेलों द्वारा की गयी अम्लान्तरणों के कारण नहीं थी अपितु इसके अन्य कारण थे, जैसे—कम उत्पादन तथा बाद में रूई निर्यात पर प्रतिबन्ध, कपड़ा मिलों की जरूरतों को पूरा करने के लिए अधिक रूई का आयात और पहले सीमा न होने की अपेक्षा अथवा कपड़ा मिलों को 6 सप्ताह तक के लिए ही स्टॉक रखने की सीमा तथा 1975-76 की तुलना में भारत के कपास निगम और प्राइवेट व्यापारियों के पाम न बेचा गया अधिक स्टॉक ।

(घ) रेलों द्वारा अधिक से अधिक रूई ढोये जाने के लिए निरन्तर प्रयास जारी है । इस संबंध में किये गये कुछ उपायों में, उच्च उद्यता से माल डिब्बों की सप्लाई, बारम्बार बैठकों का आयोजन करके व्यापारियों के साथ निकट सम्पर्क तथा रेल द्वारा रूई की निकामी से परिभ्रामकों का हटाया जाना, जैसे—सी आर टी टाइप माल डिब्बों के पंजीकरण में छूट, यान्त्रिक स्थलों को छोड़कर तेज संचालन को अपनाकर अधिक महंगे रास्ते से बुकिंग की स्वीकृति

देना है । आगामी सीजन के दौरान रेल द्वारा रूई की दुलाई में आगे सुधार करने के लिए ट्रंक मार्गों पर रूई के माल डिब्बों को सीधे सुपर फास्ट ट्रेन के साथ जोड़ा जाया करेगा ।

अभी यह भविष्यवाणी करना संभव नहीं है कि 1977-78 में रेलों द्वारा प्राप्त की जाने वाली रूई की गांठों की मात्रा क्या होगी क्योंकि यह चालू उत्पादन, कपास के व्यापार के संबंध में सरकारी निर्देशों, कपड़ा मिलों आदि द्वारा स्टॉक प्राप्त करने पर निर्भर करेगा, जिससे कपास की मात्रा, जो रेलों द्वारा रेलों की संचालन के लिए सौंपी जायेगी, पर भी प्रभाव पड़ेगा ।

Cancellation of Trains in May, 1977

211. SHRI MUKHTIAR SINGH MALIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government had to suspend passenger traffic during May, 1977 in Jodhpur, Delhi, Bikaner and Jaipur Divisions;

(b) if so, number of goods and passengers trains which were cancelled during that period;

(c) the reasons therefor; and

(d) the financial loss suffered by the Railways as a result thereof?

THE MINISTER OF RAILWAYS (Prof. Madhu Dandavate):

(a) Yes.

(b) and (c). 15 pairs of passenger carrying trains were cancelled due to mass absenteeism of Loco running staff and 10 pairs of passenger carrying trains due to accidents for periods varying from 1 day to 9 days. 295 goods trains were also cancelled in Jodhpur and Jaipur divisions due to mass absenteeism of Loco running staff.

(d) The estimated loss suffered was approximately Rs. 18.69 lakhs.

Stoppage of Extension in Service after Retirement in Railways

212. SHRI KANWAR LAL GUPTA: Will the Minister of RAILWAYS be pleased to state whether Government propose to stop extension in service after the retiring age to all the officers in Railways?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): Government have decided that no extension of service will be granted to any railway employee beyond the age of superannuation except in cases where a suitable person is not available.

Re-instatement of Dismissed Railway Employees of Past Strikes

213. SHRI F. H. MOHSIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the railway employees dismissed during the past strikes have been reinstated;

(b) if so, how many and how many still remain to be reinstated;

(c) whether the period between the dismissal and reinstatement would be considered as on duty and remuneration would be paid to them and if so, what is the likely cost of such payment; and

(d) whether as a result of reinstatement of dismissed employees, any retrenchment of the existing staff would occur and if not, how will they be accommodated?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) to (d). Apparently, the Honourable Member has in mind the cases connected with the Railway strike of May, 1974 for which special orders were issued recently. On this basis, the following information is given: Parts (a) and (b)—

1. Permanent and temporary employees.

Out of 627 who were out of service on 28th February 1977, 611 have already joined duty. Out of remaining 16:—

(i) 1 has since expired;

(ii) 3 are undergoing life imprisonment;

(iii) 4 are undergoing trial on charges of murder and have since been placed under suspension after reinstatement. Their cases can be finalised only after the judgement is delivered;

(iv) whereabouts of two persons are not known; and

(v) 6 have not yet reported for duty although the orders of reinstatement have been issued and intimated to them.

2. Casual Labour/Substitutes.

Out of 5,161 who were out of service on 28th February, 1977, 4,609 have already joined duty. Out of remaining 552:—

(i) 1 has since expired;

(ii) whereabouts of 119 are not known; and

(iii) 441 have not yet reported for duty although the orders of reinstatement have been issued and intimated to them.

3. In regard to those whose whereabouts are not known, the co-operation of the railway employees' unions has also been elicited in tracing them.

4. Suspensions.

As against 53 who were under suspension on 28th February, 1977, the number under suspension has come down to 15 including 4 under 1 (iii) above. These 15 persons were undergoing trial on charges of murder and the question of their reinstatement can be considered only

after the court cases against them are finalised.

Part (c).—

The period from the date of dismissal/removal to the date of reinstatement has been treated as duty for the purposes of drawal of increments, retirement benefits etc. in the case of permanent and temporary staff and they have been paid for that period pay and allowances equivalent to subsistence allowance under the rules.

Casual labour and substitutes would be eligible for payment only from the date of re-engagement.

The additional financial implications would be approximately Rs. 132 lakhs.

Part (d).—

Sufficient safeguards have been taken to see that no one is sent out of service due to the reinstatements. According to the instructions issued to the Railways, adjustments would be made against existing vacancies and where inescapable additional posts would be created as a temporary measure to be absorbed against future vacancies.

लखनऊ-समस्तीपुर लाइन को बड़ी लाइन में बदलना

214. श्री रायजीवन सिंह : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या लखनऊ समस्तीपुर रेल लाइन को बड़ी लाइन में परिवर्तित करने के काम में तेजी लायी जायेगी ; और

(ख) यह कार्य कब तक पूर्ण होगा ?

रेल मंत्री (प्रो० बंडोले) : (क)
(ख) : नारायंकी समस्तीपुर लाइन के बड़ी

लाइन में आमान-परिवर्तन के काम को उपलब्ध संसाधनों के भीतर तेजी से किया जा रहा है। घन-राशि के वर्तमान आवंटन के हिसाब से इस परियोजना के लगभग तीन वर्ष में पूरा कर लिया जाने की सम्भावना है।

Construction of railway lines in Assam State

215. SHRI NIHAR LASKAR: Will the Minister of RAILWAYS be pleased to state:

(a) Whether Government propose to undertake the construction of new railway lines in Assam State;

(b) if so, what are the new lines that will be undertaken in the next two years; and

(c) the total expenditure involved?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) to (c): Extension of broad gauge line from New Bongaigaon to Gauhati is already in progress. Surveys for the following new lines falling wholly and partly in Assam have been completed or are in progress at present:—

1. Silchar-Jiribam rail link.
2. Jogighopa/Pancharatna-Daran-giri BG link.
3. Balipura—Bhalukpong M.G. link.
4. Gauhati-Burnihat BG link.
5. Gauhati-Dudhnai link.
6. Lalaghat - Lalabazar - Sairang link.
7. Murkongselek-Passi Ghat.
8. Tipling-Itanagar link.
9. Amguri-Tuli rail link.

10. Tezpur-Bhomor aguri extension
Due to severe constraint of resources at present, it is not possible to accommodate more works unless the projects are approved by the Planning

Commission and allocation of additional funds ensured by them on developmental consideration. It is, therefore, too early to indicate the projects to be taken up in the next two years and their cost etc.

न्याय मस्ता बनाना

216. श्री नबाब सिंह चौहान : क्या बिधि, न्याय और कंपनी कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार न्याय को मस्ता नाने और उसे जन माधारण को मुनम बनाने का है ; और

(ख) यदि हां, तो इस प्रस्ताव की मुख्य बातें क्या है ; और इसे कब तक क्रियान्वित किया जायेगा ?

गिज्ञा, समाज कल्याण और संस्कृति मंत्री (डा० प्रताप चन्द्र चन्दर) : (क) और (ख) : सरकार का इरादा न्याय को मस्ता बनाने और उसे जन माधारण के लिए मुनम बनाने का है। इस समय कोई विनिष्ट प्रस्ताव विचाराधीन नहीं है। यह विषय सरकार द्वारा नियुक्त की गई उस समिति के विचाराधीन है जिसके अध्यक्ष उच्चतम न्यायालय के न्यायमूर्ति पी० एन० भगवती है और जिसके सदस्य न्यायमूर्ति बी० प्रार० कृष्ण अध्यक्ष हैं। समिति की रिपोर्ट मिल जाने पर शीघ्र कार्रवाई की जाएगी।

Wells drilled in Bombay High

217. SHRI F. P. GAEKWAD: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) how many wells in the 'Bombay High' structure covering the whole

continental shelf spreading between Okha to Konkan have been drilled by the Oil and Natural Gas Commission for off-shore exploration and production of crude oil;

(b) how many new wells are proposed to be drilled by the end of 1976-77 and during the next five years;

(c) name of each structure and the distance between different places on West Coast of Bombay High; and

(d) annual production of oil from each well and the estimated production from the new wells?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) 49.

(b) 24 wells were drilled during 1976-77. During 1977-78, it is proposed to drill 38 wells in the area; programme for the future years would depend on the results of 1977-78 drilling.

(c) It is not in the public interest to give this information.

(d) The annual production rate from the 8 existing 'production wells' is around 1.75 million tonnes. Targets of production during 1977-78 and 1978-79 are 2.50 and 4.75 million tonnes respectively.

Replacement of Wooden Sleepers with Cement Concrete Sleepers

218. SHRI P. K. DEO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are replacing the wooden sleepers with pre-stressed Cement Concrete sleepers;

(b) if so, what is the annual requirement of all Railways in the country;

(c) who are the present suppliers of these Pre-stressed Cement Concrete sleepers to Railways and the

quantity each firm supplies annually; and

(d) the price of each such sleeper for Broad Gauge and Metre Gauge?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) No. Concrete sleepers are planned to be used in high speed and heavy density Broad Gauge routes with long-welded track. Wooden sleepers are also being used to the maximum extent they are available in the country.

(b) The requirement is of the order of 2.0 to 2.25 lakhs numbers per annum at present which may progressively increase to about 7 lakhs per annum in about 4 to 5 years.

(c) Although contracts have been entered into with 9 firms for supply of pre-stressed concrete sleepers situated in various parts of the country, only 5 firms are actually making supplies and the other four have yet to commence production. A statement indicating the quantity of sleepers ordered and supplied by each firm annually vis-a-vis orders placed is attached.

(d) The price of a concrete sleeper is Rs. 255 per sleeper for Broad Gauge inclusive of elastic fastenings. The average price paid to the supplier is Rs. 140 per sleeper. There are no concrete sleepers for Metre Gauge at present.

Statement

Supply position of concrete sleepers

Supply from	Qty. ordered	Average annual expected supply as per contract	Quantity Supplied				Remarks
			Upto March '74	74-75	75-76	76-77	

MONOBLOCK

Nos.

M/s. Daya Engg. Works, Gaya.	2,25,000	50,000	7386	12574	21422	8395	49,795	
M/s. Indian Hume Pipe Co., Jhansi	3,52,671	75,000	..	7650	31332	26108	66,479	
M/s. Hindustan Housing Factory, New Delhi	1,20,000	50,000	3338	17259	37921	33996	95,804	
M/s. Mysore Structural Ltd., Hyderabad	2,15,000	50,000	Nil	Nil	Nil	20,249	20,249	
M/s. concrete Products and Construction Co., Madras	2,25,000	50,000	276	1761	14777	31178	47,992	
M/s. Satyanarayana Bros., Budni	2,05,000	50,000	Nil	Nil	Nil	Nil	Nil	Yet to commence Production.
M/s. Usha Prestressed Sleeper Udyog, Bharatpur	2,25,000	50,000	Nil	Nil	Nil	Nil	Nil	Do.
M/s. Orissa Concrete Products, Jarsuguda	1,00,000	30,000	Nil	Nil	Nil	Nil	Nil	Do.
M/s. Jay Prestressed Products, Kosi Kalan.	1,00,000	30,000	Nil	Nil	Nil	Nil	Nil	Do.
			Total				2,80,319	Nos.

Transferred High Court Judges

219. SHRI HARI VISHNU KAMATH: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) how many of High Court judges transferred during the period of Internal Emergency have requested since 21st March, 1977 for a return to their former High Courts; and

(b) if so, whether their requests have been acceded to?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): (a) Since 21st March, 1977, seven High Court Judges transferred during the period of Internal Emergency from one High Court to another have requested for their retransfer to their former High Courts.

(b) Their requests are under consideration of the Government.

Survey for Guruvayur-Kuttipuram Railway Line

220. SHRI V. M. SUDHEERAN. Will the Minister of RAILWAYS be pleased to state whether any action has been taken regarding the survey of Guruvayur-Kuttipuram railway line?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): A preliminary engineering-cum-Traffic Survey has been completed for construction of a railway line from Trichur to Kuttipuram via Guruvayur.

गंगा नगर में एक उर्वरक संयंत्र लगाने का प्रस्ताव

221. चौधरी हरी राम मन्कासर : क्या पेट्रोलियम तथा रसायन और उर्वरक मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार गंगानगर में एक उर्वरक संयंत्र लगाने का विचार है ; और

(ख) यदि हाँ, तो इसे वहाँ कब तक लगाया जाएगा ?

पेट्रोलियम, रसायन और उर्वरक मंत्री (श्री हेमवती बहुगुणा) : (क) गंगानगर में उर्वरक संयंत्र की स्थापना करने का अभी कोई प्रस्ताव नहीं है ;

(ख) प्रश्न नहीं उठता ।

Final Estimates for Construction of Fertilizer Factory and Township at Talcher (Orissa)

222. SHRI PABITRA MOHAN PRADHAN: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state the final estimate for the construction both of the Fertilizer Factory at Talcher (Orissa) and the Township including roads and water supply etc.?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): The fertilizer plant at Talcher is presently estimated to cost Rs. 174.12 crores inclusive of Rs. 5.79 crores for the township including roads and water supply. These estimates are on the basis that the project would go into commercial production on 1st April, 1978

हसनपुर-सकरी रेलवे लाइन का पूरा किया जाना

223. श्री राम सेवक हजारी : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या स्वर्गीय भूतपूर्व रेल मन्त्री श्री ललित भारद्वाज मिश्र ने पूर्वोत्तर रेलवे के अन्तर्गत बिहार में हसनपुर से सकरी के

लिए जिस प्रस्तावित रेल लाइन का उद्घाटन किया था, उसे पूरा करने की योजना है; और

(ख) यदि हां, तो उसे कब तक पूरा किया जायेगा ?

रेल मंत्री (प्रो० मधु बंडोबते) : (क) जी हां ।

(ख) घन की अत्यन्त कमी के कारण, 1977-78 के बजट में इस निर्माण कार्य के लिए 5.0 लाख रुपये की राशि रखा गया है। इस काम के लिए पहले तैयार किये गये परियोजना अनुमान में सम्भावित किरायेन करने के लिए उसे संज्ञाधित किया जा रहा है। अनुमान प्राप्त होने और उमकी स्वीकृति मिलने पर ही इस काम को प्रारम्भ करना सम्भव हो पायेगा। समाधानों की भारी कमी के कारण इस समय इस परियोजना के पूरा होने की लक्ष्य तिथि नहीं बनायी जा सकती।

रेलगाड़ियों में कोच लगाना

224. श्री निर्मल चन्द्र जैन : क्या रेल मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या इटारसी-बीना यात्री गाड़ी के साथ जबलपुर से लगाया जाने वाला 'दिल्ली कोच' जो पहले बीना में पंजाब मेल के साथ लगाया जाता था, अब छत्तीसगढ़ एक्सप्रेस गाड़ी के साथ लगाया जाता है ;

(ख) क्या इस परिवर्तन के फलस्वरूप यात्रियों को बीना में 'अप' और 'डाउन' गाड़ियों के लिए 3-4 घण्टे तक प्रतीक्षा करनी पड़ती है और निजामुद्दीन से गाड़ी पकड़नी पड़ती है जोकि काफी दूरी पर है और इससे यात्रियों को अतिरिक्त समय लगाना पड़ता है तथा अतिरिक्त खर्च करना पड़ता है ;

(ग) जबलपुर से दिल्ली के लिए उत्कल एक्सप्रेस गाड़ी के साथ एक स्लीपर और एक प्रथम श्रेणी का कोच अब न लगाये जाने के क्या कारण है जोकि जबलपुर से दिल्ली आते वाले यात्रियों के लिए बहुत मुविधाजनक था ; और

(घ) क्या सरकार का विचार इलाहाबाद में अपर इण्डिया एक्सप्रेस गाड़ी के साथ लगने वाले 'सिटिंग कोच' के स्थान पर 'स्लीपर कोच' लगाने का है ?

रेल मंत्री (प्रो० मधु बंडोबते) : (क) जी हां ।

(ख) घा दिल्ली की ओर जाने वाले यात्रियों के लिए बीना में प्रतीक्षा समय 2 घण्टा 15 मिनट है जबकि पहले यह 2 घण्टा 53 मिनट था। जबलपुर जानेवालों को अब बीना में 4 घण्टा प्रतीक्षा करनी पड़ती है जबकि पहले यह समय 3 घण्टा 20 मिनट था। जबलपुर कोच निजामुद्दीन तक चलते हैं जिसे कि दिल्ली नयी दिल्ली के मुख्य टर्मिनलों का कार्यभार कम करने के लिए सहायक टर्मिनल के रूप में विकसित किया गया है। पर्याप्त टर्मिनल मुविधाएं न होने के कारण छत्तीसगढ़ एक्सप्रेस को नयी दिल्ली तक चलाना परिचालनिक दृष्टि से व्यावहारिक नहीं है।

(ग) दिल्ली क्षेत्र और जबलपुर के बीच सीधे डिब्बों के संचलन को 1-4-1977 से युक्तिसंगत बनाया गया था। परिणामतः 5/6 पंजाब मेल में लगने वाले दो डिब्बे (एक पहले दर्जे का और तीन टायर गेन-यान) तथा सप्ताह में तीन बार चलने वाली 77 78 उत्कल एक्सप्रेस में लगने वाले दो अन्य डिब्बे (एक पहले दर्जे का और एक तीन टायर गेन-यान) इन गाड़ियों से हटा कर 137/138 छत्तीसगढ़ एक्सप्रेस में लगाये जाने लगे हैं ताकि 5/6 पंजाब मेल और 77/78 उत्कल एक्सप्रेस में सीधे जाने वाले यात्रियों को स्थान उपलब्ध कराया जा सके। इससे जबलपुर जाने वाले

यात्रियों को भी प्रति सप्ताह छः डिब्बे और प्राप्त हो गये हैं।

(घ) जी नहीं।

मई 1974 की रेलवे हड़ताल में भाग लेने वाले रेलवे कर्मचारी

225. श्री मोठा लाल पटेल : क्या रेल मंत्री यह बताते की हुपा करेंगे कि :

(क) 1974 की रेलवे हड़ताल में भाग लेने वाले रेलवे कर्मचारियों की जोनवार, संख्या कितनी थी ;

(ख) कितने कर्मचारियों को पिछली सरकार द्वारा निकाला गया था ;

(ग) कितने कर्मचारियों को बर्खास्त किए गए कर्मचारियों के स्थान पर नियुक्त किया गया ;

(घ) क्या उन कर्मचारियों की सेवाओं को, जिनको बर्खास्त किए गए कर्मचारियों के स्थान पर नियुक्त किया गया था, समाप्त कर दिया गया है क्योंकि सरकार ने पहले बर्खास्त किए गए कर्मचारियों को प्रवृत्त कर दिया है ; और

(ङ) यदि हां, तो उनका व्यौरा क्या है ?

रेल मंत्री (प्रो० मधु बंडवते) :

	उन
	कर्मचारियों
	की संख्या
(क) रेलवे	जो हड़ताल
	के दौरान
	अनुपस्थित
	रहे।

मध्य	65,602
पूर्व	1,15,868

उत्तर	38,453
पूर्वोत्तर	17,506
पूर्वोत्तर सीमा	65,000
दक्षिण	65,115
दक्षिण मध्य	43,748
दक्षिण पूर्व	78,869
पश्चिम	72,581
अन्य यूनिटें	28,417

जोड़ . . . 5,91,159

(ख) 16,898

(ग) सूचना इकट्ठी की जा रही है और सभा पटल पर रख दी जायेगी।

(घ) जी नहीं।

(ङ) प्रश्न नहीं उठता है।

Demand for improvement in facilities for Lawyers and people in courts

226. DR. VASANT KUMAR PANDIT: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state;

(a) whether the New Delhi Bar Association submitted to Government a petition on or about 29th April, 1977 demanding improvement in facilities at places where courts function;

(b) whether facilities for lawyers and the people at Parliament Street are most inadequate; and

(c) whether Government propose to shift the courts from Parliament Street to Patiala House and the Delhi High Court to its newly constructed building, if so, when?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUN-

DER); (a) and (b). The New Delhi Bar Association submitted a petition dated 27-4-1977 to the Minister of Works and Housing stating, *inter-alia*, that facilities for lawyers and the people at Parliament Street were most inadequate and requested that the Courts be shifted to Patiala House.

(c) It has been decided to place Patiala House (excluding the main building) at the disposal of the Delhi Administration for allotment to the New Delhi Courts after screening their requirements. This allotment will be temporary, pending construction of courts buildings on a plot of land being allotted for the purpose. As regards the Delhi High Court it has already been shifted to its newly constructed building in the last week of September, 1976.

Enquiry into train accident at Sevar

227. SHRI BHAGAT RAM: Will the Minister of RAILWAYS be pleased to state the findings of the enquiry into the accident that took place at Sevar near Katpadi (Southern Railway) on the 30th March, 1977?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): The Additional Commissioner of Railway Safety, Bangalore, has held a statutory inquiry into this accident. According to his preliminary report, he has not come to any conclusion so far. Certain technical aspects are still under his examination.

Kerala Government request for electrification of Railway lines in Kerala

228. SHRI K. A. RAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether a request from the Kerala Government for the electrification of Railway line in the State is lying before the Government for a long time;

(b) whether the State Government has offered electricity at concessional rates; and

(c) if so, what is the reason for delaying Government's decision thereon?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) Yes.

(b) Yes.

(c) A cost-cum-feasibility survey for electrification of Olavakkot-Tiruvandrum Central Section was ordered in April, 1976 and the same has been completed. Report is under compilation by Southern Railway. Final decision in regard to electrification will be taken on receipt of the project report and will depend upon availability of financial resources and *inter-se* priorities of all electrification projects.

Reward to loyal workers and officers of C.L.W.

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

(a) the number of rewards other than employment of their sons and daughters given to the loyal workers at Chittaranjan Locomotive Works;

(b) the number of dependents of loyal workers recruited at Chittaranjan Locomotive Works after strike in May, 1974; and

(c) whether the officers have also been rewarded in this regard and if so, what is their number?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) The details of benefits given are as under:—

No. of those who were granted the benefits.

(i) Cash awards	98
(ii) Advance increment	524
(iii) Extension of service	7

(b) The number of wards of Railway staff who got employment: 240.

(c) 135 officers were rewarded.

Derailment of train between Koraput and Araku

230. SHRI R. V. SWAMINATHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether a goods train loaded with iron ore derailed between Koraput and Araku stations on 9th April, 1977;

(b) if so, the loss suffered by Railways as a result thereof;

(c) whether the Railway accidents have increased in March-April, 1977 as compared to the corresponding period of 1975 and 1976; and

(d) if so, the main reasons therefor?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) Yes.

(b) The cost of damage to railway property such as rolling stock and permanent way has been estimated at approximately Rs. 1,69,000.

(c) No.

(d) Does not arise.

डीजल लोकोमोटिव वर्क्स, वाराणसी के निष्ठावान कर्मचारियों के पुर्नोपनिर्माण की नियुक्ति

231. श्री चन्द्र मोहन सिंह : क्या रेल मंत्री यह बताते की कृपा करेंगे कि :

(क) डीजल लोकोमोटिव वर्क्स, वाराणसी में रेल हड़ताल के दौरान (दिनांक 8-5-1974 से 16-5-1974) हड़ताल के नोटिस की परिधि में आने वाले कितने कर्मचारी काम पर आये ।

(ख) ऐसे कितने निष्ठावान कर्मचारी थे और उनमें से कितनों को वार्षिक बेतन

वृद्धि दिया गया तथा पदोन्नत किया गया तथा कितनों के लड़के लड़कियों की नियुक्ति की गई ;

(ग) क्या निष्ठावान कर्मचारियों के लड़के/लड़कियों को श्रेणी तीन के पदों पर नियुक्त करने के नाम पर अनेक ऐसे अधिकारियों के लड़के लड़कियों को भी नौकरी दी गई जिनका हड़ताल के साथ कोई सम्बन्ध न था ; और ।

(घ) यदि हां, तो उनकी संख्या कितनी है तथा इन अनियमित नियुक्तियों के सम्बन्ध में सरकार क्या विचार कर रही है ?

रेल मंत्री (प्रो० मधु दंडावते) : (क) मे (घ) . आवश्यक सूचना इकट्ठी की जा रही है और ममा पटल पर रख दी जायेगी ।

Drilling of wells by Carlsberg Natomas in Bengal-Orissa Basin

232. SHRI M. N. GOVINDAN NAIR: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Carlsberg Natomas of U.S.A. have drilled only two wells in Bengal-Orissa basin which indicated massive gas reserves;

(b) whether this firm did not show much interest and gave up further drilling; and

(c) if so, whether the Oil and Natural Gas Commission has been given all the relevant data collected by the Carlsberg for further analysis and interpretations and other facts thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (c). The two exploratory wells drilled by them in Bengal-Orissa basin did not indicate evidence of the commercial accumulation of hydro-

carbons. The second well drilled in the basin was abandoned as a dry well in April/May, 1976 and since then the contractor has been evaluating data and making efforts to get other companies interested in sharing the cost of continued exploration in the area. Under the terms of the contract the foreign firm has to declare by end June, 1977 whether it intend to continue exploration operations in the area or it wants to terminate the contract effective from August 1 1977. If the contract is terminated, the ONGC will no doubt examine the question of further exploration in the area based on its own evaluation of the data/prospects of the area.

Extension of Agra-Delhi Express trains upto New Delhi.

233. SHRI SHAMBU NATH CHATURVEDI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the fact that 63 and 64 express trains introduced on the Agra-Delhi route have been robbed of much of their utility because of the origination and termination of these trains at Hazrat Nizamuddin instead of New Delhi; and

(b) whether Government propose to extend these trains upto New Delhi for the convenience of the travelling public and higher earnings?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) 63/64 are Avadh Expresses running between Lucknow and Agra. However, utilising the lie over period of this rake at Agra, a new train called 149/150 Qutab Express has been introduced between Agra and Hazrat Nizamuddin—which has been developed as a satellite terminal to provide relief to the main terminnals at Delhi and New Delhi.

(b) Extension of these trains to and from New Delhi is operationally not feasible due to lack of adequate terminal facilities at New Delhi.

चुनाव के समय सरकारी मशीनरी, वाहनों तथा विमानों का प्रयोग

234. श्री ईश्वर चौधरी : क्या बिधि, न्याय और कम्पनी कार्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार के विचाराधीन ऐसा कोई प्रस्ताव है जिसके द्वारा सरकारी मशीनरी, वाहनों तथा विमानों का प्रयोग सरकार द्वारा विशेषतया चुनाव के समय अपनी पार्टी के प्रयोजन के लिए न किया जा सके ; और

(ख) यदि हां, तो उसकी मुख्य बातें क्या हैं ?

शिक्षा, समाज कल्याण और संस्कृति मंत्री (डा० प्रताप चन्द्र चन्वर) : (क) और (ख) : इस विषय पर पहले से ही अनुदेश विद्यमान है। मार्च, 1977 में हुए संसद के साधारण निर्वाचन के पूर्व निर्वाचन आयोग ने तारीख 28 फरवरी, 1977 को सभी राज्यों और संघ राज्य क्षेत्र के मुख्य मन्त्रियों को इस आशय का एक परिपत्र जारी किया था कि सरकार, स्थानीय प्राधिकरण, निगम या सरकार के नियन्त्रणाधीन किसी लोक उपक्रम के स्वामित्व या नियंत्रण के अधीन किसी गाड़ी का जिसके अन्तर्गत मोटर गाड़ी, ट्रैलीकार्टर आदि भी है, किसी भी कारण से किसी राजनैतिक दल या निर्वाचन लड़ रहे उम्मीदवारों के निर्वाचन प्रचार के लिए उपयोग नहीं किया जाएगा। उस परिपत्र में निर्वाचन सभाओं के आयोजन के लिए सांख्यिक स्थानों के उपयोग को विनियमित करने के लिए भी अनुदेश है।

सरकार के मन्त्रियों के गैर सरकारी प्रयोजनों के लिए दौड़ों के सम्बन्ध में भी अनुदेश जारी किए हैं जिसके अन्तर्गत निर्वाचन सम्बन्धी दौरे भी हैं।

Tata-Amritsar Express

235. SHRI SHEO SAMPAT: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Tata Amritsar Express does not stop at Mahuariya in District Mirzapur in Uttar Pradesh and the people of Mahauria have to face great inconvenience due to non-availability of this facility;

(b) whether this train runs every alternate day and not daily;

(c) whether there is any proposal to run this train daily and make arrangements for its stopping at Mahuariya to give relief to the people; and

(d) if so, by when?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) to (d). 161/162 Tata-Amritsar Express is not scheduled to stop at Mahuariya station. Increasing the stoppages of this Express train will not be in keeping with the need to continue this as a fast express train for through passengers. 161/162 Tata-Amritsar Expresses are at present running four times a week. Increase in the frequency of these trains to daily service is not feasible at present due to constraints of resources and lack of line capacity on some of the sections enroute. The matter would, however, be reviewed when further facilities become available.

O. & N.G.C. Deal with Hungary for Oil Exploration

236. SHRI AJIT KUMAR SAHA: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Oil and natural Gas Commission has selected Hungary to undertake Oil exploration in Ramshabar, Himachal Pradesh on a contract drilling basis; and

(b) if so, what are the terms and conditions of the deal?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) Yes, Sir. The Oil and natural Gas Commission has entered into a service contract with CHEMOKOMPLEX of Hungary in March, 1977 for drilling Ramshabar well.

(b) Main terms and conditions are:

(i) The Contractor will depute an agreed number of technicians for drilling the well.

(ii) The Contractor will be paid as remuneration for each day of operation, Rs. 18000 for a minimum period of 100 days.

(iii) The ONGC will make available on site one drilling rig with all necessary equipment and materials.

(iv) Contractor will hand over all the data on the well to ONGC.

Steps to reduce over-crowding in Trains

237. DR. BIJOY MONDAL: Will the Minister of RAILWAYS be pleased to state:

(a) the steps being taken to provide necessary accommodation in second class compartments for reducing over-crowding and ensure at least one seat to each ticket holder;

(b) what are the reasons that booking offices are allowed to sell tickets of the second class in excess of the sitting accommodation in each train; and

(c) what improvement he proposes to introduce in this regard?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) Periodical census of occupation of all non-suburban passenger carrying trains is taken on the Railways twice a year to assess the extent of occupation in each train and on the basis of results of the censuses and

having regard to the availability of requisite resources, steps have been taken to introduce additional trains and also to extend the runs and augment the loads of existing trains to eliminate overcrowding and meet the requirements of passenger traffic on different routes. This is a continuing process. On all long distance Mail/Express trains, reserved accommodation is provided in all classes of travel. The entire accommodation in some selected Mail/Express long distance trains is reserved and every passenger has a reserved seat/berth.

(b) Issue of unreserved rail tickets cannot be correlated with the availability of accommodation in trains at various points. In the event of accommodation not being available in the train, however, passengers can surrender the tickets and get full refund thereon.

(c) Efforts are made to reduce the gap between demand and supply by providing more accommodation as indicated in (a) above.

पूर्वोत्तर रेलवे के अधिकारियों के छष्ट तथा अनियमित कार्य

238. श्री हरिकेश बहादुर : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या गोरखपुर से प्रकाशित होने वाले हिन्दी साप्ताहिक "जनस्वर" के दिनांक 2 अप्रैल, 10 अप्रैल, 17 अप्रैल, 1 मई, 8 मई तथा 22 मई के अंकों में पूर्वोत्तर रेलवे के दो अधिकारियों के छष्ट तथा अनियमित कार्यों तथा इस रेलवे में व्याप्त भ्रष्टाचार का समाचार प्रकाशित हुआ था ;

(ख) यदि हां, तो क्या रेल प्रशासन ने प्रकाशित आरोपों के बारे में कोई जांच कराई है ; और

(ग) यदि आरोप सही है तो उन अधिकारियों के विरुद्ध क्या कार्यवाही की जा रही है ?

रेल मंत्री (प्रो० मधु इ इवते) : (क) जी हां। 'जनस्वर' नाम की एक स्थानीय हिन्दी साप्ताहिक पत्रिका ने 2 अप्रैल, 10 अप्रैल, 17 अप्रैल, 1 मई, 8 मई और 22 मई के अपने अंकों में पूर्वोत्तर रेलवे के कुछ अधिकारियों के विरुद्ध आरोप लगाये हैं और यह भी लिखा है कि उक्त रेलवे में भ्रष्टाचार फैला हुआ है। इन रिपोर्टों में किसी अधिकारी विशेष के नाम का उल्लेख नहीं किया गया है किन्तु कुछ रिपोर्टों में कुछ पदनामों का उल्लेख किया गया है।

(ख) इन आरोपों के सम्बन्ध में 'जनस्वर' के सम्पादक से और अधिक जानकारी प्राप्त करने के लिए रेलवे के मतकता विभाग द्वारा अनेक प्रयास किये गये किन्तु कोई सफलता नहीं मिली है। इस सम्बन्ध में 8 बार प्रयत्न करने के बावजूद 'जनस्वर' नामक पत्रिका के मालिक से सम्पर्क स्थापित न हो सका फिर भी मतकता संगठन द्वारा, इन रिपोर्टों में उल्लिखित मन्यापनीय आरोपों के सम्बन्ध में, जांच की जा रही है। इस सम्बन्ध में अभी कोई और रहस्योद्घाटन करना उपयुक्त न होगा क्योंकि ऐसा करने से जांच में कठिनाई उत्पन्न हो सकती है।

(ग) अभी प्रश्न नहीं उठता। इस सम्बन्ध में जांच की कार्यवाही इस समय की जा रही जांच के परिणामों पर निर्भर करेगी।

पेट्रोलियम ड्रिलिंग टेक्नोलॉजी में प्रशिक्षण के केन्द्र

239. श्री धर्मसिंह भाई पटेल : क्या पेट्रोलियम तथा रसायन और उर्वरक मन्त्री यह बताने की कृपा करेंगे कि :

(क) देश में पेट्रोलियम ड्रिलिंग टेक्ना-
लॉजी में प्रशिक्षण देने वाले कितने केन्द्र हैं
तथा वे कहाँ कहाँ पर हैं ; और

(ख) क्या सरकार का विचार गुजरात
में पेट्रोलियम टेक्नालॉजी में प्रशिक्षण देने का
पाठ्यक्रम शुरू करने के लिए योजना बनाने का
है?

पेट्रोलियम , रसायन और उर्वरक
मन्त्री (श्री हेमबती नन्दन बहुगुणा) : (क)
प्रशिक्षण देने के लिए देहरादून स्थित एक
प्रशिक्षण केन्द्र, जिसे तेल तथा प्राकृतिक गैस
आयोग द्वारा चलाया जा रहा है, अन्य लोगों
के साथ साथ व्ययधन प्रौद्योगिकी में भी
प्रशिक्षण प्रदान करता है ;

(ख) इस समय ऐसा कोई प्रस्ताव
बिचार में नहीं है ।

Allotment of Sale Agencies of Fer- tilizers in Assam

240. SHRIMATI RENUKA DEVI
BARKATAKI: Will the Minister of
PETROLEUM AND CHEMICALS
AND FERTILIZERS be pleased to
state:

(a) whether Government have de-
cided to give priority in the matter
of allotting sale agencies of fertili-
zers to unemployed youth from the
Harijan, Adivasi, Scheduled Caste,
Scheduled Tribe communities; and

(b) if so, how many of them have
got such agencies in Assam?

THE MINISTER OF PETROLEUM,
CHEMICALS AND FERTILIZERS
(SHRI H. N. BAHUGUNA): (a) The

manufacturers of fertilizers adopt a
multi-agency approach for fertilizer
distribution; cooperatives, insti-
tutional agencies and a wide net work
of private dealers. The distribution
pattern followed by the public sector
fertilizer manufacturers under the
control of this Ministry is indicated
below:—

The Fertilizer Corporation of India
have as their dealers, the institutional
agencies including cooperatives, dea-
lers appointed from among educated
unemployed, disabled ex-servicemen
and private dealers. Any cooperative
or institutional agency can become a
dealer of the Corporation merely by
placing the orders supported by ade-
quate financial arrangements. Edu-
cated unemployed dealers are ap-
pointed by inviting applications through
advertisements; preference is given to
unemployed agricultural graduates.
Dealers from among disabled ex-
servicemen are appointed on the
specific recommendations made by the
Director General of Resettlement,
Armed Forces. Private dealers are
appointed by inviting applications
through advertisement, for appoint-
ing private dealers, the Corporation
inter-alia, takes into account the
financial viability of the applicant,
his status in having dealt with agri-
cultural inputs, for a minimum period
of three years, his past conduct in
business etc.

Of the other two public sector
fertilizer units under the control of
this Ministry, Madras Fertilizers
Limited have long-term marketing
arrangements with nine marketers,
two from the private sector and
seven from the cooperative sector.
Fertilizers and Chemicals Travancore
Limited also follow a multi-agency
approach in distribution of fertilizers
and the conditions laid down by them
for appointment of dealers are fur-
nishing of security, ability to market
the fertilizers and to provide requisite
services including promotional acti-
vities.

Government do not control the dealership policy followed by the manufacturers of fertilizers in the private sector. The manufacturers in the private sector, while appointing private dealers take into account factors such as business experience and reputation of the applicant, availability of storage facilities with him, financial soundness etc.

Manufacturers do not maintain details of their dealers on the basis of caste, educational background etc.

Introduction of Electric Trains in Kerala

241. DR. V. A. SEYID MUHAMMAD: Will the Minister of RAILWAYS be pleased to state whether Government propose to introduce electric trains on all railway lines in Kerala in view of the fact that Kerala is a surplus State in the production of electricity?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): Not at present.

Derailment of G.T. Express at Sindi

242. SHRI SANTOSHRAO GODE: Will the Minister of RAILWAYS be pleased to state:

(a) whether recently 16 Up G.T. Express derailed at Sindi Railway Station in Wardha district;

(b) if so, the causes of derailment; and

(c) the extent of damage to Railway property and human life?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) Yes. The accident took place on 24-5-1977.

(b) The Additional Commissioner of Railway Safety, Bombay has held his statutory inquiry into this accident. According to his provisional finding, the accident was due to the failure of railway staff.

(c) The cost of damage to railway property was estimated at approximately Rs. 3,81,794/-. In this accident, one person sustained grievous and 7 simple injuries.

Trains from Pathankot to Kangra Valley

243. SHRI DURGA CHAND: Will the Minister of RAILWAYS be pleased to state:

(a) whether the passengers travelling from Pathankot to Kangra Valley face great hardships as Pathankot is not the terminal for any train; and

(b) if so, whether it is proposed to start any additional train or to attach additional bogie to present trains at Pathankot to cope with the rush of passengers for Kangra Valley?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) No.

(b) Does not arise.

Srinagar Express

244. SHRI DURGA CHAND: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is no connecting train for Kangra Valley at Pathankot for the passengers travelling in Srinagar Express from New Delhi;

(b) whether these passengers have to wait at Pathankot to catch a train or Bus for Kangra Valley for many hours causing great hardships to these passengers;

(c) whether any study has been made in this respect; and

(d) if so, what steps are being taken to start Srinagar Express from New Delhi at or after 18.00 hrs. facilitating the passengers to have a con-

necting train at Pathankot for Kangra Valley?

1PB 1PBJ

Pathankot Dep: 7.00 9.15

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) to (d). At present 59 Up Srinagar Express is scheduled to leave New Delhi at 16.05 hours arriving Pathankot at 03.20 hours. At Pathankot this train provides connection with 1PB Pathankot-Baijnath Paprola Passenger which is scheduled to leave Pathankot at 7.00 hours. It is not possible to change the departure time of 59 Up from New Delhi to 18.00 hours due to non-availability of platform at New Delhi and path enroute at that time. Moreover 59 Up Express has been scheduled to leave New Delhi at 16.05 hours so as to make this train arrive Jammu Tawi early in the morning at 9.05 hours to enable the tourists to reach Kashmir same day.

For Kangra Valley passengers, 33 Up Jammu Mail provides convenient connections at Pathankot as indicated below:—

33 Up Jammu Mail Pathankot Arr. 06.45

	Pathankot		Jawanwala-shahr		Kangra		Baij Nath Pippla		Joginder Nagar	
Class	I	II	I	II	I	II	I	II	I	II
1 PBJ	42	77	60	140	6	141	..	29	..	48
2. PBJ	47	80	73	148	49	70	9	43	..	22
1 PB	44	90	56	143	56	143	..	6
2 PB	45	75	28	71	45	75	..	12

Review of working of narrow gauge lines

246. SHRI DURGA CHAND: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration of Government to

Conversion of Pathankot-Joginder Nagar Narrow Gauge Line to Metre/Broad Gauge Line

245. SHRI DURGA CHAND: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration of Government to convert narrow gauge line from Pathankot to Joginder Nagar into Metre gauge/Broad gauge;

(b) whether any survey has been made in this regard and if so, the findings thereof; and

(c) what is the average number of passengers travelling on this line daily?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) and (b). No.

(c) According to the last census of passenger traffic held in April, 1977 the average percentage of occupation of 2 pair of trains running on the section was as under:—

review the working of the narrow gauge lines in the country; and

(b) if so, the broad features thereof?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) and (b). No. However an

annual review regarding the working of all Branch Lines including narrow gauge sections on the Indian Government Railways is carried out so as to determine the extent of gain/loss incurred in running such lines.

मध्य प्रदेश, राजस्थान, महाराष्ट्र तथा गुजरात के आदिवासी क्षेत्रों में रेल लाइनें

247. श्री भागीरथ भंडार : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश, राजस्थान, महाराष्ट्र तथा गुजरात के आदिवासी क्षेत्रों में नई रेल लाइनें खोलने के लिए कितने तथा कहाँ कहाँ से प्रस्ताव आये हैं ;

(ख) इनमें से प्रत्येक प्रस्ताव पर क्या कार्यवाही की गई है ; और

(ग) कितनी रेल लाइनों का सर्वेक्षण कार्य पूरा हो चुका है और इन लाइनों के बारे में आगामी कार्यवाही न किये जाने के क्या कारण हैं ?

रेल मंत्री (श्री० मधु दंडवते) : (क) और (ख) : रेल मन्त्रालय द्वारा पिछड़े क्षेत्रों में द्रुत वृद्धि संख्या में नयी रेलवे लाइनों का निर्माण करने के लिए, समय समय पर विभिन्न स्थानों से प्रस्ताव आते रहे हैं। विगत एक माह की अवधि में संसद सदस्यों, राज्य सरकारों तथा अन्य माबंजनिक निकायों से 26 प्रस्ताव प्राप्त हुए थे।

(ग) नयी रेलवे लाइनों के लिए पूरे किये गये सर्वेक्षण की संख्या :—

महाराष्ट्र	5
मध्य प्रदेश	6
राजस्थान	1
गुजरात	3

15

पूरे किये गये 15 सर्वेक्षणों में से जिन पांच परियोजनाओं की जांच की गयी है, उनके बारे में पता चला है कि वहां पर्याप्त यातायात होने की सम्भावना नहीं है। जहां तक शेष 10 परियोजनाओं का सम्बन्ध है, सर्वेक्षण रिपोर्टों की जांच की जा रही है।

Rail connection between Jhalawar City and Jhalawar Road

248. SHRI CHATURBHUI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been a constant demand since the days of merger of princely States for linking Jhalawar city and Jhalawar Road with a railway line in Jhalwar district in Rajasthan; and

(b) whether it is proposed to accord priority to Jhalawar Road in the context of Government policy of laying new railway lines in economically backward areas and if so, by what time?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) Yes.

(b) No survey has been carried out for the proposed line in the past. There is paucity of funds at present. The proposal may have to wait till the resource position improves.

Research in Drug Industry

249. SHRI R. KOLANTHAIVELU: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the steps taken by Government to promote and intensify research in the drug industry;

(b) whether there are many cases of sub-standard quality of the drugs being produced; and

(c) if so, the action taken by Government to obviate the risks to human life?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The following steps have been taken to promote and intensify the research in the drug industry:—

- (i) Industrial undertakings, other than those falling within the purview of the MRTP Act and FERA which take up the manufacture of any item based on the technology developed by any of the laboratories established by the Council of Scientific and Industrial Research and laboratories approved by the Department of Science and Technology will be exempted from the licensing provisions of the IDR Act. This facility will also be available in respect of sponsored research undertaken by National Laboratories on behalf of industrial undertakings, in respect of projects approved by the Deptt. of Science & Technology having due regard to their priority and relevance to economy.

- (ii) As per Import Trade Control Policy for 1977-78 all recognised research and development units will be eligible to import their requirements of raw materials, components, instruments equipment and canalised items etc., for research and development purposes without a licence up to Rs. 5 lakhs per annum.

In the Drug Industry a good number of drug manufacturing units have registered R & D unit. In Chapter VII and Annexures thereto of the Report of the Committee on

Drugs and Pharmaceutical Industry some recommendations have been made and the same are still under consideration of the Government. A copy of this Report was laid on the Table of the House on 8-5-75.

(b) and (c). Information is being collected and will be laid on the Table of the House.

Development of Broad Gauge Lines in Rajasthan

250. SHRI KRISHNA KUMAR GOYAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Rajasthan has been experiencing difficulty in its industrial development for want of proper development of broad gauge lines and railway yard facilities in the State; and

(b) the prospective plan for the development of railway lines in the State?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) and (b). Considering the need for broad gauge lines in Rajasthan, Government have approved conversion of Suratgarh-Bhatinda and Delhi-Ahmedabad lines into broad gauge.

Survey for a new metre gauge line from Bikaner to Chattargarh which will serve Rajasthan Canal Area has also been included in the current year's budget.

Surrender of Class III and IV Posts during Emergency

251. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of Permanent posts in Class III and Class IV cadres have been surrendered during emergency;

(b) if so, the actual figures of such surrendered posts category-wise and Division-wise; and

(c) action taken by Government for restoration of these surrendered posts pursuant to the policy of Government to solve acute unemployment problem?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) to (c). No orders had been issued by the Railway Ministry during emergency to surrender any permanent or even temporary posts. However, depending on the operational and administrative needs certain posts may have been surrendered and alternative posts to the required ~~subject~~ created.

Dhanbad District Co-ordination Committee of Employees and Workers Association in Dhanbad

252. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the representation dated 6-5-77 sent by the Convener Dhanbad District Co-ordination Committee of employees and workers Associations, Dhanbad about injustice to the victimised casual labourers and substitutes, their re-transfer to the former posts and position and the misdeeds of Railway Authority in regard to the reinstatement on Shri K. C. Roy Choudhury, ASM/Dhanbad disregarding the directive of the Ministry has been received;

(b) if so, the reaction of the Ministry; and

(c) the remedial action taken on the issues raised therein?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) The representation has not been received in the Railway Ministry but has been received by the Eastern Railway.

(b) and (c). The details of the representation are being obtained from the Eastern Railway and the matter will then be looked into.

Enquiry against A.D.M.O. Patratu, Eastern Railway

253. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the representation dated 15-4-77 demanding enquiry and action against A.D.M.O./ER/Patratu for his inhuman action, resulting in unfortunate premature death of the daughter of Shri Gouranga Dutta, Shunting Jamadar, Patratu (Ex. victimised Staff of Rly. Strike) on 29-2-77, has been received; and

(b) if so, the action taken in this regard by the Ministry?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) A representation dated 12-4-77 had been received.

(b) The matter was enquired into. No negligence could be attributed against the doctor who treated the case.

Resolutions passed on 8th May, 1977 at Dhanbad

254. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the copy of the resolutions passed in the mass meeting of Railway employees on the occasion of celebration of 8th May, 1977 at Dhanbad has been received; and

(b) if so, the action taken on the respective resolution?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) Yes.

(b) The matter is receiving attention.

Shortage of High Speed Diesel

255. SHRIMATI MRINAL GORE:

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

(a) whether there is shortage of supply of high speed diesel oil in some parts of the country;

(b) if so, what steps have been taken to meet the demand; and

(c) whether any further imports have been proposed?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) Due to a sudden spurt in demand, some shortages of very brief durations were experienced in relation to High Speed Diesel in certain areas of North-West India during the second half of May, 1977.

(b) Despatches were stepped up to these locations to meet the additional demand and the position was monitored on a day-to-day basis. As a result, full demands of HSD were met.

(c) In addition to the normal imports from USSR under the Trade Plan, some further imports have been arranged during the month of June, 1977.

Notices to Companies on Advertisements in Souvenir of Political Parties256. SHRIMATI MRINAL GORE:
DR. BAPU KALDATE:

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

(a) whether Government have issued notices to registered companies to report the number of advertisements issued to souvenir or other publicity literature of political parties;

(b) if so, the facts thereof; and

(c) number of advertisements and the amounts given to Congress Party (I) through them prior to Lok Sabha Elections in 1977?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): (a) and (b). The Registrars of Companies have written to public limited companies and the companies belonging to large Industrial Houses to furnish details of amounts paid, if any, to political parties during the period 1-1-74 to 31-3-77 for inserting advertisements in souvenirs/bulletins published or to be published by them.

(c) These particulars have not yet been received.

Irregular Reservation and sale of tickets at Delhi, New Delhi and Bombay257. SHRIMATI MRINAL GORE:
SHRI BRIJ BHUSHAN
TIMAR:
DR. BAPU KALDATE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken any steps to stop irregular reservation and sale of railway tickets at Delhi, New Delhi, Bombay Central and V.T.;

(b) if so, the salient features thereof; and

(c) number of persons and travel agents apprehended till May 20, 1977?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) Yes.

(b) The following important steps have been taken:

(i) The time limit for advance reservation has been made six months to avoid blocking of accommodation by unauthorised agents and other unsocial elements;

(ii) Reservation procedures have been streamlined and arrangements tightened up and surprise checks including by the Vigilance Department have been intensified;

(iii) Additional booking windows and reservation counters are opened and their working hours extended during rush periods to cater to the requirements of passengers;

(iv) Additional accommodation has been provided by introducing new trains, augmenting the loads of existing trains, extending their run, increasing the frequency of weekly/biweekly trains and running of a large number of holiday specials.

(c) During the period 1-1-1977 to 20-5-1977, 348 persons and travel agents were detected/apprehended in Bombay and Delhi.

Import of Penicillin from Farmafin of Italy

258. SHRIMATI MRINAL GORE:
DR. BAPU KALDATE:

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

(a) whether the Indian Drugs and Pharmaceutical Limited has entered into a technical collaboration for the import of penicillin with Farmafin, an Italian firm;

(b) whether any tenders were invited for the import of penicillin;

(c) whether Farmafin had participated in the tender; and

(d) if not, on what terms and conditions the tender for import of penicillin was awarded to Farmafin?

THE MINISTER OF PETROLEUM, CHEMICALS & FERTILIZERS (SHRI H. N. BAHUGUNA): (a) No technical collaboration agreement for import of penicillin with Farmafin, an Italian firm, has been entered into by the Indian Drugs & Pharmaceuticals. The import of penicillin is banned.

(b) to (d). Does not arise.

Fatal Accidents in Workshop in CLW

259. SHRIMATI AHILYA P. RANGNEKAR: Will the Minister of RAILWAYS be pleased to state:

(a) the number of fatal accidents during the last two years in the workshop in Chittaranjan Locomotive Works;

(b) how these have been tackled; and

(c) the steps taken to minimise the accidents?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) One.

(b) and (c). In order to prevent all possible accidents in the Workshop of the Chittaranjan Locomotive Works, the statutory safety measures prescribed under the Factories Act are complied with. The need to use safety belts while attending to hazardous work has also been emphasised besides staff having been made safety conscious by personal contact, lectures, and display of posters.

Recruitment of Casual Labourers at CLW

260. SHRIMATI AHILYA P. RANGNEKAR: Will the Minister of RAILWAYS be pleased to state:

(a) the number of casual labourers employed at present at Chittaranjan Locomotive Works;

(b) whether there is any rule for recruitment of casual labourers; and

(c) if so, the salient features thereof?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE):
(a) 158.

(b) and (c). Casual labourers are engaged for works of seasonal, sporadic or intermittent nature. Employment of casual labour on works of casual nature such as clearance of debris, refuse, seasonal repairing works inside the workshop premises, etc. is also allowed.

Restrictions imposed by CIW Administration on Cultural Functions

261. SHRIMATI AHILYA P. RANGNEKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any restriction imposed by the Chittaranjan Locomotive Works Administration on holding of cultural functions; and

(b) if so, the reasons therefor?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE):
(a) and (b). No restriction is imposed when cultural shows are organised in the premises of the respective organisations.

Demands of the Railwaymen

262. SHRI PRASANNBHAI MEHTA:
SHRI CHITTA BASU:
SHRI S. R. DAMANI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have ascertained the position of the demands of the Railwaymen; how many of them had been accepted and on what

demands the disagreement was there; and

(b) whether all such demands will be looked into afresh and efforts will be made to accept them?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE):
(a) and (b). As already pointed out in reply to Unstarred Question No. 26 answered on 5-4-77 the policy of the Government is to consider all genuine demands that the recognised Federations put forward and examine them in depth in the context of the resources available.

The two Railway Labour Federations, viz., A.I.R.F. and N.F.L.R. enjoy negotiating facilities with the Ministry of Railways and their demands are examined and discussed during the meetings under the Permanent Negotiating Machinery.

Efficiency of Railways due to Overhauling

263. SHRI PRASANNBHAI MEHTA:
SHRI BRIJ BHUSHAN TIWARI:
SHRI KANWAR LAL GUPTA:
SHRI VASANT SATHE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether he has decided to restructure the Railway Ministry;

(b) if so, the main points thereof; and

(c) to what extent will the overhauling of the Ministry improve the working and efficiency of the Railways?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE):
(a) to (c). The matter is under consideration.

Panel to Study Poll Reforms

264. SHRI PRASANNBHAI MEHTA:
Will the Minister of LAW, JUSTICE
AND COMPANY AFFAIRS be pleased
to state:

(a) whether Government have
taken final decision to appoint a panel
to study the poll reforms;

(b) if so, the main points to be
examined by the panel;

(c) whether all the points raised
by the Opposition members and Shri
Jayaprakash Narayan before 1977
election will be taken into considera-
tion; and

(d) the time by which the final
report will be submitted by the panel
to Government?

THE MINISTER OF EDUCATION,
SOCIAL WELFARE AND CULTURE
(DR. PRATAP CHANDRA CHUN-
DER): (a) There is no proposal to
appoint a panel to study poll reforms.

(b) to (d). Do not arise.

Company Donations to Political Parties

265. SHRI PRASANNBHAI
MEHTA:
SHRI VASANT KUMAR
PANDIT:

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

(a) whether the attention of Gov-
ernment has been drawn to various
newspaper reports about large am-
ounts of funds given by public limit-
ed companies for issue of advertise-
ments in souvenirs published by a
particular political party;

(b) whether the Ministry of Law,
Justice and Company Affairs wrote
a letter on 8th March, 1977 to the
Federation of Indian Chamber of

Commerce and Industry stating that
payments for such advertisements
were not donations and would not
attract any penal provisions under
Section 293-A of the Companies Act;
and

(c) whether on a writ filed by four
limited companies, the Bombay High
Court has not agreed with aforesaid
interpretation given by the Ministry?

THE MINISTER OF EDUCATION,
SOCIAL WELFARE AND CULTURE
(DR. PRATAP CHANDRA CHUN-
DER): (a) Yes, Sir.

(b) In the letter dated 8th March,
1977 it was clarified to FICCI that
expenditure incurred by companies on
advertisements in souvenirs, bulletins,
magazines etc. were not donations/
contributions to political parties so as
to attract section 293A of the Compa-
nies Act, 1956.

(c) No notice of any writ petition
and/or suit has been served on the
Government in any legal proceedings.

Transfer orders about Judges chal- lenged in Supreme Court

266. SHRI P. G. MAVALANKAR:
SHRI BASHIR AHMED:
SHRI HARI VISHNU
KAMATH:
SHRI R. V. SWAMINATHAN:

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

(a) whether any High Court
judges who were transferred during
the 19-month of "Internal Emergency"
had filed petitions in the Supreme
Court challenging the transfer orders;

(b) if so, the names of such judges
and the outcome of their petitions;

(c) whether Government have de-
cided to revert the transferred High
Court judges to their original places
and benches; and

(d) if so, when it is likely to be implemented?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): (a) and (b). No High Court Judge transferred from one High Court to another during Internal Emergency had filed any petition in the Supreme Court challenging the order of his transfer. However, Shri Justice S. H. Sheth filed a petition in the Gujarat High Court challenging his order of transfer from Gujarat High Court to the Andhra Pradesh High Court. The petition was allowed by the High Court and the order of transfer of Shri Justice Sheth was set aside. An appeal preferred by the Union of India is pending in the Supreme Court which has also passed a stay order in this case.

(c) and (d). The Government have decided to retransfer those High Court Judges who had been transferred during the Emergency from one High Court to another without their consent, after ascertaining their willingness to go back to the original High Courts, in case such retransfers are in the public interest. The process of consultations has already been started by the Government and the retransfers will be done after consultations are complete.

R.F.O. for Dhuvaran Plant in Gujarat

267. SHRI P. G. MAVALANKAR: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government are aware that the Dhuvaran plant in Gujarat is not receiving the necessary and promised R.F.O. from the Tarapur Unit, Bombay;

(b) if so, steps being taken to remedy the situation; and

(c) whether Government are aware that Gujarat State suffers almost regular inadequacy of electricity due to intermittent supply of R.F.O. to

Dhuvaran and if so, whether Government propose to take immediate steps to set the matter right?

THE MINISTER OF PETROLEUM, AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The Dhuvaran Power House in Gujarat is getting supply of Residual Fuel Oil or Low Sulphur Heavy Stock (LSHS) from the Koyali Refinery at Gujarat of Indian Oil Corporation Limited. The supply of this product is being regulated after mutual consultation between the Gujarat Electricity Board and Indian Oil Corporation (IOC).

(b) Does not arise.

(c) Any inadequacy of electric power generation in Gujarat cannot be attributed to intermittent supply of LSHS, because the Indian Oil Corporation has been supplying the requirements of this product as per mutual consultation, referred to above, even though the offtake of LSHS has been widely fluctuating due to variations in power generation by the said power House. IOC is entering into arrangements for supply of LSHS with Dhuvaran Power House, keeping in view the need to change over to coal in the light of the energy policy of Government and the availability position of coal.

Conversion of Ahmedabad-Delhi metre gauge line into board gauge line

268. SHRI P. G. MAVALANKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a long-standing demand by people of Ahmedabad and Gujarat as also by those of Rajasthan for early start of converting the existing metre-gauge line from Ahmedabad to Delhi via Ajmer and Jaipur into broad-gauge one;

(b) whether Government propose to start work of the said conversion; and

(c) if so, when and how?

THE MINISTER OF RAILWAYS
(PROF. V. MADHU DANDAVATE):

(a) Yes.

(b) and (c). The project has been included in the Budget of 1977-78. Preliminary works in connection with the project will be taken up in the current Financial year.

Invalid votes in Lok Sabha elections

269. SHRI SUKHDEO PRASAD VERMA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government are aware that a large number of votes polled in the recently held Lok Sabha election were declared as invalid; and

(b) if so, the steps Government propose to take to educate the voters in this regard?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): (a) 5,309,456 votes out of 193,953,193 votes polled in the General Election to the Lok Sabha held in March, 1977 were declared invalid. This works out to 2.74 percent, which is not considered excessive.

(b) no special step in this regard is considered necessary besides the usual measures of education adopted before each general election.

Amendment of Civil Procedure Code

270. SHRI BASHIR AHMED: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state whether Government propose to amend section 10 of the Civil procedure Code by deleting the amendment made by the Amendment Act, 1976?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): No proposal for amendment of the Code of Civil Procedure, 1908,

is at present under the consideration of the Government. Section 10 of the Code referred to in the question was not affected by the amendment Act, of 1976.

गैर-सरकारी व्यक्तियों तथा सामाजिक कार्य-
कर्ताओं को दिये गए रेल पास

271. श्री बुद्धभूषण तिवारी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) इस समय कितने रेल पास गैर-सरकारी व्यक्तियों तथा सामाजिक कार्य-कर्ताओं के नाम पर दिये गये हैं ; और

(ख) इन पासों के देने के लिए क्या मानदंड अपनाया गया ?

रेल मंत्री (प्रो० मधुदंडवते) : (क)

पासों की संख्या	पासों की श्रेणी
228	प्रथम
41	द्वितीय -

(ख) मानाच पास माननीय मंत्री जी के अनुमोदन से उन संगठनों व्यक्तियों को जारी किए जाते हैं जो देश अथवा रेलवे का काम करने के आधार पर इसके पाने के पात्र होते हैं। इन मानदंडों की आगे और समीक्षा की जा रही है।

Proposal to link Ahmedabad with
Gauhati by single train

272. SHRI D. D. DESAI: Will the Minister of RAILWAYS be pleased to state whether Government propose to link up Ahmedabad with Gauhati by a single train in the near future?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): There is no proposal to run a through train by all M. G. route from Ahmedabad to Gauhati.

Oil exploration in the Gulf of Cambay

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

(a) whether any progress has been made in exploring oil resources in the Gulf of Cambay offshore areas; and

(b) if so, the broad features thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). The only well drilled by the ONGC in the shallow waters of the Gulf of Cambay did not give indication of any oil find of commercial interest.

Amendment to Company Law

274. SHRI D. D. DESAI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government are considering further comprehensive amendments to company law to correct anomalies that have surfaced during its implementation; and

(b) if so, the salient features thereof?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): (a) Yes, Sir.

(b) The whole matter is being referred to a High Powered Expert Committee to be constituted shortly. Any change in the Companies Act would depend on the recommendations of the said Committee.

Strike in Koyali Refinery

275. SHRI SATYENDRA NARAIN SINHA: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there was a strike in Koyali Oil Refinery in May, 1977;

(b) if so, reasons therefor; and

(c) whether the strike has since been called off and if so, on what terms?

THE MINISTER OF PETROLEUM, AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) Yes, Sir. There was a strike in Koyali Refinery from 11th May to 20th May.

(b) Although in accordance with the long-term settlement with the Union which is valid until May 1978, disputes during the currency of the settlement should be settled under the machinery prescribed under the Industrial Disputes Act, the workers went on lightning strike at 2.00 P.M. on 11th May, in support of the Charter of 12 demands submitted by the Gujarat Refinery Kamdar Sangh, direct to the Assistant Labour Commissioner of the Government of Gujarat.

(c) Yes, Sir. The demands raised by the Union were referred by the Govt. of Gujarat, during the period of the strike on 13th May, for adjudication to the Industrial Tribunal of the State. However, in order to end the deadlock, the management offered to accept some of the demands of the Union in an out-of-court settlement. These demands related to the provision of shift bus for the employees coming from Baroda and bus passes, regularisation of service of daily-rated workmen, review of up-gradation of loco-operators, training of shunters at Company's cost in driving cars and trucks. This offer of the management was accepted by the Union.

As regards promotion policy, the management assured a further discussion based on the Draft Model Promotion Policy circulated by the Bureau of Public Enterprises, and the revised promotion policy is proposed to be finalised by May, 1978, after due consultation with all the recognised Unions of the Refineries and Pipelines Division.

Attainment of Self-Reliance in Petroleum Products

276. SHRI CHITTA BASU: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state as to what concrete steps Government have so far taken or propose to take in the matter of attaining self-reliance in petroleum and petroleum-products?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): Geological and geophysical surveys have been intensified. Apart from continuing drilling operations and production of crude oil in Assam and Gujarat, exploratory drilling is being undertaken at a number of locations in other on-shore areas. In the offshore areas, Bombay High and North Basselin fields are being developed at a fast pace. Exploratory wells are being drilled in other offshore structures also. Production of indigenous crude oil which was 7.2 million tonnes per annum at the end of the Fourth Five Year Plan is expected to go up to over 14 million tonnes per annum in 1978-79. Concerted action is being taken to raise the refining capacity in the country which will increase from 24 mtpa to over 31 mtpa during the same period. Steps are also being taken to contain and curb the consumption of petroleum products.

Drilling by O. & N. G. C. and Foreign Firms

277. SHRI S. G. MURUGAIYAN:
SHRI P. K. KODIYAN:

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

(a) the places where the drilling to find oil is in progress at present both by Oil and Natural Gas Commission and the foreign oil companies;

(b) whether drilling at some places has recently been stopped by certain foreign firms; and

(c) if so, the facts and reasons thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) By the Oil & Natural Gas Commission on-shore in Gujarat, Assam, West Bengal, Tripura, Himachal Pradesh and in offshore in the Arabian sea. The Asamera Group of Canada is drilling in the Gulf of Mannar.

(b) and (c). There has been no drilling by the foreign contractors in the Kutch and Bengal-Orissa basins since end of January 1976 and end of April 1976 respectively. The exploratory wells drilled there did not give evidence of any commercial accumulation of hydrocarbons.

Proposal to amend Muslim Personal Law

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

(a) whether Government propose to introduce changes in the Muslim Personal Law—especially the aspects relating to marriage and divorce; and

(b) if so, the salient features thereof?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): (a) There is, at present, no proposal before the Government to introduce changes in the Muslim Personal Law.

(b) Does not arise.

Issue of Show Cause Notice to Pfizer Company

279. SHRI VASANT SATHE: Will the Minister of PETROLEUM AND

CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have issued show cause notice to Pfizer Company asking why action should not be taken against it under the Drug Price Control Order and Industrial Development and Regulation Act;

(b) if so, the main features thereof;

(c) whether Government have received clarification from the Company; and

(d) what is the reaction of Government thereto?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) Yes, Sir. Two show-cause notices, one for violation of I(D&R) Act, 1951 and the other for violation of DPCO, 1970, have been issued.

(b) The main features of these notices are as follows:—

M/s. Pfizer hold an Industrial Licence for the manufacture of Protein Hydrolysate for a capacity of 110 Tpa. They have been producing "Protinex" by adding carbohydrates, minerals and Vitamins. It has *prima facie* been held that—

(i) Protinex is altogether a different product both in composition and properties from Protein Hydrolysate;

(ii) That they had obtained an Industrial Licence in 1954, then substantial expansion in 1960 and in 1963 for the manufacture of Protein Hydrolysate only.

(iii) That Protinex is a drug formulation and it is said to contain 17 more ingredients in addition to Protein Hydrolysate and hence requires to be covered by a separate Industrial Licence under Section 11A of the 1 (D&R) Act.

As M/s. Pfizer has been producing Protinex without obtaining an Industrial Licence specifically for this item, action is proposed to be initiated under Section 24 of the 1 (D&R) Act, 1951, and the firm has been given an opportunity to explain their case before this is done.

M/s. Pfizer have also been producing Protein Hydrolysate in excess of the licenced capacity without obtaining any substantial expansion industrial licence. The notice under IDR Act, 1951 also required M/s. Pfizer to substantiate their claim that their excess production was due to technological improvements and not through addition to plant and equipment installed for a capacity of 110 Tpa. They were also required to supply a chartered engineers certificate in support thereof.

Similarly, a second notice has been issued under Essential Commodities Act for violating the provision of DPCO, 1970. It has been *prima facie* held:

(i) That Protinex contains certain other bulk drugs in addition to Protein Hydrolysate, and that Protinex qualifies as formulation under Para 2(g) of the DPCO, 1970.

(ii) That they have been selling this product as a drug item except for a spell from March, 1972 to 1976, and they did not furnish the requisite details and information when DPCO came into force as required under para 9 thereof;

It is therefore proposed to initiate action against the firm under para 7 of the Essential Commodities Act for violating the provisions of DPCO, 1970. The firm were given an opportunity to explain their case, before this is done.

(c) Yes, Sir.

(d) The replies received from the firm are being examined in consultation with concerned Departments.

Business deals with E. N. I. of Italy

280. SHRI JYOTIRMOY BOSU:
Will the Minister of PETROLEUM,
CHEMICALS AND FERTILIZERS be
pleased to state:

(a) how many business deals
together with the value in each case
have been concluded or are about to
be concluded with E.N.I. of Italy;

(b) whether Government are aware
that Smt. Indira Gandhi's son's Italian
father-in-law has been a beneficiary
of a number of deals made with this
foreign firm;

(c) if so, details thereof; and

(d) whether Government propose
to institute an enquiry to get fullest
details for all financial benefits that
have accrued to Mrs. Gandhi and
her sons and relations out of Gov-
ernment of India's business deals with
this Italian concern?

THE MINISTER OF PETROLEUM,
CHEMICALS AND FERTILIZERS
(SHRI H. N. BAHUGUNA): (a) (i)
Madras Refineries Limited and Indian
Oil Corporation Limited entrusted in
1974 certain studies to M/s. Snam Pro-
getti and M/s. Techneco respectively,
subsidiaries of E.N.I. The value of each
of the contracts is given below:—

Madras Refineries Limited

Study of the expansion of Madras
Refinery to 3.5 million tonnes per
annum including the debottlenecking
of furfural extraction unit to achieve
maximisation of production of feed-
stocks (HVI) at a total cost of Dollars
2,50,000.

Indian Oil Corporation Limited

Studies for the preservation of mon-
ument; particularly Taj Mahal at
Agra from air pollution arising as a
result of operation of the proposed

Mathura refinery at an estimated total
cost of 158 million Lire.

(ii) Oil and Natural Gas Commission

In so far as the Oil and Natural Gas
Commission are concerned, no fresh
contracts have been entered into with
E.N.I. since 1966.

(iii) Fertilizer Corporation of India,
Indian Farmers' Fertilizers Co-opera-
tive Limited and Gujarat State Ferti-
lizer Company have concluded con-
tracts with M/s. Snam Progetti a
subsidiary of E. N. I. The value of each
of the contracts is given below:

Fertilizer Corporation of India Ltd.**1. Contract for setting up of urea
plant of Trombay V Project**

(i) Process, design Package	\$ 1,790,000
(ii) Imported equipment	\$ 7,500,000
(iii) Delegation of Personnel	\$ 1,000,000
	<hr/> \$ 10,290,000

**2. Contract for setting up of
Ammonia plant of Trombay V Project**

(i) Supply of basic design	\$ 2,571,450
(ii) Equipment	\$ 12,286,050
(iii) Bulk Material	\$ 4,022,550
(iv) Delegation of Personnel	\$ 1,769,265
	<hr/> \$ 20,649,315

(v) Detailed engineering to
be done by P&D Division
of FCI Rs. 14,665,000

Besides the amounts shown above,
FCI have to pay to Snam \$ 15,011,535
for spares, catalysts, raw materials
and procurement charges etc. }

Indian Farmers Fertilizers Co-operative Limited

1. Contract for supply of technical assistance and supervision services for Phulpur Project.

(i) Fee \$ 6,80,000

(ii) In Indian rupees for an amount corresponding to \$ 1,30,000

2. Contract for Process and detailed engineering etc., for Phulpur Project.

(i) Supply of technical documentation \$ 2,890,000

(ii) Procurement services outside India \$ 635,000

(iii) For training services to be rendered outside India \$ 50,000

Gujarat State Fertilizer Company Ltd.

Contract for setting up urea plant

(i) Supply Contract \$ 11,435,500

(ii) Engineering Agreement \$ 1,825,000

(iii) Know-how agreement \$ 1,003,000

(iv) Service Agreement . . . \$ 1,000,000

\$15,363,500

In addition, an amount of \$7 Million has been set apart in the contract for purchase of equipment on reimbursable basis from the foreign company in case those equipments are not available in the country. This amount includes ocean freight and procurement charges also.

Information is being collected from various public sector fertilizer companies in regard to any other deal concluded by them with E.N.I. or any of its subsidiaries.

(b) No, Sir.

(c) Does not arise.

(d) C.B.I. has already commenced investigation into the contracts concluded by F. C. I. with Snam.

Bye-Elections

281. SHRI JYOTIRMOY BOSU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) how many bye-elections were kept pending for more than 3 months between 1972 and 1976 (both inclusive);

(b) details thereof and reasons therefor; and

(c) how many Municipalities stood superseded as on 25th March, 1977?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): (a) and (b). The information is being collected from the Election Commission and will be laid on the Table of the House in due course.

(c) The Government of India is not concerned with the administration of municipalities.

Rigging of Elections in South India

282. SHRI JYOTIRMOY BOSU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether he has received any complaint about rigging in last Lok Sabha elections in South India by Congress Party with the help of administration;

(b) whether any enquiry is being conducted;

(c) if so, fullest details thereof and

(d) what further action does he propose to take?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): (a) to (c). A statement containing the required information is given in the Statement laid on the Table of the House. (Placed in Library See No. LT 334/77).

(d) Further action, if any required, will be taken after a report in the matter is received from the Chief Electoral Officers concerned.

Equities held by erstwhile Prime Minister and Members of her family in Companies

283. SHRI JYOTIRMOY BOSU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) names of companies in which erstwhile Prime Minister Smt. Indira Gandhi, her sons Sarvshri Sanjay and Rajiv, daughters-in-law Shrimati Sonia Gandhi and Menaka Gandhi have equity participation and/or control;

(b) details of equities held by the said shareholders; and

(c) total amount of over-drafts taken by these companies from nationalised banks, financial institutions and other sources (indicating sources)?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): (a) and (b). As on 31st March, 1976 there were 43853 companies in the private sector. There is no record maintained in any of the offices of the Department of Company Affairs which would show at one place the shareholding of the particular individual in various companies. It would, therefore, be necessary to go through the names of the shareholders of every one of the 43853 companies to gather the information asked for. Considering the labour involved this step is not being contemplated. It

is possible that the individuals referred to in the question are being assessed to Income Tax/Wealth Tax and the tax records might contain the information asked for. The Central Board of Direct Taxes is being approached in this regard. The information, when received, will be laid on the Table of the House.

(c) After the details referred to in answer to parts (a) and (b) are obtained from the Central Board of Direct Taxes, the Department of Banking will be approached for the information asked for.

Prices of Essential Drugs

284. SHRI R. KOLANTHAIVELU: Will the Minister of PETROLEUM, AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the present position regarding prices of essential drugs so as to be within reach of the masses at reasonable rates;

(b) whether the prices of imported drugs and raw materials for drugs are out of all proportion to the cost of production in foreign countries allowing a reasonable margin of profit; and

(c) if so, the broad features for some representative drugs; and

(d) the steps taken to secure reduction in price?

THE MINISTER OF PETROLEUM, AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The prices of drugs are statutorily controlled under the provisions of Drugs (Prices Control) Order 1970. Prices once notified by Government under this Order cannot be revised by the manufacturer without the prior approval of Government. Small scale units having an annual sales turnover of less than Rs. 50 lakhs in formulations are exempt from the purview of this Order. Through the operation of this Order, it has been possible to maintain the prices of drugs at reasonable level.

(b) and (c). It is not possible to co-relate the cost of production of bulk drugs and raw materials in foreign countries with the prices at which they are imported into India, as their production cost data is neither available nor possible to obtain.

(d) The Hathi Committee have made certain recommendations on the rationalisation of prices of drugs and medicines and the Government's decision thereon is expected to be taken shortly. However, based on cost-examination conducted by the BICP and decrease in imported prices of certain bulk drugs, prices of bulk drugs were reduced in 1976-77. A statement showing the name of the bulk drug and reduction effected in prices is laid on the Table of the the House. [Placed in Library. See No. LT-335/77].

Wall around Chittaranjan Township

285. SHRI DINEN BHATTACHARYYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Chittaranjan township has been surrounded by constructing a wall; and

(b) what was the net benefit after the construction of this wall?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) Yes. Chittaranjan Township has been provided with a boundary wall over a portion of its boundary.

(b) Boundary wall has helped to prevent entry of unauthorised persons into the township thereby safeguarding railway property from theft and pilferage. The incidence of crime and theft in the Railway quarters within the township has substantially come down since the construction of the above mentioned boundary wall.

Suspension of Trade Union Officials in C.L.W.

286. SHRI DINEN BHATTACHARYYA: Will the Minister of RAILWAY be pleased to state:

(a) the number of employees suspended during last two years in Chittaranjan Locomotive Works;

(b) the reasons of their suspension; and

(c) the names of top-most trade union officials suspended?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) 98 out of which 67 have been taken bank to duty.

(b) Criminal cases, unauthorised absence, negligence of duty, theft of railway materials etc.

(c) 1. Shri N. K Mukherjee, President, C.L.W. Labour Union (unrecognised) for unauthorised absence.

2. Shri R. N. Singh, General Secretary, C.L.W. Labour Union for arrest and detention under DIR and for serious misconduct in tampering with official records, unauthorised absence, etc.

3. Shri N. N. Singh, ex-President, C.L.W. Labour Union for arrest and detention under MISA—Suspension revoked on 24th Decemebr, 1975 after release.

4. Shri S. R. Dass, ex-General Secretary, C.L.W. Labour Union, for arrest and detention under MISA. Released on 21st May, 1977 but continues to be under detention having been charge-sheeted by the police for serious criminal charges including murder.

Transfer of officials of C.L.W. Labour Union

287. SHRI DINEN BHATTACHARYYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether transfer orders issued on seven top officials of Chittaranjan Locomotive Works Labour Union on

20th April, 1972 were declared mala fide by the Court; and

(b) how has the interim period been regularised after cancellation of orders in July, 1973?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE):

(a) Yes.

(b) In the affected cases, the period of absence has been regularised as leave to the extent due and balance as leave without pay.

Lay-off declared by I.O.C. at Duliajan

288. SHRI DINEN BHATTACHARYA: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state;

(a) whether the management of the Indian Oil Corporation at Duliajan has laid-off a large number of casual workers recently;

(b) if so, the facts thereof; and

(c) steps taken by Government to stop such lay-offs and to absorb the workers in permanent posts?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS
(SHRI H. N. BAHUGUNA): (a) Reports available from Oil India Limited indicate that they have not laid off any casual workers.

(b) and (c). Do not arise.

Man-hour saved due to curtailment of time in C.L.W.

289. DR. SARADISH ROY: Will the Minister of RAILWAYS be pleased to state:

(a) what is the total man-hours saved due to curtailment of timing forcibly or voluntarily during last two years in Chittaranjan Locomotive Works;

(b) the number of employees effected due to forcible time cut; and

(c) the total expenses in the form of awards given due to voluntary curtailment of time?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE):

(a) There has been no forcible reduction in allowed times in Chittaranjan Locomotive Works during the past two years. However, a saving of 1,19,424 man-hours during 1975-76 and 4,99,716 man-hours during 1976-77 has been effected due to voluntary curtailment of allowed times.

(b) No forcible cut has been made in allowed time. Hence, no employee has been affected by it.

(c) Total expenses in the form of awards given for voluntary curtailment of time were Rs. 40,873 in 1975-76 and Rs. 2,51,948 in 1976-77.

Re-instatement of Canteen employees at C.L.W.

290. DR. SARADISH ROY: Will the Minister of RAILWAYS be pleased to state:

(a) the number of Canteen employees removed from service at Chittaranjan Locomotive Works during the last three years;

(b) how they have been put back to duty;

(c) whether the Chittaranjan Locomotive Works Administration is contesting court cases against Canteen employees; and

(d) if so, how the fund has been sanctioned for that purpose?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE):

(a) and (b). Removal notice in respect of 5 canteen staff were issued in July, 1976, but these could not be given effect to due to grant of injunction by the Calcutta High Court.

(c) The Chairman and the Secretary of the Canteen Committee are contesting the Court case.

(d) The expenditure involved for contesting the Court case, so far is being met from the Canteen fund.

Norms for fixing incentive bonus for Railway workshop staff

291. DR. SARADISH ROY: Will the Minister of RAILWAYS be pleased to state:

(a) what was the basis for fixing the norms for incentive bonus for every hour of saving time in Railway workshop;

(b) how have the revised rates been fixed when the new pay-scales after Third Pay Commission have been implemented;

(c) whether the workers are not being paid according to the hourly rate of pay; and

(d) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) The incentive scheme was initially introduced in Chittaranjan Locomotive Works in 1954 for staff and supervisors up to the level of Chargeman and the hourly bonus rates were calculated on the weighted mean of the prescribed scales of pay.

(b) The existing hourly rates of incentive bonus in the Authorised Scales of pay were increased by 20 per cent in respect of all categories of workshop staff who are covered by the incentive bonus scheme.

(c) The workers are paid according to the revised hourly rates of pay.

(d) Does not arise.

जहांगीराबाद (उत्तर प्रदेश) तथा दिल्ली के बीच रेल लाइन

292. श्री यशवन्त शर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जहांगीराबाद (उत्तर प्रदेश) तथा दिल्ली के बीच रेल लाइन बिछाने के लिए रेलवे द्वारा एक सर्वेक्षण कराया गया था,

(ख) यदि हां, तो कब और इस मामले में अब तक क्या कार्यवाही की गई है ; और

(ग) इस लाइन के कब तक पूरा होने की आशा है ?

रेल मंत्री (प्रो० मधु दंडवते) :

(क) से (ग). विगत में जहांगीराबाद और दिल्ली के बीच सीधी रेल लाइन के लिए कोई सर्वेक्षण नहीं किया गया। परन्तु एटा, कासगंज, डिबाई और बनूपुराहर के रास्ते फर्रुद्-बुलन्दशहर रेल लाइन का यातायात सर्वेक्षण 1927-28 में किया गया था, जिसमें जहांगीराबाद-दिल्ली लाइन का जहांगीराबाद-बुलन्दशहर खण्ड शामिल है। एक उक्त सर्वेक्षण से पता चला था कि यह परियोजना अर्थसम नहीं थी इसलिए इसका निर्माण शुरू नहीं किया गया। इस समय संसाधनों की भारी कमी है। अतः निकट भविष्य में इस प्रस्तावित रेल सम्पर्क को आरम्भ करने की कोई आशा नहीं है।

एग्जेंट्सों की नियमित आधार पर नियुक्ति

293. श्री यशवन्त शर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :—

(क) क्या रेलवे में काम करने वाले एग्जेंट्सों को निश्चित समय के भीतर नियमित आधार पर नियुक्त करने सम्बन्धी योजना पर कोई निर्णय कर लिया गया है; और

(ख) यदि हां, तो विलम्ब के क्या कारण हैं ?

रेल मंत्री (प्रो० मधु बंडवते) :
(क) और (ख). प्रशिक्षण अधिनियम के अन्तर्गत देश के उद्योगों के लिए दक्ष जन-शक्ति की व्यवस्था करने के उद्देश्य से प्रशिक्षुओं को प्रशिक्षण देना एक दायित्व है किन्तु रोजगार की व्यवस्था करने का दायित्व प्रशिक्षण संगठनों का नहीं है। रेलों की रोजगार प्रस्तुत करने की क्षमता सीमित है और ह रिक्तियों के साथ-साथ अन्य व्यक्तियों के दावों पर निर्भर करती है। यह विनिश्चय किया गया है कि क्लर्क कोटियों में जिन प्रशिक्षुओं ने प्रशिक्षण पूरा कर लिया हो उन्हें कार्यालय क्लर्कों और लेखा क्लर्कों की वर्तमान रिक्तियों के 50 प्रतिशत के अधीन तथा 31-3-1978 तक होने वाली रिक्तियों के अन्तर्गत समाहित किया जाएगा। कारीगरों की कोटियों में, प्रशिक्षुओं को दक्ष संवर्ग में किस स्तर तक समाहित किया जा सकता है इस बारे में विचार लिया जा रहा है।

मिट्टी के तेल के मूल्य में वृद्धि

294. श्री यशबल शर्मा : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गत दो वर्षों में मिट्टी के तेल के मूल्यों में भारी वृद्धि हुई है ;

(ख) यदि हां, तो मूल्यों में कब कब और कितनी वृद्धि हुई ; और

(ग) मूल्यों में वृद्धि के क्या कारण हैं ?

पेट्रोलियम, रसायन और उर्वरक मंत्री (श्री हेमवती नन्वन बहुगुणा) :
(क) से (ग). पिछले दो वर्षों के दौरान, मिट्टी के तेल के बुनियादी तौर पर सीमित मूल अधिकतम मूल्य में 14-7-75 से पांच पैसे प्रति लिटर और 1-12-1975 से 12 पैसे प्रति लिटर बढ़ाया गया था। यह वृद्धियाँ आयातित कच्चे तेल की लागत में हुई वृद्धि के कारण की गई थी।

श्रीषध निर्माता कम्पनियों द्वारा श्रीषधियों के मूल्यों में वृद्धि

295. श्री यशबल शर्मा : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या श्रीषध निर्माता कम्पनियों ने गत 6 मास में अपने उत्पादों के मूल्यों में वृद्धि की है ; और

(ख) यदि हां, तो कब कब और कितने प्रतिशत की वृद्धि की गई है और इसके क्या कारण हैं ?

पेट्रोलियम, रसायन और उर्वरक मंत्री (श्री हेमवती नन्वन बहुगुणा) :
(क) और (ख). श्रीषधों के मूल्यों श्रीषध (मूल्य नियंत्रण) के प्रावधानों के अन्तर्गत नियमित हैं। कोई भी निर्माता केन्द्रीय सरकार की पूर्ण अनुमति के बिना उक्त आदेश के अन्तर्गत एक बार निर्धारित किए हुए मूल्यों में वृद्धि नहीं कर सकता। लघु उद्योग श्रीषध निर्माता संयंत्र जिनकी सूची में 50 लाख रुपये से अधिक बिजली नहीं है उन्हें उक्त आदेश के क्षेत्र से छूट है। अतः गत छः महीनों के दौरान श्रीषध निर्माता कम्पनियों का अपने उत्पादों के

मूल्यों को एक तरफ़ी वृद्धि का प्रश्न नहीं उठता।

आवेश में मूल्यों में संशोधन के लिए पद्धति की व्यवस्था है। सूत्रयोगों के मूल्य मुख्यतः प्रपूज औषधों के मूल्यों पर आधारित हैं। हाल ही में सरकार द्वारा निर्धारित मार्ग दर्शन मानदण्ड के अनुसार आवश्यक जांच पड़ताल करने के बाद औद्योगिक मूल्य और लागत व्यूरो द्वारा की गई सिफारिशों के आधार पर सूत्रयोग निर्माताओं को दिए गए कुछ प्रपूज औषधों के मूल्यों में कमी पेजी करके संशोधन किया गया है। 31-3-77 को समाप्त होने वाले छः महीनों की अवधि के दौरान औषध निर्माताओं को दिए गए औषध सूत्रयोगों के मूल्यों में वृद्धि और कमी तथा ऐसी कमी और वृद्धि की प्रतिशतता के बारे में सूचना को दर्शाने वाला एक विवरण पत्र सभा पटल पर रख दिया गया है।

(ग्रन्थालय में रखा गया / देखिए संख्या एल०टी० 336 77)

Construction of Block Congress Office at C.L.W.

296. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether any Railway stalls or land, electricity and materials has been allotted for contracting the Block Congress Office at Chittaranjan Locomotive Works;

(b) if so, how was this allotment made; and

(c) whether any rent has been collected?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) No stall has been allotted to Block Congress Office at Chittaranjan

Locomotive Works. One 'C' Class stall has been allotted on 3-12-73 to Shrimati Sabitri Devi for running a grocery shop.

(b) Allotment was made on compassionate ground, as Shrimati Sabitri Devi's husband died on shop floor on duty.

(c) Licence fees upto 31-12-76 has been collected.

C.L.W. Employee's Cooperative Credit Society

297. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Chittaranjan Locomotive Works Administration is not going to nominate the director to the Committee of Management in the employees run co-operative credit society; and

(b) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) and (b). The question of nomination of a Director in the Managing Committee is still under consideration.

C.L.W. Employee's Cooperative Stores

298. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Chittaranjan Locomotive Works Administration have withdrawn its nominees from the employee run co-operative stores committee of management; and

(b) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) Yes.

(b) The general policy of the Government is not to directly participate in the Management of the Cooperative Stores of the Railwaymen except where financial assistance has been

granted to them. However, as a special case, nomination of official members in the management of the Store was allowed in the past during 1956 to 1974 to help in the smooth and efficient running of the Co-operative Store. As the Store is now placed on a sound footing and is running efficiently it is felt that such nomination is no longer warranted.

National Drug Policy

299. SHRI M. KALYANASUNDARAM: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state; and

(a) whether a national drug policy has been evolved by Government;

(b) if so, the salient features and objectives thereof?

THE MINISTER OF PETROLEUM, CHEMICALS & FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b): The broad principles and objectives which will govern Government's future approach to the drugs and Pharmaceutical Industry will be as follows:—

(i) It is Government's intention to ensure that the drugs are available in abundance in the country to meet the health need of our people;

(ii) It is Government's intention progressively to aim at self sufficiency in the drugs production in the course of the years to reduce the quantum of imports;

(iii) It is Government's intention to develop self reliance in drug technology;

(iv) Government would take steps to make drugs available both to the hospitals and to the common man at reasonable

prices and for this purpose the system of price control may have to be continued;

(v) In continuing price control, it is Government's intention to ensure that reasonable returns on capital employed are allowed to the industry;

(vi) Government will offer special incentives to the firms which are engaged in research and development;

(vii) Government will foster and encourage the growth of Indian sector;

(viii) Government will give a leadership role to the Public Sector in the drug industry;

(ix) Government will ensure that foreign held companies operate within the parameters of our policies; and

(x) Government will keep a careful watch on the quality of production and prevent adulteration and malpractices.

Losses in Production by Barauni Fertiliser Plant

300. SHRI M. KALYANASUNDARAM: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Barauni Fertilizer plant has been hit by frequent power failures resulting in serious losses in production;

(b) if so, facts thereof; and

(c) what remedial measures are being taken or are proposed to be taken to ensure steady and uninterrupted power supply to this plant?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (c). There have been a number

of power and voltage dips which not only delayed the commissioning of the plant but also caused production loss of about 11,500 tonnes of urea during the period November, 1976, when the plant was commissioned, to May, 1977. Remedial measures like installation of capacitor banks, solid state type of regulators and a 4 KVA inverter are being taken steps are also being taken to instal under frequency relays on the tie lines. The Barauni Thermal Power Station has also taken action to instal two sets of 110 MW each at the Barauni Thermal Power House.

रेलगाड़ियों के लिए प्रतिरिक्त डिब्बे

301. श्री के० लक्ष्म्या : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या लगभग सभी रेल गाड़ियों में भारी भीड़ होने के कारण यात्रियों को असुविधा होती है ;

(ख) क्या सरकार का विचार हर गाड़ी में प्रतिरिक्त डिब्बे जोड़ने का है ; और

(ग) यदि हां, तो कब तक ?

रेल मंत्री (प्रो० मधु बंडवले) : (क) कुछ गाड़ियों के दूसरे दर्जे के अनारक्षित सवारी डिब्बों में कुछ भीड़-भाड़ होती है।

(ख) और (ग) . लम्बी दूरी की अधिकांश तेज गाड़ियां पूरे भार सहित चल रही हैं, जिनमें नियमित रूप से प्रतिरिक्त सवारी डिब्बे जोड़ने की कोई गुंथाईश नहीं है। यात्रियों को राहत देने के उद्देश्य से विगत बहुत सी नई गाड़ियां चलाई गई थीं और मौजूदा गाड़ियों का सामान क्षेत्र बढ़ाया गया था। भीड़-भाड़ वाली गाड़ियों को उनकी बहन क्षमता बढ़ाने के लिए, डीजल इंजन उपलब्ध

होने पर, डीजलीकृत भी किया जा रहा है। यात्रियों को राहत पहुंचाने के लिए यह एक सतत प्रक्रिया है।

कर्नाटक में नई रेल लाइनें

302. श्री के० लक्ष्म्या : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :—

(क) क्या सरकार का कर्नाटक में नई रेल लाइनें बिछाने का कोई प्रस्ताव है ; और

(ख) यदि हां, तो तत्सम्बन्धी मुख्य बातें क्या हैं ?

रेल मंत्री (प्रो० मधु बंडवले) :

(क) और (ख) . कर्नाटक में हसन से मंगलूर तक नई रेलवे लाइन पहले से ही निर्माणाधीन है। तोरनगल्लू से रनजीतपुरा तक दूसरी रेलवे लाइन अभी हाल ही में पूरी की गई है। हुबली से करवार, तालगुप्पा से हानोबार, रायदुर्ग से चित्रदुर्ग, कोट्टर से हरिहर और घाट्टा से मंगलूर तक लाइनों के निर्माण के लिए सर्वेक्षण कर लिए गए हैं। इनका कुछ भाग कर्नाटक में पड़ता है। निज लाइनों का सर्वेक्षण हो चुका है, उनका निर्माण संसाधनों की उपलब्धता और यातायात की सम्भाव्यता पर निर्भर करता है।

Rail Link between Cochin and Kayamkulam via Alleppey

303. SHRI C. K. CHANDRAPPA:
SHRI K. A. RAJAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the techno-economic survey of the rail link between Cochin and Kayamkulam via Alleppey has been completed;

(b) if so, the salient features thereof;

(c) whether the Kerala Government has offered to supply sleepers free of cost and also agreed to organise massive 'Sramdan' campaign for the construction of this new railway line; and

(d) what is the final decision in regard to the construction of this line?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) An engineering-cum-traffic survey has been carried out for a new railway line from Ernakulam to Alleppey. Engineering survey for the remaining length from Alleppey to Kayamkulam has not been carried out so far.

(b) The line from Ernakulam to Alleppey will have a length of about 50 kms. and is estimated to cost about 5 crores.

(c) Yes.

(d) It has not been possible to include the construction of this line in the Budget for 1977-78 on account of limitation of resources.

Set back to O. & N.G.C. Drilling Operations in Bombay High and Bassein

304. SHRI C. K. CHANDRAPPAN: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the drilling and prospecting operation of the Oil and Natural Gas Commission in Bombay High and Bassein has suffered a set back recently as sufficient oil was not found in several wells drilled there;

(b) if so, the facts thereof;

(c) whether this would upset the country's hopes about Bombay High; and

(d) which are the countries with whom Oil and Natural Gas Commission has entered into collaboration for oil drilling in this area and the names of countries who drilled those wells in which no oil was found?

THE MINISTER OF PETROLEUM CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) No, Sir.

(b) and (c). Do not arise.

(d) There is no foreign collaboration for oil drilling in Bombay High and Bassein. However, specific services and operational support for drilling have been obtained on contract from some firms of U.K., U.S.A. and Norway.

Construction of Railway Lines connecting Tellicherry with Mysore, Mangalore with Bombay and Kuttipuram with Trichur

305. SHRI C. K. CHANDRAPPAN: **SHRI VAYALAR RAVI:**

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration to take up the construction of new Railway lines connecting Tellicherry with Mysore, Mangalore with Bombay and Kuttipuram with Trichur via Guruvayur;

(b) whether the techno-economic survey of these lines has already been done and if so, the findings thereof; and

(c) whether the present economic backwardness of this region and the impetus these railway lines will give to the economic development has been kept in view while taking a final decision on this matter?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) and (b). A Final Location Engineering and a Traffic Survey have been carried out for Apta-Dasgaon line which forms a part of the Bombay-Mangalore Rail Link. It will have a length of 108 Km. and is estimated to cost about Rs. 14 crores yielding a return of 4.8 per cent. The Final Location Survey of Dasgaon-Ratnagiri section with spot checks on the earlier survey between Ratnagiri-Mangalore

is also nearing completion and traffic and financial re-appraisal of that section will also be carried out shortly.

A preliminary engineering-cum-traffic survey has been carried out for a railway line from Kuttipuram to Trichur via Guruvayur. It will have a length of about 60 Km. and is estimated to cost about Rs. 11 crores yielding a financial return of 1.4 per cent.

No survey has been carried out for Tellicherry-Mysore line.

(c) A final decision on the projects for which surveys have been carried out is yet to be taken.

Trains running between Trivandrum and Ernakulam

306. SHRI C. K. CHANDRAPAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there are very few passenger trains running between Trivandrum and Ernakulam which stop at every station and this caused great difficulties to people in the area; and

(b) if so, the steps Government propose to take to overcome this situation?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) At present two pairs of passenger trains each way are running on Ernakulam-Kottayam, Kottayam-Quilon and Quilon-Trivandrum Central sections stopping at all stations. In addition one pair of fast passenger trains is also available on the Ernakulam-Trivandrum section, stopping at 27 stations and not stopping at 13 stations, apart from 5 pairs of mail/express trains. These services adequately cater to the traffic requirements of the Ernakulam-Trivandrum Central section.

(b) The growth of passenger traffic and requirements for additional trains is constantly under watch.

सोनपुर और बाराबंकी के बीच ब्राड गेज लाइन

307. श्री जनेश्वर मिश्र : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :—

(क) सोनपुर और बाराबंकी के बीच ब्राड गेज लाइन का काम कब तक पूरा कर लिया जाएगा ; और

(ख) उक्त ब्राड गेज लाइन के बिछाने के काम में अब तक क्या प्रगति हुई है और काम का समय पर पूरा न करने के क्या कारण हैं ?

रेल मंत्री (प्रो० मधु दंडवते) : (क) आशा है कि यह कार्य लगभग तीन वर्ष में पूरा हो जायेगा ।

(ख) व्यावहारिक रूप से भूमि मिट्टी डालने का समूचा काम तथा पुल संबंधी अधिकांश कार्य पूरा हो चुका है । मीटर गामान की जगह बड़े गामान का रेल पथ बनाने में विलम्ब साधनों की सीमित उपलब्धता के कारण हुआ है ।

Survey for Sultanganj-Deogarh Railway line

308. SHRI MADHU LIMAYE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Board is, aware that a demand was made to make a feasibility study and survey in respect of the Sultanganj-Deogarh railway line proposal during the period of the third Lok Sabha or thereafter;

(b) if so, the results of the survey; and

(c) whether the Government propose to re-examine the question of building this railway line in view of its commitment to open up backward areas for development?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE):

(a) to (c). No survey for construction of a direct link between Deogarh and Sultanganj has been made so far. However, it is proposed to conduct a survey during the current financial year for a direct link between Mandarhill and Baidyanathdham (Deogarh) which will provide a link between Deogarh and Sultanganj. A decision regarding construction of the line will be taken when the survey reports become available.

Extension of Bhagalpur-Bounsi line to
Vaidyanath Deogarh

309. SHRI MADHU LIMAYE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Ministry is aware that the former Railway Minister, the late Shri L. N. Mishra, had assured the people of Banka (Bhagalpur Division, Bihar) that the Government would extend the Bhagalpur-Bounsi line to Vaidyanath Deogarh, a major pilgrimage centre in Eastern India;

(b) whether any demand was made in Parliament and outside for undertaking a feasibility study and survey in respect of this proposal;

(c) if so, the results thereof; and

(d) whether Government would re-examine the proposal in view of its commitment to open backward areas like Bhagalpur and Santal Pargana for development?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE):

(a) No.

(b) Yes, there have been representations from Members of Parliament, State Government and others regarding this.

(c) and (d). Provision for survey of a new line to extend Bhagalpur-Bounsi line from Bounsi to Baidya-

nathdham has been included in this year's Budget at a cost of Rs. 2.5 lacs.

High-priced advertisements in souvenirs of political parties

310. SHRI MADHU LIMAYE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Organisations of Manufacturers, FICCI or Company Managements had sought a clarification from the Company Law Board as to whether the high-priced advertisements to souvenirs published by political parties will be treated as donations and would be considered as violation of the Companies Act;

(b) whether the Company Affairs Department/Company Law Board under the previous Government had told these organisations that advertisements to souvenirs will not or cannot be treated as donations;

(c) whether it is a fact that the industrialists had made a contribution of Rs. 40 crores from their Companies' accounts towards souvenir advertisements; and

(d) if so, the action taken against the companies and officers concerned of the Company Affairs Ministry for their violation of the Companies Act?

THE MINISTER OF EDUCATION,
SOCIAL WELFARE AND CULTURE
(DR. PRATAP CHANDRA CHUNDER): (a) FICCI had sought for certain clarifications in this regard from the former Minister of Law, Justice and Company Affairs. In this reference there was no mention of high-priced advertisements as such.

(b) It was clarified to FICCI that expenditure incurred by companies on advertisements in souvenirs, bulletins, magazines etc. were not donations/contributions to political parties so as to attract section 293A of the Companies Act, 1956.

(c) No such information is available.

(d) Does not arise.

Investigation into advertisements in Souvenirs of Political Parties

311. SHRI MADHU LIMAYE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Government have seen the statement by the President of the Institute of Chartered Accountants of India, Mr. B. R. Maheshwari, that high price advertisements to souvenirs by political parties amounted to infringement of the provisions of section 293-A of the Companies Act;

(b) whether the present Minister of Company Affairs had expressed a similar view in regard to these souvenir advertisements during the election campaign;

(c) whether the Government have received any memoranda demanding investigation by the Company Affairs Ministry into these high priced advertisements; and

(d) if so, the action taken thereon?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER); (a) Attention of the Government has been drawn to the newspaper reports in this regard.

(b) The Minister has expressed the view that the advertisement should be genuine and there should be *quid-pro-quo*.

(c) and (d) Several letters have been received in this matter including the one from the Hon'ble Member, and the Department of Company Affairs have directed Registrars of Companies to collect the requisite particulars.

यूरिया खाद का उत्पादन

312. श्री सुरेन्द्र विक्रम : क्या पेट्रोलियम, रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) वित्तीय वर्ष 1976-77 के दौरान यूरिया खाद का कितना उत्पादन हुआ और चालू वित्तीय वर्ष में उसका कितना उत्पादन होने की सम्भावना है ; और

(ख) वित्तीय वर्ष 1976-77 के दौरान विदेशों से कितने उर्वरक का आयात किया गया ?

पेट्रोलियम, रसायन और उर्वरक मंत्री (श्री हेमवती नन्दन बहुगुणा) :

(क) 1976-77 के दौरान यूरिया का 2931 हजार मीटर टन उत्पादन हुआ था। 1977-78 के वर्ष के दौरान यूरिया के 3575 हजार मी० टन के उत्पादन का अनुमान है।

(ख) 1976-77 के दौरान उर्वरक की निम्नलिखित मात्रा आयातित की गई थी :

मात्रा लाख मी० टन

यूरिया	15.37
एम ओ पी	4.83 15.37
एस ओ पी	0.11 4.83
सी ए एन	0.04 0.11
डी ए पी	0.30
एन पी के	0.35

रतलाम-बांसवाड़ा रेल लाइन के लिये सर्वेक्षण

313. डा० लक्ष्मीनारायण पाण्डेय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :—

(क) क्या प्रस्तावित रतलाम-बांसवाड़ा रेल लाइन के लिए सर्वेक्षण पूर्ण हो चुका है; और

(ख) यदि हां, तो इस रेल लाइन के बारे में क्या कार्यवाही की जा रही है?

रेल मंत्री प्रो० मधु दंडवते : (क) जी हां।

(ख) सर्वेक्षण रिपोर्ट की जांच की जा रही है।

टी०टी०ई० तथा कंडक्टरों को रनिंग स्टाफ माना जाना

314. श्री डा० लक्ष्मी नारायण पांडेय :

श्री रामेश्वर पाटीदार :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(अ) क्या सरकार को ऐसा कोई ज्ञापन मिल है जिममें मांग की गई है कि टी०टी०ई० तथा कंडक्टरों को रनिंग स्टाफ माना जाय; और

(ख) यदि हां, तो उस पर सरकार की क्या प्रतिक्रिया है?

रेल मंत्री (प्रो० मधु दंडवते) :

(क) जी हां।

(ख) चूकि चल टिकट परीक्षक और कंडक्टर रनिंग कर्मचारी माने जाने के मानदंड को पूरा नहीं करते अतः उन्हें इस कोटि में नहीं रखा जा सकता।

खण्डवा-भजमेर लाईन पर एक मेल गाड़ी चालू करना

315. डा० लक्ष्मीनारायण पांडेय :
क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पश्चिम रेलवे की खण्डवा-भजमेर लाईन पर एक मेल गाड़ी चलाने सम्बन्धी प्रस्ताव विचाराधीन है; और

(ख) यदि हां, तो यह गाड़ी कब तक चालू कर दी जाएगी?

रेल मंत्री (प्रो० मधु दंडवते) : (क) तथा (ख). भजमेर-खण्डवा-कच्चागुडा के बीच सप्ताह में दो बार चलने वाली तीस गाड़ी चलाने के बारे में जांच की जा रही है और व्यावहारिक होने पर कार्रवाई की जायेगी।

Employees of C.L.W. Detained under MISA

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

(a) the number of employees detained under MISA in C.L.W.;

(b) whether there is any attempt made to release them;

(c) whether workers and employees of C.L.W. are demanding their immediate release; and

(d) if so, the steps taken to release them?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE):

(a) 11.

(b) Employees are detained under MISA by the State Government and their subsequent release depends on them.

(c) Yes.

(d) The decision essentially rests with the State Government.

Premature retirement, reversion etc.
in C.L.W.

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

(a) the number of premature retirements, reversion and removal from services in C.L.W. during last three years;

(b) the reasons therefor; and

(c) whether their cases are being reviewed?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE):

(a) During the last three years, in C.L.W. 38 employees were prematurely retired, 18 were reverted to lower post/lower stage in the same grade and 56 were removed from service. Out of these, 4 prematurely retired and 9 removed from service have been taken back on appeal/review.

(b) Four unsatisfactory service record, unauthorised absence, misconduct and involvement in thefts.

(c) The cases will be reviewed in the light of Government's announcement during Railway Budget 1977-78.

Recognition of Union in C.L.W.,
D.L.W. and I.C.F.

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

(a) whether there is an active move to recognise Unions in Chittaranjan Locomotive Works and other production units in Railways viz. Diesel Locomotive Works and Integral Coach Factory; and

(b) if so, the salient features thereof?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE):

(a) and (b). Since some efforts at

unification of unions at the trade union level are indicated, we will await the result of these efforts before we take the final decision or recognition. In the mean time the working of the Staff Councils will be watched.

Export of Chemicals

319. SHRI P. RAJAGOPAL NAIDU:
Will the Minister of PETROLEUM
AND CHEMICALS AND FERTILIZERS
be pleased to state:

(a) whether we are exporting chemicals to the other countries; and

(b) if so, the value of chemicals exported during 1976-77?

THE MINISTER FOR PETROLEUM,
CHEMICALS & FERTILIZERS
(SHRI H. N. BAHUGUNA): (a). Yes.
Sir.

(b) The value of chemicals exported during 1976-77 is estimated at Rs. 109.92 crores.

Marketing of a new Kerosene Stove by I.O.C.

320. SHRI G. Y. KRISHNAN:
SHRI MEETHA LAL PATEL:

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

(a) whether the Indian Oil Corporation has recently put in the market a new superior kerosene stove which is designed to be more economical in comparison to other stoves; and

(b) if so, the main features thereof?

THE MINISTER OF PETROLEUM,
CHEMICALS AND FERTILIZERS
(SHRI H. N. BAHUGUNA): (a) Yes,
Sir.

(b) The new stove "NUTAN" being marketed by Indian Oil Corporation has a thermal efficiency of 60 per cent as compared to 35 per cent—47 per cent

efficiency of most of the other marketed stoves and it saves kerosene consumption to the extent of about 30 per cent on an average. It is basically a wick-type non-pressure stove consisting of—

- (i) Specially designed burner assembly
- (ii) Insulated triple wall outer burner casing
- (iii) Specially designed flame deflecting ring
- (iv) Load bearing assembly (stand)
- (v) Kerosene Level Indicator (float)
- (vi) New wick control lever

The stove has 10 wicks and a fuel tank capacity of 2 ltrs.

Quarters for Staff of C.L.W.

321. SHRI SHYAMAPRASANNA BHATTACHARYYA: Will the Minister of RAILWAYS be pleased to state—

(a) the total number of staff at Chittaranjan Locomotive Works who have not been provided with Railway quarters in Chittaranjan township;

(b) whether there is any other source to provide accommodation to railway staff at Chittaranjan besides the railway quarters; and

(c) if not, what is the alternative plan to solve the quarter problem at Chittaranjan Locomotive Works?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE):
(a) 6904

(b) and (c). About 54 per cent of the Railway staff at Chittaranjan are provided with quarters. In addition, private accommodation available in the adjoining area of Mihijam and nearby villages is also availed of by

the staff. At present construction of 132 units staff quarters is in hand and another 112 units are being programmed for the current year. Provision of Staff quarters is a continuing process and more quarters will be constructed according to availability of resources.

Difference between cost of Production and Sale of Petroleum Products

322. SHRI SUSHIL KUMAR DHARA: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the differences between the production costs and the prices at which petrol and petroleum products are being sold to consumers per hundred litres;

(b) at what percentage the excise and other duties and taxes are levied on such products; and

(c) whether Government are considering lowering of the prices by reducing duties and taxes etc. in view of the fact that the prices of such products are exorbitantly high at consumer levels?

THE MINISTER FOR PETROLEUM, CHEMICALS & FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The average cost of production and the retail selling prices at which petrol and four other major petroleum products are sold to the consumers per 100 litres at Bombay are indicated in the enclosed statement which is being laid on the Table of the House. [Placed in library. See No. LT-337/77].

(b) The rates of Central Excise, sales tax other local levies expressed, in terms of percentages of the retail selling prices are also indicated in the same statement.

There is no such proposal at present.

Free Legal Aid to Poor

323. SHRI D. B. CHANDRA GOWDA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether there is any proposal under the consideration of Government to set up district and taluk-level committees to give free legal aid to the poor; and

(b) if so, the salient features thereof?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): (a) No, Sir.

(b) Does not arise.

Production of Crude from Bombay High

324. SHRI S. R. DAMANI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the production of crude achieved at the Bombay High in 1976-77 and the prospects for the current year;

(b) what is the maximum output expected from this source and the main features of the phased programme drawn for the purpose; and

(c) whether any foreign companies are associated in this work and if so, the facts thereof including the terms and conditions thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) During 1976-77 production of crude oil from Bombay High was a little over 0.4 million tonnes (m.t.). It is expected to be 2.50 m.t. during 1977-78.

(b) The programme for the development of Bombay High has been divided into five Phases, each Phase adding a production potential of 2 million

tonnes per annum of crude oil. Implementation of Phases-I and II is under way and is expected to be completed by the end of the year. The maximum production of crude oil is expected to be 10 million tonnes per annum.

(c) While there is no foreign collaboration, ONGC has obtained consultancy and other specific services on contracts from foreign companies of U.K., U.S.A., Norway, France, etc. The contractors receive remuneration for the services rendered as agreed up on in each individual case.

Performance of Fertilizer Units in Public Sector

325. SHRI S. R. DAMANI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the performance of public sector fertilizer units during 1976-77 and how does it compare with that of the two previous years;

(b) the capacity utilization at each public sector fertilizer unit and the main constraints at higher utilization; and

(c) steps being taken to remove them and also of new capacity materializing in the current year?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (c). The production performance and capacity utilisation of each public sector fertilizer plant during 1974-75, 1975-76 and 1976-77 is given in the statement laid on the Table of the House. [Placed in library. See No. LT-338/77].

2. The main constraints limiting higher production are old and ageing equipments, inadequate availability of proper quality of feedstock like coke oven gas, design and equipment deficiencies in some of the plants,

power restrictions and unstable power supply etc. Various measures such as renovation, debottlenecking and modifications programmes have been taken in hand to remove these constraints.

(3) The following projects are likely to be commissioned during 1977-78.

Name of unit	'000 tonnes Capacity	
	N	P
1. Khetri	90
2. Sindri Rationalisation	156
3. Nangal Expansion .	152	..
4. Trombay IV . . .	75	75
5. Talcher	228	..
6. Ramagundam . . .	228	..
7. Bhatinda	235	..
8. Sindri Modernisation	129	..

Estimated Loss due to laying of Pipelines from Bombay High to Trombay

326. SHRI MUKHTIAR SINGH MALIK:
SHRI G. M. BANATWALLA:

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

(a) whether Government are aware of the reports that natural gas worth Rs. 15 crores to Rs. 20 crores will have to be burnt away every year if the decision of the Project investment Board regarding laying of pipelines from Bombay High to Trombay is implemented;

(b) whether the P. I. B's decision to lay oil and gas pipelines from Bombay High to Trombay via Uran will cost Rs. 850 crores and will delay the establishment of new petro-chemical industries in Gujarat; and

(c) whether Government have any proposal to save such losses and if so, the broad outlines thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (c). While such a report has appeared in a section of the press, the facts are as follows:

The Public Investment Board approved of the proposal to lay oil and gas pipelines from Bombay High field to Trombay via Uran, where a shore terminal would be set up. The gas pipeline would help utilise the associated gas which would otherwise have to be flared. It is not, therefore, correct to say that the Public Investment Board's decision would lead to the flaring of the gas worth Rs. 15 crores to Rs. 20 crores. Rather, when the gas pipeline is laid, it would help save and utilise gas worth about Rs. 22 crores during 1978-79. This would not be possible in any other alternative. It is also not a fact that the oil and gas pipelines would cost Rs. 850 crores. The cost of the pipelines is estimated at about Rs. 219 crores. Presently, there is no proposal under consideration for the establishment of new petro-chemical industries in Gujarat. However, the Government have approved of the taking up of a feasibility study for the transport of free gas from South Bassein field to Gujarat through an appropriate pipeline system, to meet the future needs of Gujarat.

Fees charged by Lawyers for appearing in High Courts and Supreme Court

327. SHRI KANWAR LAL GUPTA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government are aware that lawyers of High Courts and Supreme Court charge heavy amount of fees for appearing before these courts:

(b) whether even printing charges and stamp duties required for filing a case in these courts are beyond the reach of a common man;

(c) if so, the steps proposed to be taken by Government to make justice cheap so as to be within the reach of the common man; and

(d) the salient features of representation received by the Government in this connection and the action taken thereon?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): (a) Yes, Sir, in cases where Senior and competent Advocates are engaged.

(b) These are charged under the Court Fees Act, 1870 (7 of 1870) and the rules framed by the High Courts and the Supreme Court.

(c) It has always been the endeavour of the Government to provide less expensive and prompt justice to common man and the Government is awaiting the final Report of the Bhagwati Committee.

(d) In the absence of the particulars of the specific representation it is not possible to indicate the action taken thereon.

O.&N.G.C. deals with Maruti Limited

328. SHRI KANWAR LAL GUPTA: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the broad outlines of deals made by Oil & Natural Gas Commission and other Government companies under his Ministry with the Maruti Limited and its allied concerns during the last five years;

(b) whether proper procedure was not followed in most of the deals and favouritism was shown to the Maruti Limited;

(c) if so, the broad features of such deals and the action that has been taken by Government against the officers or the former Ministers responsible for them; and

(d) what was the approximate loss to Government in each such deal and what action Government propose to take against Maruti Limited and its allied concerns?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) ONGC has placed the following orders on Maruti Limited and its allied concerns during the last five years:—

(i) 8 Nos. Demag Cranes of 40/45 tonne capacity from Messrs Maruti Heavy Vehicles Pvt. Ltd. Gurgaon at a total cost of Rs. 1.70 crores.

(ii) 12 Nos. Truck Tractors without oil-field equipment and 2 Nos. Truck Tractors with oil field equipment at a total CIF value of Rs. 73,47,707.00 from Messrs Maruti Heavy Vehicles Pvt. Ltd., Gurgaon.

(iii) 6 Nos. 8/10 Ton Road Rollers together with spares at a total value of Rs. 27,657/- through Jalan Modi Automobiles, Gurgaon.

No other organisation under Ministry of Petroleum has placed any order on Maruti Ltd., or its allied concerns.

(b), (c) and (d). The matter is under investigation of Central Bureau of Investigation.

Corruption in Elections

329. SHRI F. H. MOHSIN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the present Prime Minister had said in Bangalore on February 28rd, 1977 that the Janata Party would go into the question of getting rid of corruption in elections;

(b) whether the same has been gone into;

(c) whether Government propose to finance the candidates upto a limit as in some foreign countries; and

(d) whether any new agency would be set up to keep a watch on election expenses?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): (a) A report about the statement made by the Prime Minister appeared in certain newspapers.

(b) There is no concrete proposal before Government in this regard.

(c) Government has not taken any decision with regard to financing the candidates standing for elections.

(d) There is no proposal to set up any special agency to keep a watch on election expenses.

Decision to Electrify Economic Routes

330. SHRI NIHAR LASKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether railways can save crores of rupees if they take the steps to electrify the proven economic routes;

(b) if so, whether this is the outcome of the survey made by the Railway engineers;

(c) whether Government have examined the report; and

(d) if so, when is the final decision in this regard likely to be taken?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) to (d). Railways have not conducted any general survey for electrification. According to the present policy of the Government, within the

resources available, electrification is undertaken on such sections where on considerations of high traffic density, graded structure, etc. greater benefits, *vis-a-vis* other modes of traction are visualised.

Decline in Revenues of Railways

331. SHRI NIHAR LASKAR: Will the Minister of RAILWAYS be pleased to state:

(a) the total decline in revenue of Railways in the months of March and April, 1977; and

(b) the main factors responsible for this.

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) There is no decline in the revenue of Railways in the months of March and April, 1977 as compared to the corresponding period of last year.

(b) Question does not arise.

Posting of Transferred Judges

332. SHRI NIHAR LASKAR:
SHRI R. V. SWAMINATHAN:
SHRI RAGHAVJI:

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

(a) whether all the judges who were transferred to different States have been posted back to their respective places; and

(b) how many such judges have joined their duties and how many are still not willing to join?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): (a) No, Sir.

(b) In respect of the Judges proposed to be transferred, consultations with the judges as well as the other authorities concerned are in progress. All replies have not yet been received.

गुजरात के कच्छ क्षेत्र में गैस का पता लगाना

बम्बई हाई में ड्रिलिंग कार्य

333. श्री नवाब सिंह चौहान : क्या पेट्रोलियम तथा रसायन और उर्बरक मंत्री यह बताने की कृपा करेंगे कि :

(क) गुजरात में कच्छ तथा अन्य स्थानों पर कच्चा तेल प्राप्त करने की प्रक्रिया में कितनी मात्रा में गैस निकलती है तथा उसमें से कितने प्रतिशत गैस उपयोग में आती है और कितने प्रतिशत बेकार नष्ट हो जाती है ; और

(ख) इस प्रकार पाई गई गैस और तेल की पूरी मात्रा के उपयोग के लिये क्या प्रयत्न किये जा रहे हैं तथा इस सम्बन्ध में कब तक सफलता मिलने की आशा है ?

पेट्रोलियम, रसायन और उर्बरक मंत्री (श्री हेमवती नन्दन बहुगुणा) : (क) और (ख) कच्छ क्षेत्र में अभी तक कच्चा तेल प्रथम गैस प्राप्त नहीं हो सका है। गुजरात में अन्य स्थानों में उत्पादित समस्त कच्चे तेल की मात्रा का पूर्ण रूप में उपयोग में लाया जा रहा है परन्तु उत्पादित गैस के लगभग 96 प्रतिशत को विभिन्न, प्रयोगकर्ताओं को देने का वायदा किया गया है। परिसंचालन कारणों के परिणामस्वरूप गैस की कुछ मात्रा को उड़ाया जा रहा है और शेष गैस जिसको उड़ाया जायेगा, उसका छोटे पृथक क्षेत्रों से तेल के साथ उत्पादन किया जाएगा। विपुल उपयोग के लिए गैस की इस कम मात्रा को कुछ स्थानों से स्थानान्तरित करना और एक केन्द्रीय स्थान पर एकत्र करना लाभकारी नहीं है। फिर भी तेल और प्राकृतिक गैस आयोग उन ग्राहकों की तलाश में रहता है जो कि इन पृथक क्षेत्रों के निकट ऐसी गैस का प्रयोग कर सकें।

334. श्री नवाब सिंह चौहान : क्या पेट्रोलियम तथा रसायन और उर्बरक मंत्री यह बताने की कृपा करेंगे कि :

(क) बम्बई हाई में तेल प्राप्त करने के प्रयासों में कितनी सफलता प्राप्त हुई ;

(ख) बम्बई हाई से अब कितना तेल निकलने लगा है ; और

(ग) ड्रिलिंग की आगे की और योजना क्या है तथा वहां कितनी मात्रा में तेल मिलने की संभावना है ?

पेट्रोलियम, रसायन और उर्बरक मंत्री (श्री हेमवती नन्दन बहुगुणा) : (क) बम्बई हाई में तेल तथा प्राकृतिक गैस आयोग ने अनेक अन्वेषणात्मक बमूनांकन कुओं का पहले से व्यघन किया है और ऐसा पता लगा है कि इन में से अधिकांश कुओं में हाईड्रोकार्बन उपलब्ध है। अनेक उत्पादन कुओं की भी खुदाई की जा चुकी है।

(ख) लगभग 35,000 बैरल प्रति दिन।

(ग) वर्ष 1977-78 के दौरान बम्बई हाई में तेल तथा प्राकृतिक गैस आयोग की अनेक कुओं के खोदने की एक योजना है और वह यथासम्भव न्यूनतम समय में इस क्षेत्र के सर्वोत्तम विकास के लिए सभी जरूरी बंदम उठा रहा है। इस क्षेत्र में वर्ष 1976-77 में कच्चे तेल का उत्पादन 0.4 मि०मी० टन से भी अधिक था, वर्ष 1977-78 में इसमें लगभग 2.50 मि०मी० टन के उत्पादन की योजना है और इसके वर्ष 1981-82 तक 10 मि०मी० टन तक जाने की आशा है।

दरीबा पान रेल फाटक का बन्द होना

335. श्री नवाब सिंह चौहान : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को अलीगढ़ शहर के अन्तर्गत दरीबा पान के रेल फाटक के काफी समय तक बन्द रहने तथा वहाँ पर यात्रियों के कट जाने की शिकायतें प्राप्त हुई हैं; और

(ख) यदि हाँ, तो बाहनों तथा यात्रियों को यहाँ से शीघ्रता से लाइन पार करने की सुविधा देने के लिए क्या कार्यवाही की गई है अथवा करने का विचार है ?

रेल मंत्री (प्रो० मधु बंडोबते) : (क) जी हाँ, समपार को काफी-काफी समय तक बन्द रखने के सम्बन्ध में शिकायतें मिली हैं। समपार पर कोई यात्री हताहत नहीं हुआ लेकिन पिछले पाच वर्षों के दौरान 2 पैदल चलने वाले गाड़ी के नीचे आकर मर गये और दो घायल हुए।

(ख) पैदल चलने वालों और माइकल सवारों के इस्तेमाल के लिए समपार के साथ-साथ एक ऊपरी पैदल पुल की माच, 1977 में व्यवस्था की गई है। बाह्रन यानायन वर्तमान समपार पर से ही होता है। स्थल की स्थिति को देखते हुए उस समपार के बदले ऊपरी सड़क पुल का निर्माण व्यावहारिक नहीं है।

Steps to curb Monopolies

336. SHRI PRADYUMNA K. BAL: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state what steps have been taken by Government to curb the Monopolies which have flourished during the last 30 years of the Congress Rule?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): The Monopolies and Restrictive Trade Practices Act, 1969 came into force from 1st June, 1970. The steps taken by the Government to curb the Monopolies with a view to achieving the objectives of the M.R.T.P. Act, are narrated in the five statutory Annual Reports pertaining to the execution of the provisions of the M.R.T.P. Act, 1969, which have already been laid on the Table of the House from time to time.

Utilisation of Gas Produced from Bombay High

337. SHRI F. P. GAEKWAD: Will the Minister of PETROLEUM CHEMICALS AND FERTILIZERS be pleased to refer to reply given to the Unstarred Question No. 1350 on 24th August, 1976 and state:

(a) whether the study about transportation and utilisation of associated gas from Bombay High has since been completed; and

(b) if not, how long it will take to finalise the study?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b): The studies have revealed that Bombay area offers immediate scope for the most expeditious and economic utilization of associated gas from Bombay High. Also, on techno-economic considerations, it has been established that the best method for transportation of gas to shore would be by laying sub-sea pipelines from Bombay High to a shore terminal at Uran near Bombay. However, the interest of other claimants i.e., the State of Gujarat have been taken care of to the best of everybody's satisfaction.

Survey for new Railway Lines in Backward Areas

338. SHRI P. K. DEO: Will the Minister of RAILWAYS be pleased to state:

(a) which new railway lines Government contemplate to construct in the backward areas of the country; and

(b) how many surveys for new lines have been made previously in Orissa to develop the backward areas and which are those?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) The proposals for taking up new railway lines in backward areas during the coming years have not yet been finalised. During the current financial year (1977-78) construction of two new railway lines viz., Mirchadhuri to Jayant and Bhadrachalam to Managuru have been included in the budget.

(b) The following surveys were made in Orissa during the last five/six years:

- (1) Talcher-Bimlagarh B. G. link.
- (2) Rupsa-Talband. Conversion from NG to BG.
- (3) Jakhapura-Banspani.

Two more surveys for construction of new railway lines have been included in the budget for 1977-78.

- (1) Koraput to Salur/Parbatipuram.
- (2) Talcher to Sambalpur/Jharsuguda.

Use of Insecticides and Pesticides Menace to Health

339. SHRI HARI VISHNU KAMATH: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether a school of thought is growing in several advanced, progressive countries which looks upon

insecticides and pesticides much used in agriculture as an insidious menace to the health of mankind;

(b) whether Government agree with that view; and

(c) if so, the measures proposed to be adopted by Government to counter the menace?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) In some advanced countries group of pesticides chlorinated hydrocarbon is considered as potential carcinogens due to their persistence in the environment and biomagnification through the food chain. However, WHO and FAO have unequivocally supported the judicious use of such pesticides both in agriculture and public health. WHO regards DDT to be irreplaceable in malaria control programme particularly in the developing countries.

(b) and (c). Government are fully alive to the associated hazards of insecticides and pesticides and have therefore, enacted the Insecticides Act, 1968, under which all pesticides to be used in the country are required to be registered with the Registration Committee of the Central Insecticides Board, which critically examines the toxicity and bioefficacy of a pesticide before giving approval for its use in the country.

Conversion of Bikaner-Bhatinda Metre Gauge Line into Broad Gauge Line

340. CHAUDHARI HARI RAM MAKKASAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government intend to convert metre gauge line from Bikaner to Bhatinda into broad gauge line; and

(b) if so, the target date for conversion?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) and (b). Conversion of Bhatinda-Hanumangarh-Suratgarh portion of Bhatinda-Bikaner metre gauge section into broad gauge is already in progress and is expected to be completed in 1978. There is no such proposal to convert Suratgarh-Bikaner portion from metre gauge to broad gauge under consideration at present.

Employees required for Talcher Fertilizer Factory

341. SHRI PABITRA MOHAN PRADHAN: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the number of employees required for the Talcher Fertilizer Factory, class and category-wise; and

(b) the number that is employed upto-date?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). The number of employees required for Talcher Fertilizer Factory was assessed in 1973. These requirements are being reviewed by the F.C.I. The present sanctioned strength and the number of employees as on 31st March, 1977 are as under:

Category of post	Sanctioned strength	No. of employees in position as on 31-3-77
Class I	200	155
Class II	38	35
Class III	788	595
Class IV	289	184
TOTAL	1315	969

Companies which made Payments for Advertisements in Souvenir for Congress Party

342. SHRI R. K. MHALGI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether a number of companies registered under the Companies Act have paid lot of money for advertisements in the Souvenir of All India Congress Party before the General Elections of 1977;

(b) if so, the number of such companies and the amount of money involved;

(c) how many companies out of them have actually got their advertisements printed in the Souvenir;

(d) whether all these companies received the receipts of the amount paid; and

(e) if not, the reasons therefor?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDELL): (a) and (b). The particulars are being collected.

(c) to (e). These particulars would have to be collected.

Laws Passed during Emergency

343. SHRI R. K. MHALGI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) how many laws were passed by Central Government during the period of internal emergency;

(b) how many laws out of all the laws passed during emergency are contemplated to be amended or repealed by Government; and

(c) when are they expected to be amended or repealed?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): (a) During the period of internal emergency, the following laws were enacted:—

(i) 143 Acts of Parliament including 5 Acts amending the Constitution;

(ii) 48 Ordinances;

(iii) 52 President's Acts in respect of the States under President's rule; and

(iv) 18 Regulations in respect of the Union territories.

(b) and (c). Five of the Ordinances promulgated by the President were not replaced by Parliamentary legislation and two Acts of Parliament were repealed. No proposal for repeal or amendment of any of the other laws enacted during the emergency has been received in this Ministry so far.

माही-प्रनास-यंच पिपलिया-बृगदा (पश्चिम रेलवे) लाइन को दोहरा करना

344. श्री भागीरथ शंकर : क्या रेल मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या पश्चिम रेलवे के रतलाम-बड़ौदा डिब्बोजन के बीच वर्तमान माही-प्रनास-यंच पिपलिया-बृगदा एकहरी लाइन को दोहरी लाइन बनाने की कोई योजना है; और

(ख) क्या इन स्थानों पर एकहरी रेल लाईन होने के कारण रेल गाडीयों के आने जाने में बिजम्ब होता है ?

रेल मंत्री (प्रो० मधु बंडवते) : (क) जी नहीं ।

(ख) जी नहीं ।

जबलपुर से सिवली होकर नागपुर तक नई रेल लाइन

345. श्री निर्मल चन्द्र जैन : क्या रेल मंत्री यह बताने की कृपा करेंगे कि : इस तथ्य को ध्यान में रखते हुए कि इटारसी से होकर नागपुर की दूरी लगभग 570 किलोमीटर है जबकि मिवनी मड़क के समानान्तर लखनादीन-मिवनी रेल लाइन के निर्माण से उक्त दूरी लगभग 230 किलोमीटर रह जायेगी और इसके परिणामस्वरूप ईंधन, धनराशि और समय की भी बचत होगी, क्या सरकार का विचार जबलपुर से मिवनी होकर नागपुर तक नई रेल लाइन बिछाने का है ?

रेल मंत्री (प्रो० मधु बंडवते) : लकनौदा और मिवनी के रास्ते जबलपुर से नागपुर तक एक नई रेलवे लाइन के निर्माण का इस समय कोई प्रस्ताव नहीं है । तथापि, जबलपुर गौदिया छोटी लाइन खण्ड का बड़े लाइन में बदलने के लिए एक प्रारम्भिक इंजीनियरी एवं यातायात सर्वेक्षण चालू है । प्रस्तावित ग्रामान-परिवर्तन में गौदिया के रास्ते जबलपुर और नागपुर को मिला दिया जाएगा । सर्वेक्षण पूरा हो जाने और रिपोर्टों की जांच कर लिये जाने के बाद ही जबलपुर-गौदिया खण्ड के ग्रामान-परिवर्तन से गौदिया के बारे में कोई निर्णय लिया जायेगा ।

Oil Exploration in Cauvery Delta

346. SHRI A. BALA PAJANOR: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the present position of exploration of oil in Cauvery delta;

(b) whether oil has been struck in Cauvery Delta and knowledgeable

technical opinion favours deep drilling for sustained explorations; and

(c) if so, the reasons for not carrying out sustained operations?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) to (c). Geological and Geophysical surveys including detailed seismic surveys have been carried out in on-shore Cauvery Basin for more than 15 years now. 28 wells have so far been drilled but no commercial accumulation of Hydro-Carbons has been discovered. Though presently, there is no immediate programme for drilling in Cauvery On-shore, more sophisticated Seismic surveys in the area are proposed to be undertaken in the current year's field season. Further drilling there would depend on the results of these surveys. In the Offshore Cauvery Basin, an exploratory well is currently under drilling in the Gulf of Mannar.

Shifting of Southern Region Office of O. & N.G.C.

347. SHRI A. BALA PAJANOR: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state the reasons for shifting of the office of the Southern Region of O. & N.G.C. from Karaikal beyond Hyderabad?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): The Oil and Natural Gas Commission has no Southern Region but only a Project named Cauvery Project with Headquarters at Madras, and a base office at Karaikal for drilling operations at Karaikal. Both the Madras and Karaikal offices are still functioning. In order to undertake drilling operations in Krishna Godavari Basin of Andhra Pradesh, a base office at Rajamundri is proposed to be opened. The Project office at Madras will continue for the present, having

jurisdiction over both the Karaikal base office and Rajamundri base office.

Role of Multi-national Drug Companies

348. SHRI A. BALA PAJANOR: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the role of the multi-national drug companies in the production and distribution of medical drugs in the country;

(b) whether Government have examined that the prices of drugs as charged by these firms are reasonable and within the reach of the common people; and

(c) if not, the concrete steps proposed to be taken against exploitation of a vital human need?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) Multi-national drug companies with foreign equity exceeding 40 per cent in India produce both bulk drugs and formulations and their contribution is about 28 per cent in the production of bulk drugs and 55 per cent in the production of formulations. Like other companies, Multi-National drug companies also distribute the medicines produced by them through the normal trade outlets.

(b) and (c). The prices of drugs are statutorily controlled under the provisions of Drug (Prices Control) Order, 1970. The Order provides for a mechanism for fixation of prices. Small-scale units having turnover not exceeding Rs. 50 lakhs are exempt from the purview of the said Order. Prices once notified by the Government cannot be revised by the manufacturers without the prior approval of the Government. Through the operation of this Order, it has been possible to maintain the

prices of drugs by and large at reasonable levels.

The Committee on Drugs and Pharmaceuticals have made comprehensive recommendations on the rationalisation of prices of drugs and medicines. Government is expected to take decision on the recommendations of the Committee shortly.

Fertilizer Undertakings and their Production Capacity

349. SHRI A. BALA PAJANOR: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the number of fertilizer undertakings and capacity of production of each;

(b) the number and capacity classified according to use of coal and oil in manufacturing process;

(c) the extent to which shifts in manufacturing process are envisaged in view of dwindling availability of oil at reasonable price; and

(d) salient features of any time bound plan in this regard?

The Minister of PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) A statement indicating the names of nitrogenous fertilizer manufacturing units presently in operation, their capacity and the feedstock used is laid on the Table of the House. [Placed in library. See No. LT-339/77].

(b) While there is at present no plant based on coal or fuel oil in operation, two plants based on coal and six plants based on fuel oil as feedstock are under various stages of construction.

(c) and (d). Presently a variety of feedstock like naphtha, lignite, coke, coke-oven gas, electricity and natural gas are being used for the production of nitrogenous fertilizers. A majority of the operating units are, however, based on naphtha as feedstock. It is Government's policy to utilise to the maximum extent gas

that would be available from onshore and offshore sources. It is also Government's policy to permit only to the minimum extent petroleum products as the fertilizer feedstock. Additional plants using coal as feedstock will be considered only after experience is available of the operation of the two plants under construction.

Maruti Limited and its Sister-concerns

350. DR. VASANT KUMAR PANDIT: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Company Law Board or any other Government Agency have enquired into the purchases of shares of Maruti Limited and its sister-concerns or loans given to it by (1) Non-nationalised Banks (2) Public Limited Companies; and

(b) if so, the findings thereof?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): (a) and (b). The Company Law Board has not ordered an enquiry under the Companies Act into the purchase of shares by non-nationalised Banks and public limited companies of Maruti Limited and its sister-concerns. It is, however, a fact that under section 372 of the Companies Act, public limited companies are required to obtain the approval of the Central Government in cases where any investment is made by them in the shares of other companies beyond the limits prescribed in the Section. So far the Central Government had been approached for such approval only by J. K. synthetics Limited for investment in shares of Maruti Limited, in which case the approval was granted.

O. & N.G.C. Agreement with a Company of France

351. DR. VASANT KUMAR PANDIT: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Oil and Natural Gas Commission has entered into an agreement with Compogni Francaise Des Petroles of France to optimise the development of Bombay High; and

(b) if so, what are the terms and conditions of this agreement including the financial liability to the foreign Company?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). In April, 1977 Oil and Natural Gas Commission with the approval of the Government, entered into a four-year agreement with Compagnie Francaise Des Petroles (CFP) of France for Comprehensive consultancy to the ONGC for optimising the development of the Bombay High offshore field in the shortest possible time. As per the agreement, the CFP is to assist the ONGC in data-acquisition, reservoir-engineering, laboratory studies, alternative development plans and enhanced recovery methods etc. The agreement also provides for transfer of technology to ONGC. The remuneration payable to CFP in the matter based on man-years of work, provision of computer services, transferring Computer software including programme models etc. is estimated at US \$17.4 millions net of Indian taxes.

Proposal from Maharashtra Government for Utilisation of Bombay High Gas

352. DR. VASANT KUMAR PANDIT: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government of Maharashtra has sent a scheme to the Central Government for using the Gas produced from Bombay High for producing electricity; if so what decision has the Central Government taken on this proposal; and

(b) whether Government are planning to bring the gas produced from Bombay High through pipelines to Bombay for domestic consumers or to supply it through cylinders?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) A proposal for multifuel power generation plant using LSHS and associated gas from Bombay High was received from the Government of Maharashtra. The price at which gas can be supplied is under discussion between ONGC and Maharashtra State Electricity Board.

(b) It has been decided to bring the associated gas from Bombay High to Bombay via Uran by laying sub-sea pipelines. The gas would be fractionated so that the different fractions could be put to appropriate uses. In this connection, it may be stated that LPG would be extracted from the associated gas and supplied to domestic consumers in cylinders. Bombay Gas Company has also submitted a scheme for distribution of gas through its network of pipelines.

Recruitment of Trained Apprentices of C.L.W.

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

(a) the number of recruitments made in Chittaranjan Locomotive Works at the request of the Private Secretary of the former Railway Minister (Shri Kamalapati Tripathi);

(b) the number of trained apprentices of Chittaranjan Locomotive Works waiting for recruitment after completion of their training (both in clerical and mechanical and electrical); and

(c) whether at present there are any chances to recruit them?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) 22 appointments were made on ad-hoc basis.

(b) 253.

(c) Apprentices in clerical categories will be considered for absorption against 50 per cent of the vacancies existing and those anticipated upto

31-3-78. In artisan categories, the extent to which Apprentices can be absorbed in the skilled cadre is under consideration.

Statutory Canteen at C.L.W.

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

(a) whether there is a statutory canteen at Chittaranjan Locomotive Works;

(b) if so, how is it managed; and

(c) whether there is any representative from the workers on the management of the canteen?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) Yes.

(b) The canteen is managed by a Canteen Committee.

(c) At present, there is no representative from the workers on the Canteen Committee.

Production at Steel Foundry in C.L.W.

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

(a) the present production at steel foundry in Chittaranjan Locomotive Works;

(b) whether the production is as per the planned quota; and

(c) whether all officers who were specialised abroad for steel foundry of Chittaranjan Locomotive Works are still engaged in the steel foundry of Chittaranjan Locomotive Works?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) Steel Castings=5503 tonnes (equated 10479 tonnes per years).

(b) Yes.

(c) No.

Malpractices in Elections,

356. SHRI R. V. SWAMINATHAN: Will the Minister of LAW JUSTICE AND COMPANY AFFAIRS: be pleased to state:

(a) whether Election Commission has received many complaints about malpractices in elections in certain areas;

(b) if so, the number of such complaints;

(c) whether Government have looked into the complaints; and

(d) what steps are proposed to be taken to check these in future?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): (a) to (c). The Election Commission has been requested to furnish a report in the matter.

(d) The matter will be examined after the report is received from the Election Commission.

New Railway Lines in Tamil Nadu in next five years

357. SHRI R. V. SWAMINATHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether any new lines will be undertaken in the Tamil Nadu State in 1977; and

(b) how many railway lines will be undertaken during the next five years?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) No.

(b) As the proposals for taking up new railway lines in the next five years have not yet been finalised, it

is difficult to indicate how many new lines will be taken up for construction in Tamil Nadu.

डीजल लोकोमोटिव वर्क्स बाराणसी के कर्मचारियों के साथ की गई ज्यादतियों को दूर करना

358. श्री चन्द्र शेखर सिंह : क्या रेल मंत्री यह बनाने की कृपा करेंगे कि :

(क) घापात स्थिति के दौरान डीजल लोकोमोटिव वर्क्स, बाराणसी में भारी संख्या में निलम्बन किये जाने, घाठ कर्मचारियों की पदावनति किये जाने और नौ कर्मचारियों को अनिवार्य अवकाश ग्रहण कराने के क्या कारण हैं ;

(ख) क्या अधिकांशतः उक्त निलम्बन, पदावनति, अनिवार्य अवकाश ग्रहण राजनीतिक कारणों के माध्यम पर किया गया था ; और

(ग) क्या सरकार का विचार इन कर्मचारियों के साथ हुई ज्यादतियों को दूर करने का है ?

रेल मंत्री (श्री० मधु बंडोपाध्याय) : (क) नवार्चन दंडनीय अपराधों के कारण गिरफ्तार होने अथवा आचरण नियमों के उल्लंघन के कारण 27 कर्मचारियों को मृच्छल किया गया था । 8 कर्मचारियों को दुर्व्यवहार या रेल सम्पत्ति की चोरी के आरोप में पदावनति किया गया था । 9 कर्मचारियों को नियमों के अधीन निर्धारित आयामों अथवा बुरी करने पर उनके कार्य निष्पादन और सेवा रेकार्ड का पुनरीक्षा के बाद अनिवार्य रूप से सेवा निवृत्त कर दिया गया था ।

(ख) जी नहीं ।

(ग) 1977-78 का रेलवे बजट प्रस्तुत करते समय सरकार द्वारा की गयी घोषणा के अनुसार इन मामलों की पुनरीक्षा की जायेगी ।

Contract for drilling in Godavari Off-shore basin

359. SHRI M. N. GOVINDAN NAIR: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Texas Pacific Oil Corporation is being awarded the contract for drilling in the Godavari off-shore basin;

(b) if so, the facts thereof;

(c) whether the Oil and Natural Gas Commission has located a number of structures in the onshore area adjoining the Godavari offshore basin, and

(d) if so, what are Government's plans towards an integrated exploration strategy?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) No Sir.

(b) Does not arise.

Unfair methods used by M/s Glaxo Laboratories (India) Ltd. to increase prices for their products

360. SHRIMATI PARVATHI KRISHNAN: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether M/s Glaxo Laboratories (India) Ltd. have been found using unfair methods to get price increases for their products from the Central Government; and

(b) if so, the facts thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). The prices of drugs are statutorily controlled under the provisions of Drug (Prices Control) Order 1970 which provides for a mechanism for fixation/revision in prices. The said

Order provides that the prices once notified by the Government cannot be revised without the prior approval of the Government Revision in prices of formulations as well as bulk drugs is allowed after necessary cost examination/scrutiny by the Bureau of Industrial Costs & Prices.

The Central Committee of Glaxo Employees' Unions, India, have submitted a memorandum containing various allegations which *inter alia* refer to the adoption of unfair methods to get approval for price increases from Government etc. The specific points raised in the memorandum are being looked into in consultation with concerned authorities and suitable action would be considered in the light of the findings.

Contract with Asamera for drilling in Cauvery Basin

361. SHRIMATI PARVATHI KRISHNAN:
SHRI K. MALLANNA:

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

(a) whether the Asamera holds the contract for drilling in the Cauvery offshore basin;

(b) if so, the facts thereof;

(c) whether the drilling could not start there because the rig which was to be deployed in the Cauvery basin did not arrive; and

(d) if so, the facts thereof and present progress of work done?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) Yes, Sir.

(b) The production sharing contract for oil exploration in the Cauvery offshore basin with the Asamera Group of Canada is for 24 years effective from November 1, 1975. The ONGC has a 35 per cent participating
549 LS-7

interest in this contract and on commercial discovery of oil, the Commission will have the right to increase its share by another 15 per cent. The contract *inter alia* provides for maximization of the employment of Indian personnel and for their training; the maximum use of Indian goods, services etc.

(c) and (d). The drilling was somewhat delayed as the drillship had a fire-accident on its way to the Gulf of Manner. Another drillship was, however, promptly hired by the Contractor and the first well in the area was spudded on May 8, 1977, when it had been drilled to a depth of 670 feet, the well had to be abandoned on 25-5-1977 due to stuck-up of the drilling string which could not be recovered.

Thereupon the Contractor started drilling of a substitute well close-by on 26-5-1977. This well has since reached a depth of over 4000 feet against a projected depth of 11250 feet.

Penal action against Railway employees of 1974-strike

362. SHRIMATI PARVATHI KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether all the penal action which was taken against those striking railways employees of 1974, has been dropped to bring it at pre-strike position; and

(b) if so, the facts thereof?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) and (b). In pursuance of the announcement made in the Budget Speech in the Lok Sabha on 28-3-1977 in connection with the reinstatement of the employees dismissed/removed/suspended in the context of May, 1974 strike, the Ministry of Railways issued detailed orders to the Railways on 6-4-1977 for implementing the

various aspects of the assurance given. The statement below gives details of implementation:—

1. Reinstatement of employees who were dismissed, removed or had their services terminated.

Out of 627 who were out of service on 28-2-1977, 611 have already joined duty. Out of remaining 16:—

- (i) 1 has since expired;
- (ii) 3 are undergoing life imprisonment;
- (iii) 4 are undergoing trial on charges of murder and have since been placed under suspension after reinstatement. Their cases can be finalised only after the judgment is delivered;

3. Employees initially taken as fresh entrants but now treated as having been reinstated.

—Number involved as on 28-2-1977 :

915

—All have been reinstated.

4. Taking back to duty of casual labour substitutes whose services were terminated.

Out of 5,161 who were out of service on 28-2-1977, 4,609 have already joined duty. Out of remaining 552:—

- (i) one has since expired ;
- (ii) whereabouts of 110 are not known; and
- (iii) 441 have not yet reported for duty although the orders of reinstatement have been issued and intimated to them.

5. Condonation of break in service.

—Total number involved initially

5.91 lakhs

—Number not done on 28-2-1977
Condonation orders issued to all.

746

6. Cancellation of transfer effected in connection with the strike.

—Total number of transfers as on 28-2-1977:

1,678

All transfers cancelled.

7. Cancellation of other punishments such as stoppage of increments, reversion to lower grade, etc.

—Total number involved. :

7,645

The pay of 7,626 has been refixed from 1-4-1977 as if no punishment had been imposed; the cases of the remaining 19 are under active consideration and will be finalised soon.

Policy to re-examine cases of Railway employees victimised in 1949, 1960 and 1968

363. SHRIMATI PARVATHI KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have evolved a fresh policy to re-examine the cases of the Railway employees who were victimised in 1949, 1960 and 1968;

(b) if so, the salient features thereof;

(c) whether Government have taken a decision regarding the railway officials who were summarily retired during emergency; and

(d) if so, the facts thereof?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) No.

(b) Does not arise.

(c) and (d). Their cases will be reviewed as announced by me in the Budget Speech.

Restoration of Agra-Bah Railway Line

364. SHRI SHAMBHU NATH CHATURVEDI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have under consideration the proposal for restoration of the Agra-Bah Railway line which was dismantled in 1938, because of mismanagement, and its extension to Auriya or Etawah to connect it with the main line; and

(b) whether Government are aware that the reopening of this line will greatly help in the development of this backward area as well as ease the problem of law and order?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) No.

(b) The Government are aware that construction of a railway line helps in the development of backward areas. However, the availability of resources and traffic potential has to be taken into account before taking up these schemes.

Percentage reserved for S.C./S.T. in Railways

365. SHRI SHEO SAMPAT:

SHRI MANGAL DEV:

Will the Minister of RAILWAYS be pleased to state:

(a) what is the percentage reserved for Scheduled Castes and Scheduled Tribes for various categories of posts in railways;

(b) the extent to which the reservation quota has been fulfilled at all levels; and

(c) the time by which the posts reserved for Scheduled Castes and Scheduled Tribes at various levels from bottom to top are likely to be filled up by the candidates of the reserved category?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) For recruitment to vacancies carrying scales of pay rising above Rs. 375/- (AS), a quota of 15 per cent for Scheduled Castes and 7½ per cent for Scheduled Tribes is provided. For recruitment to other vacancies varying percentages have been prescribed for each railway based on the percentage of population of Scheduled Castes and Scheduled Tribes to the overall population in the area traversed by the railway. A quota of 15 per cent for Scheduled Castes and 7½ per cent for Scheduled Tribes is also provided in posts filled by promotion within Class IV and Class III; and promotions to Class II and from Class II to the lowest rung of Class I provided the element of direct recruitment to those grades does not exceed 66.2/3 per cent.

(b) & (c). Apart from the application of the reservation rules in recruitment, reservation in posts filled by selection in non-gazetted categories was introduced with effect from 4-1-57, in posts filled on the basis of seniority-cum-fitness from 27-11-72 and in promotion by selection from Class III to Class II and from Class II to Class I with effect from 20-7-74. Reservation is provided

Recruitment categories

	Quota reserved		Number recruited	
	S.C.	S.T.	S.C.	S.T.
Class I	Recruitment is made by the U.P.S.C.			
Class II	Normally posts are filled by promotion from Class III. Only in certain categories recruitment is made by U.P.S.C.			
Class III	1506	1013	1656	1084
Class IV	4249	3977	52,0	5994
Promotional Categories :				
Class I & II	67	30	86	13
Class III	5529	3351	5675	1664
Class IV	3055	1832	3483	1096

Efforts will continue to be made to clear the shortfall at the earliest possible opportunity. For this purpose relaxations and concessions are allowed to Scheduled Caste and Scheduled Tribe candidates both in recruitment and promotion.

Reservation of posts for Scheduled Castes/Tribes in the Ministry of Chemicals and Fertilizers and its Undertakings

366. SHRI SHEO SAMPAT: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the percentage reserved for Scheduled Castes and Scheduled Tribes for various categories of posts from bottom to top in his Ministry, its various departments, attached

on the number of vacancies filled in a particular recruitment year and is not related to the total strength of staff in a category.

The progress made in filling up the quota of Scheduled Castes and Scheduled Tribes during the year 1976 was as under:

offices and the undertakings under the control of his Ministry;

(b) the extent to which the reservation has been fulfilled at all levels; and

(c) the time by which the posts reserved are likely to be filled up by the candidates of the reserved category?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (c). Information in respect of the Ministry, and four of the Undertakings namely National Fertilizers Ltd., Hindustan Organic Chemicals Ltd., Hindustan Insecticides Ltd. and Fertilizers & Chemicals Travancore Ltd. is given in the statement laid on the Table of the House. [Placed in Library. See No. LT-340/77].

Information in respect of the remaining five public sector undertakings namely Pyrites, Phosphates and Chemicals Ltd., Madras Fertilizers Ltd., Fertilizer Corporation of India Ltd., Indian Drugs and Pharmaceuticals Ltd., and Hindustan Antibiotics Ltd. is being collected and will be laid on the Table of the House as early as possible.

There are no attached and subordinate offices under the administrative control of this Ministry.

Reservation of Posts for Scheduled Castes and Tribes

367. SHRI SHEO SAMPAT: Will the Minister of PETROLEUM, AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the percentage of posts reserved for Scheduled Castes and Scheduled Tribes for various categories from bottom to top in this Ministry, its attached and subordinate offices and in various undertakings under the control of his Ministry;

(b) the extent to which the reserved quota has been fulfilled at all levels;

(c) whether there is any category of posts where the representation of this category is not adequate; and

(d) the time by which the posts reserved for this category are likely to be filled by the suitable candidates?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The percentage of vacancies reserved for Scheduled Castes/Scheduled Tribes, filled by direct recruitment, for various categories in the Ministry is as under:—

Group	Scheduled Castes	Scheduled Tribes
Group 'A'	15%	7-1/2%
Group 'B'	15%	7-1/2%
Group 'C'	15%	7-1/2%
Group 'D'	16-2/3%	7-1/2%

This reservation also applies to posts in public Undertakings under this Ministry to whom Presidential Directives on the subject have been issued. The percentage of reservation for direct recruitment to posts in Group 'C' and 'D' however varies depending on the population of Scheduled Castes and Scheduled Tribes in the respective States.

There are no Attached or Subordinate Offices under the Ministry.

(b) Extent to which reserved quota has been fulfilled in the Ministry is as follows:—

Group	Scheduled Castes	Scheduled Tribes
Group 'A'	21.07%	..
Group 'B'	38.80%	..
Group 'C'	50.00%	16.67%
Group 'D'	52.74%	14.53%

Information in respect of Undertakings is being collected and will be laid on the Table of the Sabha:

(c) Yes, in all categories of posts in the Ministry.

(d) Presidential directives regarding reservation of posts for Scheduled Castes and Scheduled Tribes have been communicated to the public sector undertakings for implementation. It is being impressed upon them from time to time to ensure the implementation of the directives. A close watch on the implementation of the directives is also kept. While it is difficult to indicate any time limit by which the posts reserved for Scheduled Castes and Scheduled Tribes are likely to be filled up, as it depends upon many factors every endeavour will be made to fulfil the requirement as early as possible.

पटना में गंगा पर सड़क एवं रेल पुल

368. श्री मृण्मय प्रसाद शर्मा : क्या रेल मंत्री यह बताते की कृपा करेंगे कि :

(क) क्या पटना तथा दक्षिण बिहार से उत्तर बिहार को जोड़ने के लिए गंगा पर पटना

में बन रहे केवल सड़क पुल को रेल तथा सड़क पुल बनाने के लिए भारत सरकार ने बिहार सरकार को सुझाव दिया था तथा उस पुल के निर्माण पर होने वाले खर्च का अधिकांश भाग वहन करने का भी आश्वासन दिया था जिसे तत्कालीन बिहार सरकार ने अस्वीकार कर दिया था ;

(ख) क्या केन्द्रीय सरकार का विचार एक बार पुनः बिहार सरकार से उसके सुझाव पर पुनर्विचार करने को वहन का है ; और

(ग) बिहार सरकार ने उक्त सुझाव को किन परिस्थितियों में अस्वीकार किया था तथा उसके क्या कारण हैं ?

रेल मंत्री (प्रो० मधु बंडवले) : (क) से (ग). जब पटना में गंगा पर एक दूसरे रेलवे पुल के लिए सुझाव प्राप्त हुआ, तब तक बिहार सरकार एक सड़क पुल का निर्माण प्रारम्भ कर चुकी थी, इसलिए इसको सड़क एवं रेल का मिला-जुला पुल बनाने की कोई सम्भावना नहीं थी ।

पटना में गंगा नदी पर रेल पुल

369. श्री मृत्युंजय प्रसाद वर्मा :
क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर तथा दक्षिण बिहार के बीच नई रेल लाइन कड़ी जोड़ने के लिए पटना नगर में या उसके पश्चिम में गंगा नदी पर रेल पुल बनाने की कोई योजना सरकार के विचाराधीन है ;

(ख) क्या नदी के दोनों किनारों, उसके दोनों ओर रेलवे स्टेशनों, सम्भावित रेल लाइनों और अन्य पहलुओं के बारे में सर्वेक्षण किया गया है ;

(ग) यदि हाँ, तो योजना को क्रियान्वित करने में अब तक कितनी प्रगति हुई है ; और

(घ) क्या इस नये रेल पुल के नीचे, ऊपर या माथ में सड़क यातायात की व्यवस्था के लिये भी कोई योजना है ?

रेल मंत्री (प्रो० मधु बंडवले) : (क) से (घ). कानपुर-इलाहाबाद-मोकामा-मुंगेर के मार्ग में पड़ने वाले गंगा नदी के रेल पुल के निर्माण के लिए इंजीनियरी-एवं-यातायात सर्वेक्षण कर लिया गया है । जिन स्थानों की विस्तृत जांच-पड़ताल की गई है, उनमें से एक पटना के निकट है और पुल के दोनों ओर पहुंच मार्गों का भी सर्वेक्षण किया गया है । सर्वेक्षण रिपोर्ट का तकनीकी पहलुओं से अध्ययन किया जा रहा है ।

(घ) जी नहीं ।

श्री संजय गांधी के गोरखपुर यात्रा के लिये विशेष रेल गाड़ियों

370. श्री हरिकेश बहादुर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जनवरी, 1977 में श्री संजय गांधी की गोरखपुर यात्रा के समय पूर्वोत्तर रेलवे के महाप्रबन्धक ने गोरखपुर से खलीलाबाद और पड़रौना तथा अन्य स्टेशनों के लिए विशेष यात्री रेलगाड़ी चलाई थी ;

(ख) यदि हाँ, तो इसके क्या कारण हैं ; और

(ग) इन विशेष रेल गाड़ियों के चलाने से रेलवे को क्या लाभ हुआ ?

रेल मंत्री (प्रो० मधु बंडवले) : (क) और (ख) . यात्री यातायात बहुत था और वर्तमान गाड़ियों में पहले से ही काफी भीड़ थी इसलिए गोरखपुर से पड़रौना तक कोई रोड और वापिसी के लिए 8 जनवरी,

1977 को एक विशेष गाड़ी चलाई गयी थी। गोरखपुर से खलीलाबाद के लिए कोई विशेष गाड़ी नहीं चलाई गयी थी।

(ग) प्रतिरिक्त आय लगभग 1240 रुपए की थी।

रेलवे द्वारा गोरखपुर में संजय गांधी के स्वागत पर किया गया खर्च

371. श्री हरिकेश बहादुर : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या गोरखपुर स्थित रेलवे स्टेडियम में श्री संजय गांधी के स्वागत के लिए एक सभा आयोजित की गई थी ;

(ख) यदि हां, तो इसके लिए जिम्मेदार अधिकारियों के नाम क्या हैं और उनके विरुद्ध क्या कार्यवाही की जा रही है ; और ।

(ग) उक्त सभा के लिए रेलवे द्वारा रेलवे स्टेडियम में की गई तैयारी पर कितनी खर्चा खर्च की गई ?

रेल मंत्री (प्रो० मधु बंडवले) : (क) श्री संजय गांधी के स्वागत के लिए पूर्वोक्त रेलवे ने किसी समारोह का आयोजन नहीं किया था। लेकिन, जब श्री संजय गांधी गोरखपुर आए थे, तब उत्तर प्रदेश के मुख्य मन्त्री तथा उनके साथ राज्य के अन्य मन्त्रियों के लिए जिला गोरखपुर के मजिस्ट्रेट के अनुरोध पर 2-1-1977 को रेलवे स्टेडियम उपलब्ध कराया गया था।

(ख) प्रश्न नहीं उठता।

(ग) रेलवे ने कोई खर्च नहीं किया। बिजली के खर्च या फीडर पावर पाईट लगाने के लिए मजदूरों पर किए गए खर्च का 207.92 रुपये का बिल भुगतान के लिए 15-2-77 को उत्तर प्रदेश राज्य बिजली बोर्ड गोरखपुर के कार्यकारी अभियन्ता (वितरण) को भेज दिया गया था।

गुजरात में नैरो गेज को मीटर गेज में और मीटर गेज को ब्राड गेज लाइन में बदलना

372. श्री धर्म सिंह भाई पटेल : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) गुजरात राज्य से नैरो गेज लाइन को मीटर गेज लाइन में और मीटर गेज लाइन को ब्राड गेज लाइन में बदलने के बारे में कितने अभ्यावेदन प्राप्त हुए हैं ; और

(ख) सरकार ने इस सम्बन्ध में क्या कार्यवाही की है ?

रेल मंत्री (प्रो० मधु बंडवले) : (क) गुजरात राज्य की ओर से निम्नलिखित रेलवे लाइनों के ग्रामान परिवर्तन के सम्बन्ध में अभ्यावेदन प्राप्त हुए हैं :—

(i) दिल्ली-अहमदाबाद मीटर लाइन को बड़ी लाइन में बदलना।

(ii) बीरमगाम से ओखा और पोरबन्दर तक मीटर लाइन को बड़ी लाइन में बदलना।

(iii) गांधीधाम से भुज तक मीटर लाइन को बड़ी लाइन में बदलना ;

(iv) नडियाद कपड़बंज छोटी लाइन को बड़ी लाइन में बदलना।

(v) छोटी उर्दपुर-प्रतापनगर और छुछापुरा-तनखाला छोटी लाइन को बड़ी लाइन में बदलना।

(ख) बीरमगाम से पोरबन्दर और ओखा तक ग्रामान परिवर्तन का काम पहले ही हो रहा है। दिल्ली अहमदाबाद मीटर लाइन को बड़ी लाइन में बदलने का काम 1977-78 के बजट में शामिल कर लिया गया है। नडियाद से कपड़बंज, गांधीधाम से भुज, छुछापुरा से तनखाला और छोटा उर्दपुर से प्रतापनगर तक की

साइनों के ग्रामान परिवर्तन के लिए सर्वेक्षण किये गये हैं और सर्वेक्षण रिपोर्टों पर विचार किया जा रहा है।

Short Supply of Paraffin Wax to Industrial Units

373. SHRI P. K. DEO: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there has been short and unsteady supplies of paraffin wax during the last four months and as a result 200-odd industrial units in Delhi are feeling handicapped;

(b) whether any steps have been taken to help those industrial units which are facing hardships because of short supply of paraffin wax; and

(c) if so, broad outlines of the steps taken by the Government in this regard?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) An allocation of 1148 tonnes of paraffin wax was made in favour of Delhi State for the period January-May 1977. Delhi Administration has issued release orders to 193 quota holders upto May 1977 to the corresponding extent. The actual upliftment by various allottees has been in line with the release orders issued by the Delhi Administration. The supplies of paraffin wax to Delhi has been regular and to the extent of allocations made in favour of Delhi Administration. It has been confirmed by Delhi Administration that there has been no hardship to any unit.

(b) and (c). With a view to supplement indigenous availability of paraffin wax, the Import Policy for 1977-78 has been amended to provide for canalised imports of paraffin wax by actual users.

Conversion of Tuticorin-Dindigul line into Broad Gauge Line

374. SHRI K. T. KOSALRAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether any survey has been made for the conversion of the Metre Gauge railway line into broad gauge line between Tuticorin and Dindigul to connect it with Karur in the Tiruchi-Erode Broad gauge section to have a broad gauge link between Tuticorin and Madras;

(b) if so, whether any further action has been taken on the survey report; and

(c) if no action has so far been taken, whether speedy action is proposed to be taken for implementing the Scheme in view of the growing importance of Tuticorin as a Major Port?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE)

(a) to (c). A survey was carried out for construction of a new broad gauge railway line from Karur to Dindigul and a parallel B. G. line from Madurai to Dindigul and gauge conversion of the existing metre gauge line from Madurai to Tuticorin. In view of the difficult financial position it has not been found possible to take up the project.

Construction of Mysore-Calicut Railway Line

375. DR. V. A. SEYID MUHAMMAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether representations have been made for the construction of Mysore-Calicut Railway line; and

(b) whether there is any proposal under the consideration of Government for the construction of such a railway line?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE): (a)
Yes.

(b) No survey for this line has been made so far. It will not be possible to take up this work on account of the very limited availability of resources at present.

Correction of Answer to unstarred Question No 6171 dated 15-4-1975 re: Firms Manufacturing Surgical Instruments.

**THE MINISTER OF PETROLEUM,
CHEMICALS AND FERTILIZERS**

(SHRI H. N. BAHUGUNA): In the Statement attached to reply given by the Minister of State in the Ministry of Petroleum and Chemicals on 15th April, 1975 to Lok Sabha Unstarred Question No. 6171 regarding firms manufacturing Surgical Instruments, the information was not quite correct. This has come to light when further data was being collected for fulfilling the assurance given in the original reply to the Question. A Statement correcting the earlier Statement attached while giving reply to the Question on 15-April, 1975 is laid on the Table of the House. The error and the delay in correcting it is regretted.

Statement

Sl. No.	Name of the Unit	Item of manufacture	Nature of Foreign collaboration, if any
1	2	3	4
1	M/s. Bipro International Lim - ted, Poona.	Operation Tables, Sterilizers and Operation theatre lights	Financial
2	M/s IDPL, Madras	Various types of Surgical Instruments	Technical (USSR)
3	M/s Indian Oxygen Ltd., Calcutta.	Anaesthesia Apparatus	Technical cum financial.
4	M/s Kher Surgical and Allied Products Pvt. Ltd., Kanpur.	Suture Needles, Surgical Blades	Nil N.A.
5	M/s Isomed Industries Pvt. Ltd., Bombay.	Suture Needles	Nil N.A.
6	M/s Philips (India) Limited, Calcutta.	Operation Theatre lights, Sterilizers etc.	Financial
7	M/s Needle Ind. (I) Limited, Nilgiris.	Hypodermic Needles and Suture Needles	Financial

12.00 hrs.

PAPERS LAID ON THE TABLE

NOTIFICATION UNDER TAMIL NADU RELIGIOUS AND CHARITABLE ENDOWMENTS ACT, ETC. AND NOTIFICATION UNDER DISPUTED ELECTIONS (PRIME MINISTER AND SPEAKER, ACT.)

**THE MINISTER OF EDUCATION,
SOCIAL WELFARE AND CULTURE**

(DR. PRATAP CHANDRA CHUNDER): I beg to lay on the Table—

(1) A copy each of the following Notifications under sub-section (3) of section 116 of the Tamil Nadu Religious and Charitable, Endowments Act, 1959 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:-

(i) G. O. Ms. No. 370 published in Tamil Nadu Government Gazette dated the 23rd March, 1977 making certain amendments to the Religious Institutions (Custody, Investments and Lending or Borrowing of Moneys) Rules, 1963.

(ii) G. O. Ms. No. 655 published in Tamil Nadu Government Gazette dated the 26th May, 1976 making certain amendments, to the Religious Institutions (Lease of Immovable Property) Rules, 1963.

(2) Two statements (Hindi and English versions) indicating reasons for not laying Hindi version of Notifications mentioned at item (1) above. [Placed in Library. See No. LT-291/77.]

(3) A copy of the Disputed Elections (Prime Minister and Speaker) Amendment Rules, 1977 (Hindi and English versions) published in Notification No. S. O. 297(E) in the Gazette of India dated the 21st April, 1977, under sub-section (3) of section 27 of the Disputed Elections (Prime Minister and Speaker) Act, 1977. [Placed in Library. See No. LT-292/77.]

PAPERS UNDER COMPANIES ACT AND A STATEMENT.

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE):
I beg to lay on the Table—

(1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(i) Review by the Government on the working of the Orissa Road Transport Company Limited, Berhampur (Ganjam) for the year 1973-74.

(ii) Annual Report of the Orissa Road Transport Company Limited, Berhampur (Ganjam) for the year 1973-74.

(iii) Directors' Report and statements of accounts for the year 1973-74 of the Orissa Road Transport Company Limited, Berhampur (Ganjam) and the Comments of the Comptroller and Auditor General thereon.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at item (1) above. [Placed in Library. See No. LT-293/77.]

NOTIFICATION UNDER CENTRAL EXCISE RULES

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR
(SHRI RAVINDRA VARMA): On behalf of Shri H. M. Patel, I beg to lay on the Table a copy of Notification No. 110/77-CE [G. S. R. 277(E)] (Hindi and English versions) published in Gazette of India dated the 13th June, 1977, issued under the Central Excise Rules, 1944 together with an explanatory memorandum. [Placed in Library. See No. LT-293A/77.]

12.02 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED POLICE FIRING ON WORKERS OF DALLI RAJHARA MINES OF BHILAI STEEL PLANT

SHRIMATI PARVATHI KRISHNAN (Coimbatore): Sir, I call the attention of the hon. Minister of Home Affairs to the following matter of urgent public importance and I request that he may make a statement thereon:-

"Reported firing by police on workers of Dilli Rajhara mines of Bhilai Steel Plant on 3rd June, 1977, killing eight workers and injuring many others."

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): Sir, the State Government have reported that Chhattisgarh Mine Shramik Sangh of contract labourers working in Dalte Rajhara Mine in Durg District and organised by Shri Shankar Guha Niyogi went on a strike last month to enforce some of their demands. They put up a new demand for payment of Rs. 100/- for the repair of their hutments instead of Rs. 20/- as paid in the past. The working in Dalli Rajhara Mine is forced them to sign an agreement. On the repair of their hutments instead ployers repudiated the agreement as it was entered into under duress. Some clashes also took place with the rival labour union i.e., Canyukta Khadan Mazdoor Sangh.

On 2nd June, 1977 in a public meeting, the leaders of the CMSS union declared that there would be a gherao at the mine's office on 3rd June, 1977. Since reports were also received that there might be large scale disturbances, burning of petrol pumps and sabotage of vital installations during the night, a police party headed by a Dy. S.P. and accompanied by a SDM, a Magistrate and CSP Bhilai went to the workers' camp and took Shri Niyogi into custody around 1.30 a. m. on 3rd June, 1977. When the police party was returning, a mob stoned them and prevented three officers and four constables from getting into their vehicles. After getting some reinforcement, the SDM and the Magistrate asked the mob of about 4,000 persons to release the detained police personnel. It is reported that persuasion by the officers had no effect and the mob started stoning the police party injuring 50 police personnel. The SDM and CSP were also injured. Tear smoke was used without any effect when the mob armed with lathis advanced on the police party pelting stones. After giving due warning, the police then opened fire.

Even after the police firing, the mob did not release the police per-

sonnel in their custody. Information was also received that the detained police personnel were being tortured and were at the point of collapse. The Collector and the SP who had reached there by that time also tried to pacify the mob and sought the release of police personnel but all their appeals are reported to have failed. Faced by a hostile mob, the police opened fire a second time and the detained police personnel who were all injured were got released and admitted to the hospital. According to the latest report received from the State Government a total of 9 persons were killed and 14 persons injured in the police firing. One boy was also found dead at the spot of rioting and the cause of his death is being ascertained.

The State Government have appointed a retired Judge of the Madhya Pradesh High Court to enquire into the incident under the Commission of Enquiry Act, 1952 and he is expected to give his report within a period of three months. Pending the enquiry, orders have been issued to replace the Collector and the SP. The State Government has also sanctioned ex-gratia relief to the families of those killed or injured in police firing @ Rs. 5000 each to those killed, Rs. 1000 each to those who received bullet injuries and Rs. 250 each to those who received lathi injuries.

SHRIMATI PARVATHI KRISHNAN: From this report it is seen that the issue has been pending for quite some time and led to this untoward incident in which eight people lost their lives. I am happy that a judicial enquiry is taking place on this, but I would like to know whether the Minister will bring to the notice of the other Ministry the fact that one of the reasons for this disturbance taking place is that, for the last five or six years Government had failed to carry out its assurance and its commitment to do away with contract labour. So long as this continues you will have trouble continuing.

[Smt. Parvathi Krishnan]

Apart from that, I would also like to ask the Minister about the compensation amount. It is very low: why should they not get more compensation?

श्रीमती चरण सिंह : अध्यक्ष महोदय, मैं ऐसा समझता हूँ कि माननीय सदस्य ने यह कहा है कि वर्कर्स की डिमाण्ड्स के कुछ मुताबिकान ये, जिनकी 5, 6 साल में गवर्नमेंट ने उपेक्षा की है। लेकिन इसका सवाल है नहीं। सवाल तो यह है कि जब पुलिस को गोली चलानी पड़ी तो वह अपने अधिकार के अन्दर थी या नहीं? उनकी डिमाण्ड का क्या अर्थव्यय था या अनर्थव्यय था, यह सवाल विचाराधीन नहीं है।

SHRIMATI PARVATHI KRISHNAN: The second part of my question regarding compensation has not been answered.

श्रीमती चरण सिंह : जीवन का तो मैं ई क-पे सेसन नहीं होता है। हम दस हजार रुपये दें, या बीस हजार दें, घर में जो लोग रह गये हैं, उनके लिए कोई भी कम्पेन्सेशन कभी भी उभयुक्त नहीं हो सकता है। मैं इस बारे में कोई वादा नहीं कर सकता। मैं केवल यही कह सकता हूँ कि सरकार माननीय सदस्य के प्रस्ताव पर विचार करेगी।

SHRI SHYAMAPRASANNA BHAT-TACHARYYA (Uluberia): I have gone through the statement of the hon. Minister based on the report of the State Government. However, the facts as reported from other sources are different. The fact is that 30 workers lost their lives and the firing was not with a view to disperse the people, but to kill them, as it was aimed at the upper part of the body. I think, this is the first such incident under the Janata Government. If such an action was illegitimate for the earlier Government, I do not think, it is legitimate for this Government. There seems to be some conspiracy of the contractors and other offenders behind this incident. The judicial en-

quiry must be made thoroughly and publicly so that the workers may be pacified and the public must know the root cause of this incident. Such things should not be allowed to happen in future. Wherever contract labour is there, there is deprivation of the workers. No proper system is followed. Once an agreement is entered into, and later on it is broken and it is said that the agreement was entered into under duress. It can be a conspiracy by the contractors to disown their obligations. The enquiry must, therefore, be thorough and public and the amount of compensation should also be considered by them again. I hope, the Government will take serious steps to look into this matter and bring out the conspiracy behind it.

श्रीमती चरण सिंह : अध्यक्ष महोदय, जैसा कि माननीय सदस्यों का मान्य है, हम वारे में जूडिशियल एनक्वायरी हो रही है और इस मामले का हर पहलू जज के सामने रखा जा सकता है। जब जज की रिपोर्ट आयेगी, तो गवर्नमेंट उस पर प्रमल करने की कोशिश करेगी। जहाँ तक वर्कर्स का पैमिफाई करने का सम्बन्ध है, बूक एग्जिमेंट इयुजमें में हुआ था, इसलिए उस को रेपुडिण्ट करने का अधिकार था। पब्लिकली, बाकायदा, यह ऐलान किया गया कि हम घेराव करेंगे। पुलिस ऐसे मामलों में खामोश नहीं रह सकती है। उसने गिरफ्तार किया, लेकिन गिरफ्तार-जुदा को छोड़ा लिया गया। जब उस ने दोबारा गिरफ्तार करने की कोशिश की, तो पथराव किया गया। बहुत से पुलिस मैन जखमी हो गये। तब टीयरगैस का इस्तेमाल किया गया, लेकिन उस का भी कोई फल नहीं निकला। तब पुलिस गोली चलाने पर मजबूर हो गई। पहली गोली के फलस्वरूप कोई नहीं मरा। फिर बड़े प्रफसरान आ गये। उन्होंने बहुत कोशिश की। कई प्रफसरान जखमी हो गये। पुलिस को मजबूर हो कर गोली चलानी पड़ी। तब उन को छोड़ा। जो रिपोर्ट मेरे सामने है—अगर और कोई फैक्ट्स हों,

तो दूसरी बात है—, उस के मुताबिक पुलिस गोली चलाने में हकबजानिब थी। वन कोई ला एण्ड आर्डर मैनटेन नहीं हो सकता है। लेकिन अगर जज इस नतीजे पर पहुंचे कि पुलिस वालों की गलती थी, तो बेशक कार्यवाही की जायगी। डिस्ट्रिक्ट मैजिस्ट्रेट और पुलिस सुपरिन्टेंडेंट को इस लिए छुट्टी पर भेज दिया गया है, क्योंकि उन को वहां पहले से पहुंचना चाहिए था। हमारी राय यह है कि कमिश्नर और डी० आई०जी० को भी मोके पर पहुंचना चाहिए था। हम ने उन में जवाब तलब किया है कि वे मोके पर क्यों नहीं पहुंचे।

12.15 hrs.

BUSINESS ADVISORY COMMITTEE

FIRST REPORT

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND LABOUR
(SHRI RAVINDRA VARMA): I beg
to move:

"That this House do agree with
the First Report of the Business
Advisory Committee presented to
the House on the 13th June, 1977."

MR. SPEAKER: That means that
only to-day we adjourn for lunch
and from tomorrow we sit continuously
and there will be no lunch hour.
The question is:

"That this House do agree with
the First Report of the Business Ad-
visory Committee presented to the
House on the 13th June, 1977."

The motion was adopted.

12.16 hrs.

RAILWAY BUDGET, 1977-78—GENE-
RAL DISCUSSION—Contd.

MR. SPEAKER: Now, we take up
the further discussion of the Railway
Budget....

SHRI MANORANJAN BHAKTA
(Andaman and Nicobar Islands):
What happened to my motion ?

MR. SPEAKER. A number of mo-
tions I get every day. To-day also
I got 20 of them. I admitted one or
two and sent them to the concerned
Minister and the rest I have not ad-
mitted. Some of the motions may go
as questions. There are all sorts of
motions, good, bad and indifferent. I
may also commit mistakes. There
are motions under Rule 377, call at-
tention motions and short notice ques-
tions etc. All of them cannot be dis-
cussed here. I look into them before
coming to the House. Therefore, if
any member feels aggrieved and if
he thinks that it is a very important
matter and that it has not been ad-
mitted, I will certainly reconsider. It
is not as if I am infallible and what
I do is final. You may convince me
or I will convince you.

SHRI VAYALAR RAVI (Chira-
yinkil): He is from the Andaman
Islands.

MR. SPEAKER: I would like to
discuss with him later on.

Now we take up further discussion
of the Railway Budget. Five mem-
bers from the Janata side and five
members from this side have spoken.
Of course, others are also there. I
think if speeches are short, a larger
number of members will be able to
get a chance.

SHRI BASHIR AHMAD (Fate-
pur): At the outset I would like to
congratulate the Railway Minister
for presenting the finest Budget which
is truly representative of the Janata
Government.

Before citing a few facts, the fact
is that the former Railway Minister
Mr. Kamalpathi Tripathi was respon-
sible for creating corruption, nepotism
and robbery in making certain appoint-
ments in the railways. Large scale
appointments were made and that

[Shri Bashir Ahmad]

had resulted in gross inefficiency in the railway administration.

My friends opposite said that there is a certain deterioration in the working of the railways. But they are forgetting the fact that the entire responsibility centres on the inefficient and corrupt staff and the method in which appointments were made by the former Railway Minister, Mr. Kamalpathi Tripathi.

Now there are two aspects to the matter. First of all what happened was that there was one Private Secretary who used to make endorsements saying 'MR desires such and such and on the basis of those endorsements officials were responsible for making those appointments. I might also cite one instance. A very junior officer in the Allahabad Division was temporarily appointed as Chairman of the Railway Service Commission. He was not fit for the job and was a very junior man. Those appointments that were irregularly made were referred to him and all appointments were made merely on oral instructions. Therefore, there are two aspects. First of all there were endorsements made by the Private Secretary on the basis of which such appointments were made and there was the other source of appointment and that is the Railway Service Commission and that officer was appointed Chairman for that very purpose for regularising those appointments and that was the height of corruption made by the former Railway Minister.

Such staff, thousands in number, are still working in the Railways. They are responsible for the deterioration in the working of the Railways. Now, it is not open to the Opposite side to complain about it. Until and unless those persons are sent out and non-corrupt persons are taken in, I think position might not improve. I hope the Railway Minister will kindly look into this matter.

Whenever the two Railway Ministers—Sarvashji Lalit Narain Mishra and Kamalpathi Tripathi took over charge, they diverted the railway lines to their home districts. Shri Lalit Narain Mishra diverted trains to Bihar—Samastipur Division. Shri Kamalpathi Tripathi belonged to Varanasi and therefore diverted a number of trains to Varanasi. Allahabad and Kanpur are very important districts. Kanpur is an industrial town. Likewise, Allahabad is an important place. During the day time you will not find any train with a direct link from Allahabad to Kanpur. The trains were diverted to Varanasi and Samastipur during the regime of Shri Kamalpathi Tripathi and Shri Lalit Narain Mishra. When Shri Kamalpathi Tripathi took over charge, one train which was running to Samastipur was diverted to Varanasi. Backward areas and such places which require train services have been ignored. Why should those be ignored? they wanted to feed their constituencies and they wanted to corrupt the people. That is also a form of corruption. I would request the Railway Minister to remove these inequities and to run trains wherever there are no trains.

A number of speakers have spoken for the trains to be run in Maharashtra, Orissa and other places. If we travel from Allahabad or Kanpur to Mainpuri and Etah, which is hardly a distance of 200 to 250 miles, it takes 24 hours to cover this distance. I would request that new railway lines in these areas may be given so that distance in these areas is covered within a reasonable time.

Some more passenger and express trains may also be run during the day time from Allahabad to Kanpur so that the needs of these places are met.

I will also invite the attention of the Railway Minister to the cause of late running of the trains. There has been a large scale chain pulling as well as

commission of dacoities. Four days back, one such dacoity was committed during the day time. Armed guards may, therefore, be posted with each and every train so that there is no chain pulling and no dacoity takes place.

The Railway coolies and porters working on the various Railways are on a contract basis. I would request the Railway Minister to do away with this contract system. Some other method may be adopted so that they have security of service and they are not exploited by the private contractors. They are also unnecessarily harassed by the private contractors.

The Railway Minister in his speech referred to casual labourers. Now I would submit that the appointment of casual labourers depends merely on the whims and caprices of the officers who are appointing them. There are no fixed service rules. They are merely appointed on the discretion of the appointing authorities and their termination is also based upon their discretion. I would therefore submit that their service conditions should be properly framed and service rules should be there so that their cases may not go by default and they may not be arbitrarily disposed of. There are three lakhs of such casual labourers in the railways and they are merely at the mercies of the officers who appoint them. What we find is that the deserving persons are not taken into appointments and undeserving persons are appointed. That is a source of corruption and that could only be obviated if we frame proper service rules for them so that their employment may be governed by proper service conditions and rules framed by the Government.

SHRI K. LAKKAPPA (Tumkur): Where is the Railway Minister?

MR. SPEAKER: The other Minister is taking notes. Perhaps he is in the Rajya Sabha. There is no Deputy Minister. Mr. Varma is taking notes.

SHRI K. LAKKAPPA: The Railway Minister should be here.

MR. SPEAKER: He is in the Rajya Sabha. Mr. Varma is taking notes.

SHRIMATI PARVATHI KRISHNAN (Coimbatore): Labour Minister is there and I hope he will now learn how necessary it is to bring industrial relations in Railways under the purview of his Ministry.

MR. SPEAKER: There are three Cabinet Ministers here.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): In deference to the wishes of the hon. Members I would come to the front seat.

SHRI BASHIR AHMAD: The Railway Minister has undertaken to amend the Railways Act of 1890. But apart from amendment of the Act, it is necessary that the Railway Establishment Code should also be remodelled and reframed because this also has outlived its utility. It should be framed on the lines of the rules regarding the Central Government employees. These rules should be framed in a very clear and cogent manner. I say this because number of difficulties arise in the matter of interpretation of the present Railway Establishment Code by the various law courts. So, these rules should be reframed on the lines of the Central Government Servants' Service Rules.

I would submit that in the case of disposal of claims too great delays are caused and this is a source of corruption and this also causes lot of harassment and hardship to the business community. Now, this also is one of the loopholes of corruption which should be plugged. There should be a time-limit for the disposal of these claims before a

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person can go to the law court. The Claims Inspectors should discharge their work in an impartial and punctual way. They should dispose of these cases in an honest and expeditious manner. Only persons of integrity should be appointed to these posts.

Here I have got a suggestion to make. A vigilance cell should be created at the various divisional headquarters so that such sources of corruption may be detected and prevented. Corruption is not merely there in the various booking offices and the Goods yards but corruption also lies in various offices where creation of such vigilance cell is a necessity.

Therefore, I would suggest that permanent vigilance cells should be created at various divisional headquarters so that they may independently enquire into such cases of corruption.

Regarding the Catering Services, I would say that this service is inefficient and it should be improved. The private contract system of the contractors should be abolished and the Railway Administration should itself take over this Catering System, at various places. What we now find is that there are big contractors who have taken this contract for a large number of stations. They are hardly efficient and in a position to discharge the duties and obligations cast upon them. This should be improved.

Now, pilferage of course is also a problem and I would submit that this can also be obviated by taking preventive measures in various marshaling yards by posting an adequate number of policemen besides the R.P.F. If this is done the claims for pilferages could be avoided.

SHRI P. V. G. RAJU (Bobbili):

Mr. Speaker, Sir, I would first of all like to say a few words about what Shri George Fernandes spoke yesterday. He is here now. Because he is a Cabinet Minister whatever he says here is very important, the way I look upon the railways. In the course of his talks, he said that if there is competition between the railways and road transport how can we convince the railway workers for not asking for better salaries.

I do not want to go into the question of whether the railway workers should be paid more or transport workers should be paid more. But, this is a very important question. I think the question of the rail and road transport has got to be decided by us in this country and we should understand that in a modern country, road and rail transport have been linked together. This is the basis in America. As far as I know in America, a lorry can go up to the railway siding and crane is used for lifting up the container boxes in which the goods are kept and they are either placed in the rail coach or in the lorry. The railway is used for transporting heavy machinery from one part of America to another. The road transport is used for transporting the machinery to the factory site. I know also that in America the railway bridges and the road bridges can bear the overall weight of 60 tonnes but, in India, we do not have the same system and so the railway bridge cannot bear the weight of 60 tonnes and the road bridge can only bear a weight of ten tonnes. Therefore the difficulty arises. Therefore, Mr. Fernandes said that competition between railway and road transport does not exist in India. I would like that to exist because it means that the railway would be able to compete—if not to compete, they would at least have the same system as America has. We have not got the same road bridges. There the rail bridges can

bear a weight of sixty tonnes while the road bridges can bear a weight of only ten tonnes.

I would suggest that the new Government which is going to be here for many years to consider the matter in all its implications and have the road bridges to the same extent as the rail bridges in which case both the rail and road transport can be unified.

As far as the budget speech made by Prof. Dandavate is concerned, he mentioned about the extension of the metre-gauge line from Guntakal to Bangalore by a broad gauge line. I would congratulate him for that. Similarly if the metre-gauge line from Guntakal to Secunderabad could be converted into a broad-gauge line, the whole of Rayalaseema area in Andhra Pradesh could be opened up. I am mentioning this because I belong to Andhra Pradesh. I request the Railway Minister that Guntakal-Bangalore line be extended upto Secunderabad. If this is done it will be possible to have a railway train from Bangalore via Hyderabad and Nagpur to Delhi. It will be a new route. It will open up the whole of South Kanara area. I would like to say if this concept is considered in entirety then the metre-gauge train from Bangalore to Poona should also be converted into broad-gauge. In this manner the whole of north Kanara area can be linked with South Maharashtra and it can become an industrial sector.

Sir, I am an old student of Bangalore university. I know from Bangalore to Mysore and upto Goa border area they have a narrow-gauge line. Therefore, I suggest, that the narrow-gauge, the metre-gauge and the broad-gauge should be made to combine with one another by converting the same into broad-gauge and linking with the Bangalore-Guntakal line. This is my practical suggestion.

Mr. Speaker, Sir, the object should be to have broad-gauge railway lines in the whole of India. The metre-gauge railway lines in Tamil Nadu should, therefore, be slowly converted into broad-gauge railway lines. I cannot say as to how much of money as well as time it will take but I suggest that the objective of the Fifth and Sixth Plans should be to convert the whole of India into a broad-gauge system.

Sir, at the end, I would like to congratulate the Railway Minister for the way in which the workers of the Indian railways have been treated. They are happy to work in the railways today. I do not want to be critical of the past predecessors in the Railway Ministry but I feel if we have smaller units of administration in the railways it would be better. Today each one of the zones is so large that little or no direction can be given towards the well-being of the railway workers. In a big country like ours we should have larger number of zones with smaller administrative units so that efficiency in administration can be achieved.

Mr. Speaker, Sir, I thank you once again for giving me an opportunity to say a few words on the Railway Budget.

SHRI S. NANJESHA GOWDA (Hassan): Mr. Speaker, Sir, I stand to support the railway budget. I am happy to welcome the railway budget presented by the hon'ble Railway Minister. He has made an earnest attempt to look into the over-all development of the railways and also has assumed to provide better amenities to second-class travelling public.

He has also proposed to introduce janata trains without any increase in freight charge or surcharge. He has proposed all these things. I congratulate him.

Regarding the amenities, I want to tell my experience. Last month, I

[Shri S. Nanjesha Gowda]

travelled in a train. The food that was catered in the train and the utensils used for serving the food were so horrible. I would like to suggest to the hon. Minister that these things should be looked into. We are spending crores of rupees on the Railway establishment and on so many other developmental activities. But we are not carrying much for these smaller aspects, that is, amenities to travelling public as well as to the railway staff.

Regarding the railway line in Karnataka I want to mention a few things. The Hassan-Mangalore railway line is under construction for the last 10 years. I think so far half or three-fourth of this railway line construction work has been completed. This Hassan-Mangalore railway line is a very important line which connects the only harbour—a very good harbour—in our State. If this line is completed, this will link up other parts of the State. Therefore, it must be completed as quickly as possible. I appeal to the Minister through you, Sir, to complete this project as early as possible. I would also suggest that this Mangalore-Hassan line should be linked directly with Bangalore which is the State capital. Mangalore is having a fertiliser project and also many other industries and so many marine products are being produced. Those things can be brought to inland and also taken to other places through this railway line. The Mangalore-Hassan-Bangalore direct linking by a railway line is very essential. Moreover, Sravanabelagola where the well-known tallest stone idol is placed, is on the day to Bangalore from this place. This will prove to be the shortest distance from Bangalore if this Mangalore-Hassan-Bangalore direct railway line is completed. I would therefore request the hon. Minister to take up that missing link in the coming years.

Regarding the train timing, ticketless travelling and blackmarketing in the tickets. My friends from the opposition have already given valuable suggestions. I would request the hon. Minister to look into those things earnestly and do something good in that aspect.

Regarding casual labour engaged in Sekleshpur new railway line division, I would like to mention that they have been working there for the last ten years. They are working as casual labourers. They are removed often and on and taken back. I suggest that they must be made permanent. The construction work on this railway line may have to be continued for some more years and if they are already having experience in the railway line construction work, they can be taken else where and engaged. Therefore, there may not be any necessary for keeping them as casual labour for ever. In conclusion, I welcome the budget presented by our Railway Minister and I congratulate him for this good budget.

श्री मोहम्मद सद्दी कुरैशी (अनन्तनाग) :

स्पीकर साहब, मुझे बोड़ी श्री परेमानो इस बात की है कि रेल मंत्री को मैं मुबारकबाद दूँगा इसलिए कि उन्होंने एक अच्छा बजट पेश किया है, प्लान किया है। लेकिन एक बात की जरूर मुबारकबाद दूँगा कि उन्होंने एक अच्छे मुन्शी और चाहीटर की तरह हमारी कमाई का हिस्सा किनाब पालियामेंट के सामने पेश किया। उस के लिए वह मुबारकबादी के मुस्तहक हैं। और यह भी अच्छी बात है कि श्री जार्ज फर्नेन्डीस यहाँ बैठे हुए हैं, कम उन्होंने डिबेट में इन्टरवीन किया और उन्होंने पहला ही जमला बड़े अच्छे अंदाज से कहा, हालाँकि पहले वह बहुत गरम बोसते थे, लेकिन उस तरफ बैठ कर काफी तरह हो गए हैं, अच्छी बात है क्योंकि मुबारक के लिए ही आपको बहा भेजा गया है।

तो उन्होंने कहा कि हमने क्या दिया ? हमने 30 वर्ष कांघेस की गंध जमा की है, उस को साफ करने में कुछ समय लगेगा। लेकिन यह खुद ही रेलवे महकमे की ऐनुअल रिपोर्ट है और उस में उन्होंने दूसरे सके पर लिखा है टॉप मैनेजमेंट जिस में रेल मंत्री श्री मधु दण्डवत का नाम है, उस के पहले पेज में पाना है कि, जो आप कहते हैं कि 30 साल की सिर्फ वहां गंध ही जमा थी, यह 1975-76 की बात है जो इस प्रकार लिखी गई है।

"But there was a remarkable improvement in the Railways' performance during the year. The volume of revenue freight transported—196.8 million tonnes—was more than in the previous year, and the highest ever. The number of passenger journeys increased by 21.3 per cent over the previous year to 2,946 million, also a record high. Transport bottlenecks were removed, delivery speeded up, and incidence of loss and damage reduced. Coal required by major consumers like steel plants, power stations and cement factories was transported in full and in time. Demands for movement of raw materials, for, and finished products of, steel, cement, fertilizers and other key industries, and of foodgrains, sugar, salt and other essential commodities, were also satisfactorily met. Passenger train punctuality improved from 72 per cent on-time arrivals in 1974-75 to 85 per cent, and more trains were run in an effort to increase comfort and capacity for long distance second class travellers—and for commuters. Much of this was made possible by better and more efficient utilisation of the track and rolling stock.

Industrial relations were harmonious throughout the year and all levels of staff performed their tasks with customary dedication to duty."

है: तो जो फर्नेन्डो साहब ने कहा कि परेजानी ही परेजानी इन को मिली है वह गलत है। हम ने रेलवे का महकमा एक अच्छे ट्रेक पर ला कर इनके हवाले कर दिया।

रेल मंत्री जी ने कहा कि उन्होंने नेबर यूनिवर्स, कर्नागियल कन्सल्टिंग से, इकानॉमिक ऐक्सपर्ट्स से और इन्डस्ट्रियलिस्ट्स से बातें की हैं। मुझे मालूम नहीं कि उन्होंने क्या बात की लेकिन जहां तक माननीय फर्नेन्डो का ताल्लुक है वह इंडस्ट्रीज वालों का कहते हैं कि यह है, यह बुझदिल है। मगर डेमोक्रेसी में ऐसा बक्त भी आता है जब शेरों का जूहों के कंधों पर गिरना पड़ता है, उन से बात करनी पड़ती है। अच्छी बात है अगर रेलवे का फायदा हो तो आप जरूर करें। लेकिन एक बात जरूर है कि 1976-77 में जो 65 करोड़ २० का मुनाता रेलवेज का था वह आप आप के हाथ लगते ही 32.5 करोड़ रह गया है। यह जो 50 परसेंट की कमी हुई है उस की आप कोई बजह नहीं बताते हैं। फ्लकाज और स्टेटिस्टिक्स का चाहे कितना ही चक्कर चलायें आप लेकिन सब तो मच ही निकला आप ने, ज्यों ही थ लगया घाटे में रेल चलने लगी। और आप का जो चक्कर कमीशन का है अगर ऐसे ही चलता रहा तो मुझे यकीन है कि कुछ समय बाद आप को रेल घाटे पर चलाने के लिए हमको आप पर कमीशन लगाना पड़ेगा।

आप ने रेल कर्मचारियों के विक्टिमाइजेशन की बात को बहुत बड़ा चढ़ा कर कह दिया कि हमने जिन रेल कर्मचारियों के साथ जुल्म किया गया—उनको निजात दिलायी। खुद आप ने अपनी रिपोर्ट में तस्वीर किया है कि

[श्री मोहम्मद शफी कुरेशी]

इंडस्ट्रियल रिलेजन्स रेलवे में न सिर्फ हारमोनियस और अच्छे से बल्कि इतने अच्छे से कि रेल कर्मचारियों के इन्वाल्स-मेंट की बजह से रेलवे ने मुनाफा कमाया है। आपने यह तो कहा कि रेल कर्मचारियों को जो सजाएं दी गई हैं वह हम माफ करेंगे। लेकिन आप ने उनकी तादाद कमी नहीं बताई। आपको मालूम है कि तकरीबन 65 हजार के करीब रेल कर्मचारियों को नौकरी से हटाया गया, सस्पेंड किया गया। मार्च, 1977 तक तमाम लोगों को, छोड़ 3,000 के जिन्होंने खुद घदानत में जा कर अपनी की की या जिनके केसेज रेलवे बोर्ड के पास पड़े हुए थे उन के सिवाय तमाम लोगों को काम पर वापस लिया गया। तमाम रेल कर्मचारियों की, जिनका बैंक इन सर्विस हुआ था उस को कन्डोन किया गया। यह सब पहले ही हुआ था। लेकिन आप ने अपनी तकरीर में रेल कर्मचारियों के लिए एक भी मद्द नहीं कहा। एक जुम्ला भी यह नहीं है जहां पर यह कहा जाय कि अगर आज रेलवे नुकसान की बजाय मुनाफे पर चलती है तो रेल कर्मचारियों की जो मुष्किलत हैं उन को हल करने के लिए हम क्या करेंगे इन्सान की यादाश्त कमजोर होती है। श्री मद्र दखलते की तकरीर में मायने है। उन्होंने तीन बिचार यहां पर रखे थे। आप इन तीनों पर गौर करें, क्या आज भी वह उन पर कायम है। एक तो उन्होंने कहा था कंजुशल लेबर के बारे में कि सबसे बड़ा जुल्म जो इस मुल्क में हो रहा है वह कंजुशल लेबर पर हो रहा है, उसको परमानेंट नहीं बनाते हैं। अब मिनिस्टर साहब तो यहां पर हैं नहीं, लेकिन उनके साथी मौजूद हैं। मैं यह कहना चाहता हूं कि मियां भाई का जो घबराहट था और उसमें कंजुशल लेबर के बारे में जो लिखा था, वह उस समय की

सरकार ने माना था। इस समय जब हम कहते हैं कि 17 लाख रेलवे में कर्मचारी काम करते हैं, उनमें से 3 लाख के करीब कंजुशल लेबर हैं जिनको परमानेंट करता है, लेकिन स्पीकर साहब, इनकी सारी तकरीर लफ्फाजी है, उसमें कहीं कंजुशल लेबर का नाम नहीं है।

आपने बिचार जो इस हाऊस में इन्होंने रखे हैं, वह 7 मार्च, 1974 की डिबेट में है। मैं उस में से बताता हूँ :—

"I am not brought up in the tradition that I can cast aspersions on individual members. But I want to criticise the Railway Board as an institution, its structure, its method of functioning and the wasteful expenditure in which the Railway Board is indulging. There is lot of scope for considerable reduction in the wasteful expenditure in which the Railway Board is indulging. Not only that. Today the Railway Board has become almost a Government within the Government. If you ask me, I would say that the Railway Board has really become a Government NS and what about the ministry?...."

Another thing I would like to mention is the extraordinary expenditure that is being incurred on the Railway Protection Force, which is not performing its rightful duties. I do not want to repeat what some of my friends have said on both sides of the House. It is really not the Railway Protection Force.

As someone has rightly explained, it is the Railway Pilferage Force. Therefore, this force can also be reduced to a very great extent....

I will say only one thing about compensation. Today we are putting a premium on death by a particular mode. If a person travelling by air dies, it is really a heavenly death, because his family members would get a compensation of Rs. 1 lakh. But if the same person dies in a railway accident, his family members would get only up to Rs. 50,000 as compensation.... For other categories it is less. The maximum limit of life is death and the maximum compensation is Rs. 50,000. Now-a-days I always travel by air in the hope that in case some accident takes place, since we are not able to earn that much amount in our life time, at least after our death our family members would get Rs. 1 lakh."

We are collecting a surcharge for paying compensation to those people who die in railway accident.

इसमें जो कमाई होती है वह है 9 करोड़ 22 लाख रुपए की जो कि हर साल यात्रियों से सरचार्ज लिया जाता है और वह इसलिए कि अगर कोई एक्सीडेंट हो जाय तो उसमें से कम्पेन्सेशन दिया जाये। आज इनके पास 27 करोड़ 59 लाख रुपए की रकम इन्में जमा है और साल में जो कम्पेन्सेशन देना पड़ता है वह 1 करोड़ 82 लाख रुपए के करीब है। इसका मतलब है कि 8 करोड़ की हर साल इसमें बचत होती है। क्या इनके लिए यह लाजिम नहीं था कि वह खुद कहते कि इन्सान के मरने पर एक लाख रुपया मिलना चाहिए बजाय 50,000 रुपए के, जब कि 27 करोड़ के करीब रुपया इनके पास बचत में है? लेकिन जनता की तरफ इनका ध्यान नहीं है, वह किसी और तरफ है। मैं आपको सही मजबूरी देना चाहता हूँ कि हम आपको तबाह नहीं

करना चाहते। जसा कि हमारे लीडर ने कहा है कि हम पूरा समय आपको देना चाहते हैं, आप लोगों की खिदमत कीजिए। लेकिन जिस चक्कर में आप फंसे हैं, उस से निकलना आप के लिए मुश्किल है। मैं चाहूंगा कि आप ज्यादा से ज्यादा वक्त लोगों की भलाई के कामों के लिए दें। यह 27 करोड़ की रकम आप के पास है। यह जरूरी नहीं है कि एक्सीडेंट होने के बाद ही लोगों को पैसा दिया जाये। यह भी हो सकता है कि आप एक्सीडेंट्स रोकने की कोशिश करें। ओवरड्रिज और अंडरड्रिज बनाने के बारे में कहा जाता है कि रेलवेज के पास पैसा नहीं है। इस रकम को यात्रियों की सुविधाओं के लिए इस्तेमाल करने के बजाय एकाउंट्स का हेर-फेर करके इस को जनरल रेवेन्यूज में जमा कर दिया गया है, क्योंकि उस पर आप 1.33 करोड़ रुपया सूद कमाते हैं।

मिनिस्टर साहब ने पहले घुमाघार तकरीरों की थी कि कम्पेन्सेशन पचास हजार रुपए के बजाय एक लाख रुपए होना चाहिए। लेकिन आज वह उन बातों को भूल गए हैं। उन्होंने रेलवे प्रोटेक्शन फोर्स को रेलवे पिलफ्रेज फोर्स कहा था और उसको हटाने की मांग की थी। अगर आज भी उनके यही विचार हैं, तो जहां वह और मामलों में कमीशन बिठा रहे हैं, वहां वह इस बात की जांच करने के लिए एक कमीशन बैठा दें कि क्या रेलवे प्रोटेक्शन फोर्स की जरूरत है या नहीं।

उन्होंने बहुत बड़ा दावा किया है कि हमने प्लेटफार्म टिकट पचास पैसे से घटा कर तीस पैसे कर दिया है। कोई अनजान आदमी यह समझेंगा कि यह बहुत बड़ा

[श्री मुहम्मद मकी कुरेशी]

काम हुआ है। रेलवे मिनिस्टर को साब्य यह मालूम नहीं है कि जो बड़े बड़े पूंजीपति फ़्लैट क्लबास में ट्रेवल करते हैं, उन्हें लेने और छोड़ने के लिए ही लॉग प्लेटफ़ॉर्म पर जाते हैं। हमारा 55 फीसदी ट्रेफिक सबबन ट्रेफिक है। जो लॉग सुबह काम पर जाते हैं और शाम को घर आते हैं, और कन्सेशन टिकट पर सफ़र करते हैं, क्या मिनिस्टर साहब यह समझते हैं कि उन की बीबी रोब उन को छोड़ने जाती है और शाम को बच्चे उन को लेने के लिए जाते हैं? वह किस को बेबकू बना रहे हैं? हिन्दुस्तान में सिर्फ 0.2 परसेंट लॉग फ़्लैट क्लबास में सफ़र करते हैं और उन के रिस्तेदार वगैरह उन को लेने या छोड़ने प्लेटफ़ॉर्म पर जाते हैं। आप ने सम्मन्धादार्गों को तो बीम रैसे की छूट दी है, लेकिन बरीबों के लिए कुछ नहीं किया है। इस बात आप के पास मरजूम है। हमने आपको कमा कर दिया है। आप उस को बर्बाद करें, तो उसमें हमारा क्या कुसूर है? हम तो आप को सम्मान की कॉमिशन करते रहेंगे। खुदा कभी न कभी तो आप को फ़सल देगा ही।

अब तक रेलवे के फंक्शनरिज का ताल्लुक है, उस में डिस्प्लिन का कायम रखना बहुत जरूरी है? श्री जाब फ़रनेंडीज लकड़ों के माहिर हैं। उन्होंने लकड़ों की हेर-फेर की, लेकिन उन्होंने साफ़ तौर पर यह नहीं बताया कि अगर कोई रेलवे कर्मचारी रेलवे के चलने में रुकावट पैदा करे, या गैर कानूनी हस्तगत करे तो वह उस के साथ क्या मुक़द करेगा। लेकिन आज कम यह फ़िज्बा बनी हुई है कि तमाम मुजरिमों को छोड़ा जा रहा है जिस ने कुसूर किया है और जिसने कुसूर नहीं किया है, उन सब को छोड़ा जा रहा है।

बड़ोदा बम केस को बापस ले लिया गया है, मुझे उस की शिकायत नहीं है। आप ने बादम साहब को छोड़ दिया है। आप सब केसिज को बापस लेने जा रहे हैं। लेकिन दूसरी तरफ़ नए केस बनाए जा रहे हैं। क्या आप इसी तरह देश की सेवा कर सकते हैं? मुल्क की जो दीवत आप के हाथ में है, अगर आप उसका सही इस्तेमाल करेंगे, तो हम आपकी तरफ़ और मदद करेंगे।

मिनिस्टर साहब ने कहा है कि रेलवेज में जिन कमेटीज के जरिये पैटनेज दी जाती थी, उन को खत्म कर दिया गया है। काल, वह रेलवे महकमे को और ज्यादा सम्मान की कॉमिशन करते। पालिसी-मेट हमारी मुभीम बाड़ी है। उस के सामने रेलवे बजट घाता है और यहां पर फ़ैमला होता है कि किराए और फ़ैट वगैरह में कोई इजाफ़ा किया जाए या नहीं। लेकिन जो रेलवे रेट्स ट्रिब्यूनल पिछले छठ दस साल से काम कर रहा है, इस धरमसे में उस के पास मिफ़्र चार केमिज पढ़े हैं। वह उन के बारे में फ़ैमला नहीं कर सका है। अगर वह फ़ैमला कर देगा, तो उसके पास कोई काम नहीं रह जाएगा। उसमें हाई कोर्ट के रिटायर्ड जज गये हैं, जिन पर हजारों रुपए खर्च किए जा रहे हैं। उसकी तरफ़ मिनिस्टर साहब का कोई ध्यान नहीं गया है।

एक इण्डियन रेलवे कांफ़रेन्स भी है। खुदा जाने, वह क्या है। वह बर्तानिया के जमाने की देन है और धर्मी भी बनी हुई है। उसको खम करने की कॉमिशन क्यों नहीं की जाती है? रेलवे की घामदनी बढ़ाना तो उनका फज्ब ही है लेकिन इस के साथ साथ उन को यह भी देखना है कि रेलवे का खर्च कम हो और उससे लोगों की सुविधा

में कमी न हो। उस तरफ भी उन को ध्यान देना चाहिए। यह भी उनका एक फर्ज है।

जहां तक नई गाड़ियां चलाने का ताल्लुक है उन्होंने सिर्फ यह कहा कि जब हम नई गाड़ियां चलायेंगे तो वह सिर्फ जनता की गाड़ियां होंगी। लेकिन सायद वह भूल गए हैं कि पिछले ही साल में 211 नई गाड़ियां चली हैं और 400 के लगभग गाड़ियों का बस्त कम कर दिया गया है किसी का एक चण्टा किसी का पन्द्रह मिनट जो डबल डेकर का उनका घाड़िया है उन्हें यह मालूम होना चाहिए कि रेल का जो डिब्बा है वह तो उतना ही ऊंचा है, उसी के दो हिस्से कर दिए गए। अब अगर प्लेटफार्म जरा ऊंचा हो तो नावे जो घादमी बैठा होगा वह प्लेटफार्म से दिख नहीं सकेगा और इस डबल डेकर को लेकर कहते हैं कि यह जाड़ू का डंडा लगा कर घाबर-गाड़िया को चाली करेंगे, मैं चिन्तित करता हूं उन को, अगर पचास फीनदी भी लांड बे इससे ले सकें और दस फीनदी भी लोगों का इससे घाराम हो सके तो मैं समझता हूं.. (अवधान)..

MR. SPEAKER: The hon. Member will please take his seat now. He can continue later. We now adjourn for lunch and will meet again at 2 p.m.

13.00 hrs.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock.

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

[MR. DEPUTY-SPEAKER in the Chair]

RAILWAY BUDGET, 1977-78—
GENERAL DISCUSSION—Contd.

उपाध्यक्ष महोदय : श्री मुहम्मद शफी कुरेशी।

श्री मोहम्मद शफी कुरेशी : डिप्टी स्पीकर साहब, मैं अब रेल मंत्री साहब की तबज्जह कुछ खास चीजों की तरफ दिलाना चाहता हूं। उन्होंने अपनी तकरीर में मेट्रोपॉलिटन ट्रांस्पोर्ट सिस्टम का जिक्र किया है। मुझे इस चीज का काफ़ी तलब तजुर्बा है। हम जो रेपिड ट्रांस्पोर्ट सिस्टम मुल्क में चलाना चाहते हैं और जिसके लिए हमने दिल्ली, बम्बई, कलकत्ता और मद्रास को चुना है, अगर आप उसकी माली हालत को देखें तो सायद आपको इस सारे मामले पर दोबारा विचार करना पड़ेगा। कलकत्ता का जो रेपिड ट्रांस्पोर्ट सिस्टम है, जब इसकी इज्जतदा हुई तो 18 किलोमीटर के दमदम-टालीगंज एरिये के लिये खर्च का घन्दाजा 140 करोड़ रुपये था। लेकिन वकन के गुजरने के साथ-साथ आज इस प्राजेक्ट पर 250 करोड़ रुपये खर्च होने जा रहा है और जिस रफ्तार से यह प्राजेक्ट चल रहा है, मुझे यकीन है कि इसके खत्म होने तक इसमें 350 करोड़ रुपये खर्च होगा। आपको यह देखना चाहिये कि इस तरह के जो प्रोजेक्ट हैं—क्या वाकई हम इनको जल्द पूरा कर सकेंगे। दिल्ली या बम्बई के ट्रांस्पोर्ट सिस्टम के लिए अभी जो घन्दाजा लगाया गया है उस पर 600 करोड़ रुपये खर्च होगा। क्या आप ऐसा सोच सकते हैं कि बजाय इसके कि हम चन्द शहरों में चन्द किलोमीटर अन्डर ग्राउन्ड लाइनें बिछायें, आप की जो घाफ्टा-कोकन लाइन है उस को पहले बनाइये। मैं यहां एक अपनी खुदगर्जी की बात कहता हूं—आप कटुआ, जम्मू-कश्मीर तक लाइन को ले जायें। जाहिर बात है कि आप के पास उन लाइनों के किये इतनी बड़ी रकम जल्दी नहीं आयेंगी तो क्यों न उन जरूरी लाइनों को पूरा करें, जिनकी मुल्क को बहुत ज्यादा जरूरत है। वह एक ऐसी चीज

[श्री मोहम्मद नफी कुरैशी]

है जिसमें पड़ने के बाद घाप को पीछा छुड़ाना मुश्किल हो जायगा। इसलिये इसमें काफ़ी हिम्मत की जरूरत है, जो मैं समझता हूँ घाप में काफ़ी है, घाप झराफ़त से लोगों को समझा सकते हैं, ऐसा पोलिटिकल परपज के लिये नहीं, बल्कि पैसे की कमी की वजह से करना पड़ रहा है। मद्रास, बम्बई और दिल्ली का सब हो चुका है, 10 करोड़ रुपया घापको प्लानिंग कमीशन से ग्रांट मिली है, इसमें से 8 करोड़ रुपया घाप कसकते पर खर्च कर रहे हैं, दो करोड़ रुपया बाकी तीन जगहों पर खर्च कर रहे हैं। मैंने देखा है—मायद 65 लाख रुपया बम्बई में खर्च हुआ है—लेकिन असलियत यह है कि यह रुपया सिर्फ़ तनक्याहों पर खर्च हो रहा है, काम वहां पर कुछ नहीं हो रहा है। इन लोगों को रेलवे के मुख्तलसिफ़ महकमों से वहां लाकर रखा है, वे कुछ काम नहीं करते हैं, उनकी मेजों पर दो-दो इंच बर्दा जमा हुआ है। जब वे लोग बापस आ जायेंगे—क्योंकि पैसा घाप के पास नहीं है, न वहां काम कर पायेंगे, क्योंकि उस वक्त जो काम वह पहले करते थे उसका भी भूल जायेंगे और यहां तो कुछ काम ही नहीं है। इसलिये मेरा सुझाव है कि इस 15-16 सौ करोड़ रुपये को दूसरे कामों में खर्च करें, जिससे मुल्क का फायदा हो।

प्रोजेक्शन यूनिट्स के बारे-में मैं सिर्फ़ इतना ही भ्रज करना चाहूंगा कि जो इनकी इंस्टाल्ड कैपेसिटी है, आज तक उनका पूरे तरीके से यूटिलाइजेशन नहीं हुआ है। इसका नतीजा यह होता है कि जब कैपेसिटी अन-यूटिलाइज्ड हो, तो उसमें घाप जो चीज बनार्यगे उसकी कास्ट ज्यादा पड़ेगी। घाप फारन-मार्केट्स में जाना चाहते हैं—यह बहुत अच्छी बात है, लेकिन अगर हमारी चीज की कास्ट ज्यादा होगी तो फारन-मार्केट्स में दूसरे मुल्कों के साथ कम्पीटीशन में हम

नहीं ठहर सकेंगे। हमारे पास हर चीज मौजूद है, लेबर है, टेक्नालाजी है, रा-मैटोरियल है, अगर इनका सही इस्तेमाल करके इन यूनिट्स को पूरा काम दें तो इससे न सिर्फ़ हमारी रेलवेज की प्रन्दरूनी जल्दियात पूरी होंगी बल्कि एक्सपोर्ट का जो निशाना बन चुका है हम उस को भी पूरा कर सकेंगे। रेलवे में एक कमेटी बनी थी, जिसने रेलवे के स्टोर्ज की, इन्वेस्ट्रीज की जांच पड़ताल की थी। अगर घाप इन्वेस्ट्रीज को कम करने की कोशिश करें तो उससे भी काफ़ी फायदा हो सकता है। जो चीजें घाप बाहर से मंगाते हैं, अगर घाप यह कोशिश करें कि उन चीजों को यहीं बनाया जाय तो इससे काफ़ी फायदा हो सकता है। इस सिलसिले में पहले काफ़ी काम हुआ है, मेरे पास इस वक्त आंकड़े मौजूद नहीं हैं, लेकिन पिछले तीन-चार सालों में 15-20 परसेन्ट इम्प्रोवमेंट का काम रेलवे में हुआ है। नो इस टेम्पो से घापको आगे चलना पड़ेगा और यह देखना पड़ेगा कि फोरेन कन्ट्रीज पर कम से कम घाप डिपेन्डेंट रहें और खुद यहां पर चीजें बनें।

घापने नई रेलवे लाइनों का जिक्र किया है और यह एलान किया है कि ये बनाई जाएंगी। जब हम ऐसा करते थे तो घाप ही हमसे शिकायत करते थे कि पैसा कम होने के कारण यह नहीं बनेंगी। उसी शिकायत का मोका घाप हम को दे रहे हैं। घापकी शिकायत यह होती थी कि एलान तो नई लाइनों के हो जाते हैं लेकिन पसा उनके लिए कम रखा जाता है और जब टाइम लम्बा हो जाता है तो चीजों की कीमत इतनी बढ़ जाती है कि जो प्रोजेक्ट 10 करोड़ रुपये में बनने वाला था उसमें बहुत ज्यादा रुपया लग जाता है। पूरा रुपया घाप दे नहीं सकते हैं और कीमत बढ़ जाने से वही प्रोजेक्ट 50 करोड़ रुपये में पूरा होगा। इसलिए मेरा कहना यह है कि जो भी काम घाप हाथ में लेना चाहें उसके लिये पहले घापको रुपयों का बन्दोबस्त करना चाहिए और उस

रूपये को इस्तेमाल करके उसे को आप मुकम्मल करें। होता यह है कि जब आप प्रोजेक्ट का एसान करते हैं तो पहले उसका सर्वे होता है, फिर टेक्निकल सर्वे होता है और बाद में फीजिबिलिटी रिपोर्ट बन जाती है और इसमें इतना समय लग जाता है कि बाद में जाकर बड़ी मुश्किल होती है और पूरा पैसा न होने के कारण काम सही नहीं होता है। यह मैं इसलिए ध्यान कर रहा हूँ कि मुझे भी इस महकमे की खिदमत करने का थोड़ा सा मौका मिला है और जो मुश्किलान हमारे सामने आई है, उनको आपके सामने रखना चाहता हूँ। आपको उन लाइनो को प्रायगिटी देनी चाहिए जिन से आम जनता को लाभ पहुंचे।

इस के बाद मैं यह कहना चाहता हूँ कि मेरे पास मुबह मुबह कुछ लोग आए थे और वे माटिन बर्न लाइट रेलवे के थे। आपको भी वे मिले होंगे। उन्होंने मुझ से एक मंत्री जी का जिक्र किया कि जब वे पहले मंत्री नहीं थे तो उनके घर पहुंच जाते थे और उन से मिलते थे लेकिन आज जब वे लोग उनसे मिलने गये तो उन से मिलने की उन्हें इजाजत नहीं मिली।

रेल मंत्री (प्रो० मधु बंडवते) : मेरे बारे में यह खबर ठीक नहीं है।

श्री मोहम्मद शफी कुरेशी : मैं यह भी आप को बता दूँ कि आप की इमेज खराब करने वाले बहुत से लोग बैठे हुए हैं। आप ने गांधी जी का नाम लिया है और यह कहा है कि हम बड़ी सादा जिन्दगी बसर करेंगे लेकिन आप के महकमे की तरफ से एक चिट्ठी श्री कमलापति त्रिपाठी, मेरे पास और श्री बूटा सिंह को भेजी गई है जिस में यह लिखा है कि जितना फर्नीचर आप के पास है, वह सब भेज दो क्योंकि मिनिस्टर साहब को इसकी जरूरत है। आप को फर्नीचर मिलना चाहिए लेकिन मेरे फर्नीचर का आप क्या

करेंगे। मैं तो एक छोटा सा मिनिस्टर था। जो चिट्ठी मेरे पास आई है, उस को मैं पढ़ देता हूँ।

"These articles of furniture are required for the new Minister. You are requested to return these items immediately."

इस से थोड़ा सा शक होता है कि आप जो समाजवाद की बात करते हैं, वह सही नहीं है।

प्रो० मधु बंडवते : जब मैं मिनिस्टर नहीं रहूंगा तो मेरे घर का फर्नीचर नये मिनिस्टर के घर जाएगा।

श्री मोहम्मद शफी कुरेशी : तीनों मिनिस्ट्रों का फर्नीचर आप लेना चाहते हैं। मेरा, चिट्ठी मिनिस्टर का और त्रिपाठी जी का फर्नीचर एक मिनिस्टर को चाहिए। कल को रेलवे बोर्ड के चेयरमैन जाएंगे तो उनका फर्नीचर भी लिया जाएगा। . . . (अवधान) . . . सच्ची बात पर गुस्सा आता है। आप भी कमाल करते हैं, थोड़ा सा सब करें। अगर इस तरह से आप लोग चोर करेंगे तो मेरी जबान खुलेगी। आप ने बड़े बड़े दावे किये कि हम छोटे छोटे बंगलों में रहेंगे लेकिन आज आप जनता पार्टी के मिनिस्ट्रों को देखिये कि किस ठाठ-बाट से रहते हैं। उन की कोठियों में सन्तरी लगे हुए हैं और एलसेसियन कुत्ते बंधे हुए हैं जिन पर 400, 400 रुपये खर्च आता है। हम यह नहीं कहते कि आप झुग्गी-झोंपड़ी में रहें। आप ठाठ-बाट से रहिये।

प्रो० मधु बंडवते : हमारे घर के सामने कोई सन्तरी नहीं है।

श्री मोहम्मद शफी कुरेशी : मैं आप की बात नहीं कर रहा हूँ। मैं ने आप की तबज्जह इसलिए इस तरह दिलाई है कि आप की

[श्री मुन्शी साहू : कौनसे]

इस बिट्टी से वह तबूट होता है कि हमारी मेज, कुर्सी की जरूरत आप को किचन में है।

प्रो० म० बख्शते : दफ्तर में है।

श्री मोहम्मद सफी कुरेशी : जब आप ऐसा करते हैं तो उस के साथ आप गांधी जी और सादगी का नाम मत लीजिए। यही मेरा कहना है। मार्टिन रेलवे के लोग मेरे पास आये थे। इनका एक बहुत बड़ा मसला यह है कि रेलवे वाले इन्हें पूरी तन्हाह नहीं देते थे। इस पर गवर्नमेंट ने यह फैसला किया कि 25 लाख रुपये साल गवर्नमेंट इनको दे। जाहिर है कि जब किसी प्राइवेट कम्पनी का खर्चा गवर्नमेंट बर्दाश्त करती है तो वह कभी इन बात की कोशिश नहीं करती कि वह अपनी तरफ से अपने मुलाजिमों के लिए कुछ करे। इसलिए हम चाते हैं कि आप 25 लाख रुपये साल के साल देते रहें। इस रेलवे में एक हजार के करीब आदमी हैं। इससे भी बेहतर यह होगा, आप इस बात पर गौर करें कि इस रेलवे को आप अपने हाथ में ले लें। अगर यह मुमकिन हो सकता है तो इन एक हजार आदमियों का भी भला हो जाएगा और जिस इलाके में वह रेल चलती है उस इलाके की दिक्कतें भी हल हो जाएंगी। (व्यवधान) अब मुश्किल यह है कि हम तो कुछ नहीं कर सके, आप तो कुछ करके दिखाइये। लेकिन आपका कमीशन बिठाने के फुरसत आए तब तो आप कुछ करके दिखाएं। अगर कहीं कुत्ते की बिल्ली की लड़ाई होनी है या कहीं से एक बूढ़ा निकल आता है तो उस पर भी आप कमीशन बिठा देते हैं। हम इन कमीशनों से डरने वाले नहीं हैं। (व्यवधान) हमारे यहां तो एक मारुति है, आपकी जब अलमारियां खनेंगी तो हजारों मारुतियां निकलेंगी। लेकिन हम ऐसी बात नहीं करेंगे, हम सराफत

से पेश आयेंगे। (व्यवधान) जिस बात का जवाब दिया जा सकता है, उस बात के लिए लड़ो मत। लड़ने के लिए बाहर मैदान पड़ा है।

कल जार्ज साहब यहां तजरीफ रखते थे। उन्होंने कहा था कि हम ने पांच साला मसूबे में कहा था कि हम 290 मीलियन टन माल डोयेंगे लेकिन हम वह नहीं कर पाये। इसकी बजह क्या है? इसकी बजह उनको अच्छी तरह मालूम है। ये हड़तालें, धरने या एजिटेशन किसकी पैदावार है? इस मुस्क में रेलें खुद-ब-खुद तो चलेंगी नहीं। जब खानों में उत्पादन होगा तो कारखानों में पहुंचेगा और जब वहां माल तैयार होगा तभी रेलें डोयेंगी। फुट प्रेंस पैदा होगा तो वह जगह जगह पर सप्लाई होगा। लेकिन उस वक्त जो एजेंसी माल सप्लाई करती थी वही पर इस किस्म के नारे लगाये जा रहे थे कि रेल का पहिया जाम करेंगे, काम नहीं आराम करेंगे। हड़तालों और धरनों से तो काम चलने वाला है नहीं। आपने जो किताब छापी है, उसमें आपने खुद माना है कि 1975-76, 1976-77 में मजदूरों और रेल के धफसरो के ताल्लुकान अच्छे थे और उसके नतीजे के तौर पर रेलवे में तरक्की हुई। आज क्या हो रहा है? रेलों की पं.चु.एन.टी. पर असर पड़ रहा है। मक्राई की तरफ बहुत कम ध्यान दिया जा रहा है। एक रेलवे स्टेशन पर मैंने एक मेम्बर आफ पार्लियामेंट के अपना यह फर्ज समझा कि रेलवे स्टेशन मास्टर को बुला कर मक्राई करवाने को कहा। आप भी बोझ सा कष्ट बरें और देखें कि आज क्या हालत है। आपने कहा कि आपने बिजिलेंस डिपार्टमेंट को हुक्म दिया है कि वह सरप्राइज चेकिंग करे। अगर आप खुद जाकर सरप्राइज चेकिंग करें तो इससे आपका हतबा कम होने वाला नहीं है। इससे आप लोगों की दिक्कतों को खुद जान सकेंगे।

आपने अपनी बजट तकरीर में कहा कि आपने पेंसजर अमेनिटिज के लिए 3.8 करोड़

रुपये से बढ़ा कर 4 करोड़ रुपया कर दिया है। वह कोई आपने बहुत बढ़ा कमाल तो नहीं कर दिया। आपसे तबकों की कि आप कम से कम इसे घाट करोड़ करते। वह नहीं कि इसके लिए आपके पास पैसे नहीं हैं। वैसे आपके पास है।

वह जो बजट—

Of the Railway Revenue and Expenditure of the Central Government for 1977-78,

इसके पेज 7 पर—

Railway Accident Compensation, Safety and Passenger Amenities Fund

आपने 24 लाख रुपया दिया है। जहां पर कि 70 लाख आदमी रोजाना मरकर करते हैं वहां पर इन 24 लाख रुपये में क्या आप पानी पिला सकेंगे, क्या और एम्बेनिटिज मुसाफिरों को मुहैया कर सकेंगे। संपत्ति बर्तन वगैरह का जो काम आपको अपने तौर पर करना चाहिए था वह पैसा भी आप पैसेजर्स से ले कर इस्तेमाल नहीं करते हैं।

आप यहां पर भोजूद नहीं थे जब मैं ने एक बात कही थी। मैंने यह कहा था कि आप एक्सीडेंट कम्पेंसेशन देते हैं। मैंने आप की तकरीर में पढ़ा था कि मैं हवाई जहाज में इसलिए आप सफर करते हैं कि खुदा न क्वास्ता किसी एक्सीडेंट में आप मर जाएं तो आपके परिवार वालों को एक लाख रुपया मिल जाएगा। खुदा आपको जिन्दा रखे, हम बुरी बात कोई आपके साथ हो यह नहीं चाहते हैं। वैसे आपके पास है। 27 करोड़ आपने पैसेजर्स से इस गर्ज के लिए लिया है कि अगर किसी की एक्सीडेंट में मौत हो जाए तो उसको पचास हजार रुपया कम्पेंसेशन मिल सके। आपके पास 27 करोड़ है। नौ करोड़ हम हर साल इस टैक्स में लेते हैं। एक करोड़ या टेढ़ करोड़ रुपया आप कम्पेंसेशन के तौर पर दे करते हैं। खुदा न करे कि हमारे मुल्क में एक्सीडेंट कोई हो।

लेकिन एक्सीडेंट होने की सूरत में आप मदद करते हैं। पैसेजर्स से यह रुपया आपने लिया है। इस में आपको क्या एतराज है कि पचास हजार के बजाय आप एक लाख कर दें। 24 लाख आपके लिए फायदेमन्द नहीं है। आपको चाहिये कि पैसेजर्स एम्बेनिटीज के लिए आप और ज्यादा रकम दें। जो रुपया आप जनरल फंड में डालते हैं उसमें डालने के बजाय इसको आप ओवर ब्रिजिज पर, अंडर ब्रिजिज पर और फेंसिंग जैसे दूसरे कामों पर खर्च करें ताकि लोगों को मुविधा हो। एक्सीडेंट फंड जो हैं वे सारे इस्तेमाल नहीं हो सकते हैं। अगर उनका इस्तेमाल ऐसे कामों पर भी किया जाए जिससे एक्सीडेंट हों ही नहीं, उन से बचा जा सके तो ऐसे कामों पर भी उनका इस्तेमाल किया जाना चाहिये। ऐसा आपने किया तो ज्यादा बेहतर होगा।

आपको अपनी पालिसी वाज्रा करनी चाहिये। आपको साफ करना चाहिये कि रेलों में कैटेगरी यूनियंड की आप मान्यता देते हैं या नहीं देते हैं। आप ने जो तकरीर इस तरफ बैठ कर की थी उसमें कैटेगरी यूनियंड की आपने काफी सराहना की थी। आपने तमलीम किया था कि उनको सैनल आफ कम्युनिकेशन देना चाहिये। लेकिन आपने उसके साथ यह भी कहा था कि जो फेंडेशन रेलवे में काम करती हैं उनका रिप्रिजेंटेटिव कारेक्टर जो है वह भी कुछ अच्छा दिखाई नहीं देना इसलिए हम चाहते हैं कि बैलट के जरिये एक यूनियंड बनें। मैं जानना चाहता हूं कि क्या आप अपने इस वादे पर कायम हैं या आप उसी किस्म का विचार रखते हैं जो आपका पहले था। आपको इस बारे में अपनी पालिसी को साफ करना, पढ़ना। आपका ताल्लुक एक खास रेलवे फेंडेशन से है। ऐसा न हो कि आप उसी तरीके से बलें और छोटी सोच में पड़ कर रेलवे कर्मचारियों की यूनियंड को आप नुकसान पहुंचाएं।

[श्री मोहम्मद شازی کورینی]

میں چاہتا ہوں کہ آپ اپنی پالیسی کو جانچ سکیں۔

میں آپ کا شکریہ ادا کرتا ہوں کہ آپ نے اٹھاپور تک ریلوے لائن کو لیا ہے۔ لیکن ایک سب سے بڑا یا کاجیگڑ سے باراموٹا تک کا۔ یہ سب سے رپورٹ میٹروپولیٹن ہو چکی ہے۔ میں چاہتا ہوں کہ اس کے لیے آپ کچھ رقم خرچ کریں۔ ہم نے اعلان کیا تھا کہ اس پالیسی میں کہ ہم نے انٹرنیشنل کے لیے کونیا کوماری سے کاشمیر کو جوڑنا چاہتے ہیں۔ ایک ٹینکری لائن ٹریبنڈم والی ہے جو میٹروپولیٹن ہوگی تو کونیا کوماری کا لک پورا ہو جائیگا۔ لیکن اٹھاپور سے کاشمیر جانے کے لیے آپ کے پاس پैसे اتنا نہیں ہے۔ اس واسطے بلی کے اندر کاجیگڑم اور باراموٹا کے درمیان جو سب سے بڑا ہے اس پر آپ کام کر سکتے ہیں تو میں سمجھتا ہوں کہ یہ بڑا کام آپ کر سکیں گے۔ کاشمیر کے لیے یہ کام کر سکتے ہیں تو کافی لوگوں کو سنبھال سکیں گے۔

شرعی مقصد غنی ترویجی (انٹ)

ناگ: سپر مینسٹر صاحب - مجھے پتہ نہیں ہے کہ آپ نے اس بات کی کیا رائے ہے کہ اس کے لیے کہ انہوں نے ایک اچھا بھلا کام کیا ہے۔ - بلکہ کہا ہے۔ لیکن ایک بات کی ضرورت مبارکباد دیں گے کہ انہوں نے ایک اچھے کام اور انہوں کی طرح ہمارے کامی کامی صاحب کدب پارلیمنٹ کے سامنے پیش کیا ہے۔ اس کے لیے وہ مبارکبادی

کے مستحق ہیں۔ اور یہ بھی اچھی بات ہے کہ شری جارج ٹریبنڈم میں بہت سے کام ہوئے ہیں۔ کل انہوں نے کونیا کوماری میں انٹرنیشنل کیا۔ جو بڑے اچھے انداز میں کیا۔ حالانکہ پہلے وہ بہت کم ہوئے تھے۔ لیکن اس طرف بہت سے کام ہوئے ہیں۔ اچھی بات ہے کہ انہوں نے سب سے بڑا کام کیا ہے۔ تو انہوں نے کہا کہ ہم نے کہا تھا کہ ہم نے ۳۰ برس ڈیپریس کی۔ گلد جمع کی ہے اس کو صاف کرنے میں کچھ سے لگتا۔ لیکن یہ خود ہی دیکھ سکتے ہیں۔ ایلول رپورٹ ہے۔ اور اس میں انہوں نے دو درجے سے پر لکھا ہے۔ سب سے بڑا کام جس میں ریل ملٹری شری سب سے بڑا کام نام ہے اس کے لیے ہمیں سب سے بڑا کام ہے کہ جو آپ کہتے ہیں کہ ۳۰ سال صرف وہاں گلد ہی جمع نہیں ہے۔ صرف وہاں گلد ہی جمع نہیں ہے۔ ۱۹۷۰ - ۱۹۷۶ کی بات ہے جو اس پر کار لگی گئی ہے۔

"But there was a remarkable improvement in the Railways' performance during the year. The volume of revenue freight transported—196.8 million tonnes—was more than in the previous year, and the highest ever. The number of passenger journeys increased by 21.3 per cent. over the previous year to 2,946 million, also a record high. Transport bottlenecks were removed, delivery speeded up, and incidence of loss and damage reduced. Coal required by major consumers like steel plants, power stations and cement factories

was transported in full and in time Demands for movement of raw materials for, and finished products of, steel, cement, fertilisers and other key industries, and of foodgrains, sugar, salt and other essential commodities, were also satisfactorily met. Passenger train punctuality improved from 72 per cent on-time arrivals in 1974-75 to 85 per cent and more trains were run in an effort to increase comfort and capacity for long distance second class travellers—and for commuters. Much of this was made possible by better and more efficient utilisation of the track and rolling stock.

Industrial relations were harmonious throughout the year and all levels of staff performed their tasks with customary dedication to duty."

تو جو فرمائندہ صاحب نے کہا کہ پریشانی ہی پریشانی ہم کو ملی ہے وہ غلط ہے۔ ہم نے دباؤ کا محکمہ ایک اچھے تربک پر لا کر اس کے حوالہ کر دیا۔

ایک مامی جس نے کہا کہ انہوں نے لہور یونینز کمیونل کمیشن سے کانٹک ایکسپریٹ سے بات کی ہے مجھے معلوم نہیں کہ کہا بات کی ہے۔ لیکن جہاں تک ساتھ فرمائندہ کا تعلق ہے۔ وہ انڈسٹریز والوں کو کہتے ہیں کہ یہ ہیں۔ یہ ہینڈل ہیں۔ مگر قیموکرسی میں ایسا وقت بھی آتا ہے جب شہری کو چوہوں کے گدھوں پر گونا پوتا ہے۔ ان سے بات کرنی پڑتی ہے۔ اچھی بات ہے اگر ریلوے کو فائدہ ہو تو آپ ضرور کریں۔ لیکن ایک بات

ضرور میں کہنا کہ 1977-1978 میں جو 10 کروڑ کا منافع ریلوے کا تھا۔ وہ آج آپ کے ہاتھ لگتے ہی 32-5 کروڑ کا رہ گیا ہے۔ 50 پرسنل کی کسی ہوئی ہے۔ اس کی آپ کوئی وجہ نہیں بتاتے۔ الفاظ اور سٹیمسٹکس کا چاہے کتنا ہی چکر چلائے۔ لیکن سچ تو سچ ہی نکلا۔ آپ نے جونہی ہاتھ لگایا کھاتے میں ریل چلے لگی۔ اور آپ کا جو چکر کھیلوں کا ہے۔ اگر ایسا ہی چلتا رہا تو مجھے یقین ہے کہ کچھ سبب بعد آپ کو ریل کھاتے پر چلانے کے لئے ہم کو آپ پر کمیشن لگانا پڑے گا۔

آپ نے ریل کرمچاریوں کے وکٹیزیشن کی بات کی۔ اور بہت بڑھا چڑھا کر کہہ دیا کہ ہم نے جن ریل کرمچاریوں کے ساتھ ظلم کیا تھا ان کو نجات دلائی۔ خود آپ نے اپنی رپورٹ میں تسلیم کیا ہے۔ کہ انڈسٹریل ریلوےز دہلوے میں نہ صرف حارمونیس اور اچھے تھے بلکہ اتنے اچھے ہوں کہ ریل کرمچاری انولپمنٹ کی وجہ سے ریلوے نے منافع کسایا ہے۔ آپ نے یہ تو کہا کہ ریل کرمچاریوں کو جو سزائیں دی گئی ہیں۔ وہ ہم معاف کرینگے۔ لیکن آپ نے ان کی تعداد کہی نہیں بتائی۔ آپ کو معلوم ہے کہ تقریباً

[شری مسعود شفی قریبی]

۶۵ ہزار کے قریب ریل کرسچاریوں کو نوکری سے ہٹایا گیا - مسہلت کیا گیا - مارچ ۱۹۷۷ تک تمام لوگوں کو چھوڑ تین ہزار کے چلہوں نے خود عدالت میں جا کر اپیل کی تھی یا جن کے کمزور دہلویہ بھرتے کے پاس تھے - ان کے سوائے تمام لوگوں کو کام پر واپس لیا گیا - تمام دہلویہ کرسچاریوں کی جن کا بڑیک ان سروس ہوا تھا اس کو کٹدین کیا گیا - یہ سب پہلے ہی ہوا تھا - لیکن آپ نے اپنی تقریر میں ریل کرسچاریوں کے لئے ایک شدت بھی نہیں کہا - ایک جملہ بھی نہیں ہے - جہاں پر کہا گیا ہو - کہ اگر آج دہلویہ نقصان کی بجائے منافع پر چلتی ہے - تو ریل کرسچاریوں کی جو مشکلات ہیں ان کا حل کرنے کے لئے ہم کہا کرہلے - انسان کی یادداشت کمزور ہوتی ہے - شری مدھو دندے دتے کی تقریر سہرے سامنے ہے - انہوں نے تین وچار پہلے پر دے تھے - آپ ان پر غور کریں - کہا آج بھی وہ ان پر قائم ہیں - لوگ تو انہوں نے کہا تھا کمزور لہر کے بارے میں کہ سب سے بڑا ظلم جو اس ملک میں ہو رہا ہے وہ کمزور لہر پر ہو رہا ہے - اس کو پرماتھت نہیں بلاتے ہیں - اب مسٹر صاحب تو یہاں پر ہیں

نہیں لیکن ان کے ساتھی موجود ہیں - میں یہ کہنا چاہتا ہوں کہ میں بھائی کا جو ادارہ تھا اور اس میں کمزور لہر کے بارے میں تھا اور اس سے کہ سرکار نے ملین لیا تھا - اس سے جب ہم کہتے ہیں کہ ۱۷ لاکھ دہلویہ میں کرسچاری کام کرتے ہیں ان میں سے تین لاکھ کے قریب کمزور لہر میں - جن کو پرماتھت کرنا ہے - لیکن سیکر صاحب ان کی - اسی تقریر میں لکھا ہے - اس میں کہیں کمزور لہر کا نام نہیں ہے -

اپنے وچار جو لس ہاؤس میں انہوں نے رکھے ہیں وہ ۷ مارچ ۱۹۷۴ کی کمیٹی میں ہیں - میں اس میں سے بتانا ہوں -

"I am not brought up in the tradition that I can cast aspersions on individual members. But I want to criticise the Railway Board as an institution, its structure, its method of functioning and the wasteful expenditure in which the Railway Board is indulging. Not only that. Today the Railway Board has become almost a government, within the Government. If you ask me, I would say that the Railway Board has really become a Government, NS and what about the Ministry?"

Another thing I would like to mention is the extraordinary expenditure that is being incurred on the Railway Protection Force, which is not performing its rightful duties, I do not want to repeat what some of my friends have said on both sides of the House. It is really not the Railway Protection Force. As someone has rightly

explained, it is the Railway pilferage Force. Therefore, this force can also be reduced to a great extent.....

I will say only one thing about compensation. Today we are putting a premium on death by a particular mode. If a person travelling by air it is really heavenly death, because his family members would get a compensation of Rs. 1 lakh. But if the same person dies in a railway accident, his family members would get only up to Rs. 50,000 as compensation. For other categories it is less. The maximum limit of life is death and maximum compensation is Rs. 50,000. Nowadays I always travel by air in the hope that in case some accident takes place, since we are not able to earn that much amount in our life time, at least after our death our family members would get Rs. 1 lakh."

We are collecting a surcharge for paying compensation to those who die in railway accidents.

اس میں جو کمائی ہوتی ہے وہ
ہے ۹ کروڑ ۲۲ لاکھ روپے کی جو کہ ہر
سال یا تریوں سے سرجارج لیا جاتا ہے -
اور وہ اس لئے کہ اڈو کوئی ایکسٹنٹ
ہو جائے - تو اس میں سے کمیشن
دیا جائے آج لن کے ۲۷ کروڑ ۵۹ لاکھ
روپے کی رقم جمع ہے اور سال میں
جو کمیشن دینا پڑتا ہے - وہ
ایک کروڑ ۸۲ لاکھ کے قریب ہے - اس
کا مطلب ہے کہ ۸ کروڑ کی ہر سال
اس میں بچت ہوتی ہے - کہا لی
کے لئے یہ لازم نہیں تھا - کہ وہ خود
کہتے کہ انسان کے مرنے پر ایک لاکھ
روپے ملنا چاہئے بجائے ۵۰۰۰۰ روپے
کے جبکہ ۲۷ کروڑ کے قریب روپے

ان کے پاس بچت میں ہے - لیکن
جلتا کی طرف ان کا دھیان نہیں
ہے - وہ کسی اور طرف ہے - میں
آپ کو صحیح مشورہ دینا چاہتا
ہوں کہ ہم آپ کو تباہ نہیں کرنا
چاہتے جیسا کہ ہمارے لوڈر نے کہا
ہے - کہ ہم پورا سے آپ کو دینا
چاہتے ہیں - آپ لوگوں کی خدمت
کھجئے - لیکن جس چکر میں آپ
پڑے ہیں - اس سے نکلنا آپ کے لئے
مشکل ہے - میں چاہوں گا کہ آپ
زیادہ سے زیادہ وقت لوگوں کی بھائی
کے کاموں میں دیں - یہ ۱۷ کروڑ
کی رقم آپ کے پاس ہے - یہ ضروری
نہیں ہے - کہ ایکسٹنٹ ہونے کے
بعد ہی لوگوں کو پیسہ دیا جائے -
یہ بھی ہو سکتا ہے - کہ آپ
ایکسٹنٹ کو روکنے کی کوشش
کریں اور ہرج اور اتھر ہرج بھانے کے
بارے میں کہا جاتا ہے - کہ ریلویز
کے پاس پیسہ نہیں ہے - اس رقم کو
یا تریوں کی سہولتوں کے لئے استعمال
کرنے کی بجائے ریلوے کا ہھر پھر
کر کے جنرل ریلوے میں جمع کر دیا
کہا ہے - کہونکہ اس پر آپ ۱۰۳۳
کروڑ روپے سود کاتے ہیں -

مدیر صاحب نے پہلے دھواں دھو
تقریریں کی تھیں - کہ کمیشن
۵۰۰۰۰ روپے کی بجائے ایک لاکھ
روپے دونا چاہئے - لیکن آج وہ ان
بائوں کو بھول گئے ہیں - انہوں نے
زیادے پروٹیکشن فورس کو ریلوے
پلیٹ فارم فورس کہا تھا - اور اس کو
ہٹانے کی مانگ کی تھی - اگر آج
بھی ان کے یہی وچار ہیں تو چہلی

[شری محمد شفی قریبی]

وہ اور تماموں میں کوشش کرتا رہا
ہوں۔ وہاں وہ اس بات پر جانچ
کرنے کے لئے ایک کنکشن بناتا رہا۔
کہ کیا دہلوی پرنسپل فوریس کی
سرورس ہے یا یہ نہیں۔
انہوں نے بہت بڑا دھوکا کھا ہے
کہ پلمت فارم ٹکٹ ۵۰ پیسے ہے
گٹھا کر ۳۰ پیسے کر دیا ہے۔ کوئی
انجان آدمی یہ سمجھ گا کہ بہت
بڑا کام ہوا ہے۔ دہلوی مسٹر کو شاید
یہ معلوم نہیں ہے کہ جو بڑے بڑے
یونیورسٹی پتی فیسٹ کلاس میں سفر
کرتے ہیں۔ انہیں لاپے اور چھوڑنے
کے لئے جی لوک پلمت فارم پر جاتے
ہوں۔ ہمارا ۵۵ فیصدی ٹریفک
سڑک ٹریفک ہے۔ جو لوگ صبح
کام پر جاتے ہیں اور شام کو گھر آتے
ہوں۔ اور کنکشن ٹکٹ پر سفر
کرتے ہیں۔ کیا مسٹر صاحب یہ
سمجھتے ہیں کہ ان کی بیوی ہر
روز ان کو چھوڑنے جاتی اور شام کو
بچہ ان کو لاپے کے لئے جاتی ہیں۔
وہ کس کو ہولکوف بنا رہے ہیں۔
ہندوستان میں صرف اسی طرح ۵۰ پوسٹ
لوک فیسٹ کلاس میں سفر کرتے
ہوں۔ اور ان کے ساتھ ہلو اور ہلو ان
کو لاپے یا چھوڑنے پلمت فارم پر جاتے
ہوں۔ آپ نے سرمایہ داروں کو تو
پیسے پیسے کی جھوٹ دی ہے۔
لیکن غریبوں کے لئے کچھ نہیں کیا
ہے۔

ہے۔ اس واقعہ آپ کے پاس سرپلس
ہے۔ ہم نے آپ کو کیا کر دیا ہے۔
آپ اس کو برباد کریں۔ تو اس
میں ہمارا کیا تصور ہے۔ ہم تو آپ
کو سمجھانے کی کوشش کرتے رہیں گے۔
خدا کہی نہ کہی تو آپ کو عقل
دے گا ہی۔

جہاں تک دہلوی کے فلکفلک
کا تعلق ہے۔ اس میں تسمین کو
قائم رکھنا بہت ضروری ہے۔ شری
چارج فرنہلڈیز الفاہوں کے ساتھ ہوں۔
انہوں نے الفاہوں کی ہر پھر کی۔
لیکن انہوں نے صاف طور پر یہ
نہیں بتایا کہ اگر کوئی دہلوی
کرسچائی دہلوی کے چلے میں رکاوٹ
پیدا کرے۔ یا پھر قانونی ہتھل کرے۔
تو وہ اس کے ساتھ کیا سلوک کرے گی۔
لیکن آج کل یہ فرا بلی ہوئی ہے۔
کہ تمام مسجروں کو چھوڑا جا رہا
ہے۔ جس نے تصور کیا ہے اور جس
نے تصور نہیں کیا ہے۔ ان سب کو
چھوڑا جا رہا ہے۔ پورے ہم کس
کو واپس لے لیا گیا ہے۔ مسجروں
کی شکایت نہیں ہے۔ آپ نے ہاتھ
صاحب کو چھوڑ دیا ہے۔ آپ سب
کھڑے کو واپس لے لیتے جا رہے ہیں۔
لیکن دوسری طرف نئے کسے بنائے
جائے رہے ہیں۔ کیا آپ اسی طرح
دیس کی سوا کر سکتے ہیں۔
ملک کی جو دولت آپ کے ہاتھ

میں ہے۔ اگر آپ اس کا صحیح استعمال کریں گے تو ہم آپ کی تعریف اور مدد کریں گے۔

منسٹر صاحب نے کہا ہے کہ ریلویز میں جن کمیٹیز کے ذریعے پورٹرویز دی جاتی ہیں۔ ان کو ختم کر دیا گیا ہے۔ گاہی وہ ریلوے محکمے کو اور زیادہ سنبھالنے کی کوشش کرتے۔ پارلیمنٹ ہاؤس سہریم ہائی ہے۔ اس کے سامنے ریلوے محکمے آتا ہے۔ اور یہاں پر فاصلہ ہوتا ہے کہ کرائے اور فریٹ وغیرہ میں کوئی اضافہ کیا جائے یا نہیں۔ لیکن جو ریلوے ریٹس ٹریبیونل پچھلے آٹھ دس سال سے کام کر رہے ہیں۔ اس عرصے میں اس کے پاس صرف چار کمیشنز پہنچے ہیں۔ وہ ان کے بارے میں فاصلہ نہیں کر سکا ہے۔ اگر وہ فاصلہ کو دیتا۔ اس کے پاس کوئی کام نہیں ہے۔ جائنٹا۔ اس میں ہائی کورٹ کے ریگولر جج رکھے گئے ہیں۔ جن پر ہزاروں روپے خرچ کئے جا رہے ہیں۔ اس کی طرف منسٹر صاحب کا کوئی دھیان نہیں کیا ہے۔

ایک انڈین ریلوے کانفرینس بھی ہے۔ خدا جائے وہ کہا ہے۔ وہ برطانیہ کے زمانے کی دہی ہے۔ اگر ابھی بھی بلی ہوئی ہے۔ اس کو ختم کرنے کی کوشش کہیں نہیں کی جاتی ہے۔ ریلوے کی آمدنی بڑھانا تو ان کا فرض ہی

ہے۔ لیکن اس کے ساتھ ساتھ ان کو یہ بھی دیکھنا ہے کہ ریلوے کا خرچ کم ہو اور اس سے لوگوں کی سہولتوں میں کمی نہ ہو۔ اس طرف بھی ان کو دھیان دینا چاہئے۔ یہ بھی ان کا ایک فرض ہے۔

جہاں تک نئی گاڑیاں چلانے کا تعلق ہے۔ انہوں نے صرف یہ کہا کہ جب ہم نئی گاڑیاں چلائیں گے تو وہ صرف چلتا کی گاڑیاں ہونگی۔ لیکن شاید وہ بھول گئے ہیں۔ کہ پچھلے ہی سال میں ۲۱۱ نئی گاڑیاں چلی گئیں۔ اور ۴۰۰ کے قریب گاڑیوں کا وقت کم کر دیا گیا ہے۔ کسی کا ایک کھلٹہ کسی کا ۱۵ ملت۔ جو قبل تھک کر ان کا آئینہ ہے انہیں یہ معلوم ہونا چاہئے کہ ریل کا جو ذہن ہے وہ تو اتنا ہی اونچا ہے اسی کے دو حصے کر دئے گئے ہیں۔ اب اگر پلیٹ فارم ذرا اونچا ہو تو نیچے جو آدمی بیٹھا ہوگا وہ پلیٹ فارم سے دیکھ نہیں سکیگا۔ اور اس قبل ڈیکر کو لہکر کہتے ہیں۔ کہ یہ جادو کا قنداز لگا کر اور کاونٹنگ کو ختم کریں گے۔ میں چیلنج کرتا ہوں ان کو۔ اگر پچاس فیصدی بھی لوٹ وہ اس سے لے سکیں۔ اور دس فیصدی بھی لوگوں کو اس سے آرام ہو سکے تو میں مستعفی ہوں۔

[شری محمد شلی قریبی]

ذہنی سہمک صاحب میں اب ریل ملٹری صاحب کی توجہ کچھ خاص چھوڑ کی طرف دلائل چاہتا ہوں۔ انہوں نے اپنی تقریر میں ملٹری پولیٹھن ٹرانسپورٹ سسٹم کا ذکر کیا ہے۔ مجھے اس چوڑ کا کافی تلخ تجربہ ہے۔ ہم جنو ریہڈ ٹرانسپورٹ سسٹم ملک میں چلانا چاہتے ہیں اور جس کے لئے ہم نے دلی، بمبئی، کلکتہ اور مدراس کو چنا ہے۔ اور آپ اس کی مالی حالت کو دیکھیں۔ تو شاید آپ کو اس سارے معاملے پر دوبارہ وچار کرنا پڑے گا۔ کلکتہ کا جو ریہڈ ٹرانسپورٹ سسٹم ہے۔ جب اس کی ابتدا ہوئی تو ۱۸ کلو میٹر کے دم دم۔ ٹرانلمیٹرز ایویہ کے لئے خرچ کا اندازہ ۱۳۰ کروڑ روپے تھا۔ لیکن وقت کے گزرنے کے ساتھ ساتھ آج اس پروجیکٹ پر ۲۵۰ کروڑ روپے خرچ ہوتے جا رہے ہیں۔ اور جس رفتار سے یہ پروجیکٹ چل رہا ہے۔ مجھے یقین ہے کہ اس کے ختم ہونے تک اس میں ۳۵۰ کروڑ روپے خرچ ہونگے۔ آپ کو یہ دیکھنا چاہئے کہ اس طرح کے جو پراجیکٹ ہیں کیا واقعی ہم ان کو جلد پورا کر سکیں گے۔ دہلی یا بمبئی کے ٹرانسپورٹ سسٹم کے لئے ابھی جو اندازہ لگایا گیا ہے۔ اس پر ۶۰۰ کروڑ روپے خرچ ہونگے۔ کیا آپ ایسا سوچ سکتے ہیں۔ کہ بھائی اس

کے کہ ہم چاند شہروں میں چلد ملی میٹر انڈرگراؤنڈ لائنیں بچھائیں۔ آپ کی جو آپنا کوکن لائن ہے اس کو پہلے بنائے۔ مہر یہاں ایک اپلی خورد غرضی کی بات کہتا ہوں۔ آپ کٹھواہ جسم کچھ ہو تو کی لائن لے لیجئے۔ ظاہر بات ہے کہ آپ کے پاس ان لائنوں کے لئے اتنی بڑی رقم جلدی نہیں آئے گی۔ تو کہیں نہ ان ضروری لائنوں کو پورا کیا جائے۔ جن کی ملک کو بہت زیادہ ضرورت ہے۔ یہ ایک ایسی چھڑ ہے جس میں پڑنے کے بعد آپ کو بچھنا چھوڑنا مشکل ہو جاتا ہے۔ اس لئے اس میں کافی ہمت کی ضرورت ہے۔ جو میں سمجھتا ہوں آپ میں کافی ہے۔ آپ شراکت سے لوگوں کو سمجھا سکتے ہیں۔ ایسے ہالٹیکل پریز کے لئے نہیں بلکہ ہم سے کسی کی وجہ سے کرنا پڑ رہا ہے۔ مدراس، بمبئی اور دلی کا سروے ہو چکا ہے۔ ۱۰ کروڑ روپے آپ کو پلاننگ کمیشن سے گرانٹ ملی ہے اس میں سے آٹھ کروڑ روپے آپ کلکتے پر خرچ کر رہے ہیں؟ ۲ کروڑ روپے باقی تین جگہوں سے خرچ کر رہے ہیں۔ میں نے دیکھا ہے۔ شاید ۶۵ لاکھ روپے بمبئی میں خرچ ہوا ہے۔ لیکن اصلیت یہ ہے کہ یہ روپہ صرف تلظوا میں خرچ ہو رہا ہے۔ کام وہاں پر کچھ نہیں ہو رہا ہے۔ ان لوگوں

کو دیلوے کے مختلف محکموں سے
وہاں پر ملا کر رکھا ہے۔ وہ کچھ کام
نہیں کرتے ہیں۔ ان کی سہولتوں پر
دو دو انچ گلد جسع ہوا ہے۔ جب
وہ لوگ واپس جاتے ہیں تو کہتے ہیں کہ
ان کے پاس نہیں ہے۔ نہ وہاں کام کو
پانچے کہتے ہیں اس وقت تک جو کام
وہ پہلے کرتے تھے اس کو بھی بھول
جاتے ہیں۔ اور یہاں تو کچھ کام ہی
نہیں ہے۔ اس لئے میرا سچا ہوا ہے کہ
اس ۱۶-۱۵ کروڑ روپے کو دوسرے کاموں
میں خرچ کریں جس سے ملک کا
فائدہ ہو۔

پروڈکشن یونٹس کے بارے میں
میں صرف اتنی ہی عرض کرنا چاہوں گا
کہ جو ان کی انستاتو کمیٹی ہے
اب تک ان کا پورے طریقے سے
یوٹیلائزیشن نہیں ہو رہا ہے۔ اس کا
تعمیر یہ ہوتا ہے کہ جب کمیٹی
ان یوٹیلائزیشن ہو تو اس میں آپ جو
چیز بلاتے ہیں اس کی کاسٹ زیادہ
پڑے گی۔ آپ فارن مارکیٹس میں
جاننا چاہتے ہیں۔ یہ بہت اچھی
بات ہے۔ لیکن اگر ہماری چیز
کی کاسٹ زیادہ ہوگی تو فارن مارکیٹس
میں دوسرے ملکوں کے ساتھ کمیٹی
میں ہم نہیں ٹھہر سکیں گے۔ ہمارے
پاس جو چیز موجود ہے۔ لہجہ ہے۔
تو کمپانیوں میں۔ راہنہ دہی ہے۔ اگر ان کا
صانع استعمال کرے ان یونٹس کو

پورا کام دیں تو اس سے نہ صرف ہماری
دیلوے کی اندرونی ضروریات پوری ہونگی
بلکہ ایکسپورٹ کا جو نمونہ بن چکا ہے
ہم اس کو بھی پورا کر سکیں گے۔

دیلوے میں ایک کمیٹی بنی
تھی۔ جس نے دیلوے کے سٹورز کی
انویلیٹریز کی جانچ پڑتال کی تھی۔
اور آپ انویلیٹریز کو کم کرنے کی کوشش
کریں تو اس سے بھی کافی فائدہ ہو
سکتا ہے۔ جو چیزیں آپ باہر سے
ملواتے ہیں۔ اگر آپ یہ کوشش کریں
کہ ان چیزوں کو یہیں بلایا جائے تو
اس سے کافی فائدہ ہو سکتا ہے۔ اس
سلسلے میں پہلے کافی کام ہوا ہے۔
میرے پاس اس وقت آنکڑے موجود
تھیں ہیں۔ لیکن پچھلے تین چار
سالوں میں ۱۵-۲۰ پر۔ ہلک
انڈینائزیشن کا کام دیلوے میں ہوا
ہے۔ تو اس قسم سے آپ کو آگے چلنا
پڑیگا۔ اور یہ دیکھنا پڑیگا۔ کہ فارن
کنٹریز پر کم سے کم آپ تھیلڈ رہیں۔
اور خود یہاں پر چیزیں ملیں۔

آپ نے نئی دیلوے لانڈز کا ذکر کیا
ہے۔ اور یہ اعلان کیا ہے۔ کہ یہ
بلائی جائیں گی۔ جب ہم ایسا کرتے
تھے تو آپ ہی ہم سے شکایت کرتے
تھے کہ ہم سے کم ہونے کے کارن یہ
نہیں بلے گی۔ اس شکایت کا موقع
آپ ہم کو دے رہے ہیں۔ آپ کی
شکایت یہ ہوتی تھی کہ اعلان تو

[شری مسعود شلی تریبی]

نئی لٹلیں کے ہو جاتے ہیں لیکن پوسٹ ان کے لئے کم رکھا جاتا ہے۔ اور جب ٹائم لمبا ہو جاتا ہے۔ تو چھڑوں کی قیمت اتنی بڑھ جاتی ہے۔ کہ جو پروجیکٹ دس کروڑ روپے میں بللے والا تھا اس میں بہت زیادہ روپہ لگ جاتا ہے۔ پورا روپہ آپ دے نہیں سکتے ہوں اور قیمت بڑھ جاتی ہے۔ اور وہی پروجیکٹ 50 کروڑ روپے میں پورا ہوتا ہے۔ اس لئے مہرا کہتا ہے کہ جو بھی کام آپ ہاتھ میں لیتا چاہیں اس کے لئے پہلے آپ کو روپے کا بلڈجسٹ کرنا چاہئے۔ اور اس روپے کو استعمال کر کے اس کو آپ مکمل کریں۔ ہوتا ہے کہ جب آپ پروجیکٹ کا اعلان کرتے ہیں تو پہلے اس کا سروے ہوتا ہے۔ پھر ٹیکنیکل سروے ہوتا ہے۔ اور بعد میں فیزیبیلٹی رپورٹ بن جاتی ہے۔ اور اس میں اتنا سے لگ جاتا ہے۔ کہ بعد میں جا کر بڑی مشکل ہوتی ہے۔ یہ میں اس لئے عرض کر رہا ہوں کہ مجھے بھی اس مسئلے کی خدمت کرنے کا تھوڑا سا موقع ملا ہے۔ اور جو مشکلات عمارے سامنے آئی ہیں ان کو آپ کے سامنے رکھنا چاہتا ہوں۔ آپ کو ان لٹلز کو پورا کرنے کی چاہئے جن سے عام جملتا کو لہ پہنچے۔

اس کے بعد میں یہ کہنا چاہتا ہوں۔ کہ مہرے پاس صبح صبح کچھ لوگ آتے تھے۔ اور وہ مارتنی ہرن لٹمٹ دھوئے کے تھے۔ آپ کو بھی وہ ملے ہو گئے۔ انہوں نے مجھ سے ایک ملٹری جی کا ذکر کیا کہ جب وہ پہلے ملٹری نہیں تھے تو ان کے کمر پہنچ جاتے تھے اور ان سے ملتے تھے لیکن آج جب وہ لوگ ان سے ملتے گئے تھے تو ان سے ملتے کی انہوں اجازت نہیں ملی۔

شری مسعود قندوتے :

بارے میں یہ خبر ٹھیک نہیں ہے۔

شری مسعود شلی تریبی :

یہ بھی آپ کو بتا دوں کہ آپ کی اصبح خراب کرنے والے بہت سے لوگ ہتھے ہوئے ہیں۔ آپ نے گاندھی جی کا نام لیا ہے۔ اور یہ کہا ہے کہ ہم بڑی سادہ زندگی بسر کریں گے۔ لیکن آپ کے مسئلے کی طرف ایک چٹھی شری کلا پتی ترپاٹھی۔ مہرے پاس اور شری ہوتا سنگھ کو بھیجی گئی ہے جس میں یہ لکھا ہے کہ جیٹا فرنچیز آپ کے پاس ہے وہ سب بھیج دو۔ کھونگہ منسٹر صاحب کو اس کی ضرورت ہے۔ آپ کو فرنچیز ملنا چاہئے۔ لیکن مہرے فرنچیز کا آپ کیا کریں گے۔ میں تو آپکا چھوٹا سا منسٹر تھا۔ جو چٹھی مہرے پاس آئی ہے اس کو میں پڑھ دیتا ہوں۔

"These articles of furniture are required for the new Minister. You are requested to return these items immediately."

اس سے تھوڑا سا شک ہونا ہے کہ آپ جو سماج ڈوان کی بات کرتے ہیں - وہ صحیح نہیں ہے -

شری مدھو قندوتے : جب

میں منسٹر نہیں رہونگا - تو میرے گھر کا فرنہچرنٹ منسٹر کے کہ جاگھکا۔

شری محمد شمی قریشی : تو اس

منسٹروں کا فرنہچر آپ لہذا چاہتے ہیں - میرا - نیپتی منسٹر کا نہ رہتوں جو کا فرنہچر ایک منسٹر کو چاہئے۔ کل کو دیلوے ہورت کے چھر مہن "جائھلکے تو ان کا فرنہچر بھی لیا جائیگا - سچ

بات ہر قصہ آتا ہے - آپ بھی کمال کرتے ہیں۔ تو تھوڑا سا صبر کریں - اگر اس طرح سے آپ لوگ شور کرینگے - تو میری زبان کلمے لی، آپ نے بڑے بڑے دعوے کئے تھے کہ ہم چھوٹے ہلکوں کے میں دھونگے لیکن آج آپ جلتا پارٹی کے منسٹروں کو دیکھئے کہ کس تھاتمہ ہاتھ سے دیتے ہیں۔ ان کی کوتاہیوں میں ملتری لگے ہوئے ہیں - اور اہل شہن کتے وہ دیکھ چکے ہیں - جن ۳۰۰۰ - ۳۰۰۰ روپے خرچ آنا ہے - ہم یہ نہیں کہتے کہ اب چھکی جھونپڑی میں دھیں - آپ تاتمہ ہاتھ سے دیتے -

شری مدھو قندوتے : ہمارے گھر

کے سامنے کوئی سڑکی نہیں ہے۔

شری محمد شمی قریشی : میں

آپ کی بات نہیں کر رہا ہوں - میں نے آپ کی توجہ اس لئے اس طرف دلائی ہے کہ آپ کی اس چٹھی سے یہ تصور ہوتا ہے کہ ہماری سہر کرسی کی ضرورت آپ کو کھینچن میں ہے۔

شری مدھو قندوتے : دفتر میں

شری محمد شمی قریشی : جب

آپ ایسی بات کرتے ہیں - تو اس کے ساتھ آپ گندی جی اور سادگی کا نام مت لہجئے یہی میرا کہنا ہے -

مارٹن دیلوے کے لوگ میرے پاس آئے تھے - ان کا ایک بہت بڑا مسئلہ یہ ہے - کہ دیلوے والے انہیں پوری تلخوواہ نہیں دیتے ہیں - اس پر گورنمنٹ نے یہ فیصلہ کیا ہے - کہ ۱۵ لاکھ روپے گورنمنٹ ان کو دے - ظاہر ہے کہ جب کسی پرائیویٹ کمپنی کا خرچہ گورنمنٹ برداشت کرتی ہے - تو وہ کمپنی اس بات کی کوشش نہیں کرتی کہ وہ اپنی طرف سے اپنے ملازمین کے لئے کچھ کرے اس لئے ہم چاہتے ہیں کہ ۲۵ لاکھ روپے سال کے سال دیتے رہیں۔ اس دیلوے میں ایک ہزار کے قریب آدمی ہیں - اس سے بھی بہتر یہ ہوگا - آپ اس بات پر پور کر دیں۔

[شری محمد شفی قریشی]

کہ اس دیلوے کو آپ اچھا ہاتھ میں لے لیں۔ اگر یہ ممکن ہو سکتا ہے۔ تو ہم ایک ہزار آدمیوں کا بھی ہول ہو جائیگا۔ اور جس علاقے میں یہ دیل چلتی ہے اس علاقے کی دلتوں ہی حل ہو جائیگی۔ اب مشکل یہ ہے کہ ہم تو کچھ نہیں کر سکے۔ آپ تو کچھ کر کے دکھائیے۔ لیکن آپ کو کمیشن بتھانے سے فرست ملے تب تو آپ کچھ کر کے دکھائیں۔ اگر کہیں کہتے اور بلی کی لوائی عورتی ہے یا کہیں سے ایک چوہا نکل آتا ہے تو اس پر بھی آپ کمیشن بتھا دیتے ہوں۔ ہم ان کمیشنوں سے قورے والے نہیں ہوں۔ ہمارے یہاں تو ایک مارونی ہے۔ آپ کی جب الماریاں کھلجی تو ہزاروں مارونیاں نکلیں گی لیکن ہم ایسی بات نہیں کریں گے۔ ہم شرافت سے بڑھی آئیں گے۔ جس بات کا جواب دیا جا سکتا ہے۔ اس بات کے لئے لوائی مت کرو۔ لڑنے کے لئے باہر میدان پڑا ہے۔

کل چارج صاحب یہاں تشریف رکھتے تھے۔ انہوں نے کہا تھا کہ ہم نے پانچ سالہ منصوبے میں کہا تھا۔ کہ ہم ۱۹۰ مئی میٹر ٹن میل تھوڑے تھوڑے۔ لیکن ہم وہ نہیں کر پائے۔ اس کی وجہ کیا ہے۔ اس کی وجہ ان کو اچھی طرح معلوم ہے۔ ہوتا ہے۔ دھرنے یا احتجاج کس کی پھداوار ہوں۔ اس ملک میں

دیل خود بخود تو چلے گی نہیں۔ جب خاتونوں میں اتھادی ہوگا۔ تو کارخانوں میں پہنچے گا۔ اور جب وہاں سال تیار ہوگا تب ہی دیلں تھوڑی لگیں۔ فورڈ کریں پیدا ہوگا۔ لیکن اس وقت جو ایجنسی مال سہائی کرتی تھی وہیں پر اس قسم کے نعرے لگائے جا رہے تھے۔ کہ دیل کا پیمہ جام کریں گے۔ کم نہیں آرام کریں گے۔ ہونالیں اور دھرنے سے تو کام چلے والا ہے نہیں۔ آپ نے جو کتاب چھاپی ہے۔ اس میں آپ نے خود ملتا ہے کہ ۱۹۷۶-۱۹۷۷ء میں مزدوروں اور دیل کے اندرون کے تعلقات اچھے تھے۔ اور اس کے نتیجے کے طور پر دیلوے میں ترقی ہوئی۔ آج کہا ہو رہا ہے۔ دیلوں کی پھلجیلتی پر اثر ہو رہا ہے۔ صفائی کی طرف بہت کم دھیان دیا جا رہا ہے۔ ایک دیلوے کمیشن پر میں نے ایک ممبر آف پارلیمنٹ کے اپنا یہ فرض سمجھا کہ دیلوے کمیشن ماسٹر کو بلا کر صفائی کروانے کو کہا۔ آپ بھی تھوڑا سا کشت کریں اور دیکھیں کہ آج کا حالات ہیں۔ آپ نے کہا تھا کہ آپ نے ریجنل کمیشن ڈیپارٹمنٹ کو حکم دیا ہے کہ وہ سرپرانڈ چمکنگ کریں۔ اگر آپ خود آکر سرپرانڈ چمکنگ کریں تو اس سے آپ کا دیمہ کم ہونے

والا نہیں ہے۔ اس سے آپ لوگوں کی
دقتوں کو خود جان سکیں گے۔

پ آ نے اپنی بھرت تقریر میں
کہا کہ آپ نے پیسلیجر امپلیمنٹس کے
لئے ۸۰۳ کروڑ روپے سے بڑھا کر
۴ کروڑ روپے کر دیا ہے۔ یہ کوئی
آپ نے بہت بڑا کام تو نہیں کر دیا۔
آپ سے توقعہ نہیں کہ آپ کم سے کم
آٹھ کروڑ کرتے۔ یہ نہیں کہ اس کے
لئے آپ کے پاس پیسے نہیں ہوں۔
پیسے آپ کے پاس ہوں۔ یہ جو بھرت

Of the Railway Revenue and Ex-
penditure of Central Government for
1977-78.

اس کے پیج ۷ پر

Railway Accident Compensation,
Safety and Passenger Amenities
Fund.

آپ نے ۲۴ لاکھ روپیہ دیا ہے۔ جہاں
پر کہ ۷۰ لاکھ آدمی روزانہ سفر کرتے
ہیں۔ وہاں پر ان ۲۴ لاکھ روپیوں
سے کہا آپ پانی پلا سکیں گے۔ کہا اور
امپلیمنٹس مسافروں کو مہیا کر
سکیں گے۔

سہتی ورکس وغیرہ کا جو کام
آپ کو اپنے طور سے کرنا چاہئے تھا۔
وہ پیسے بھی آپ پیسلیجر سے لیکر
استعمال نہیں کرتے۔ آپ یہیں پر
موجود تھیں تھے۔ جب میں نے
ایک بات کہی تھی میں نے یہ کہا
تھا کہ آپ ایکسپریٹ کمیشن

دیتے ہیں۔ میں نے آپ کی تقریر
میں پوچھا تھا۔ کہ آپ ہوائی جہاز
میں اس لئے سفر کرتے ہیں کہ
خدا انقواسے کسی ایکسپریٹ میں
آپ مر جائیں تو آپ کے پرہیز والوں
کو ایک لاکھ روپیہ مل جائیگا۔ خدا
آپ کو زندہ رکھے۔ ہم بڑی بات کوئی
آپ کے ساتھ ہو یہ نہیں چاہتے۔
پیسے آپ کے پاس ہے۔ ۲۷ کروڑ
آپ نے پیسلیجر سے اس فرض سے لیا
ہے۔ کہ اگر کسی کی ایکسپریٹ
میں موت ہو جائے۔ تو اس کو ۵۰
ہزار روپیہ کمیشن مل سکے۔ آپ
کے پاس ۲۷ کروڑ روپے ہیں۔ ۹ کروڑ
ہم ہر سال اس ٹیکس میں دیتے
ہیں۔ ایک کروڑ یا قریب کروڑ روپیہ
آپ کمیشنوں کے طور پر پتے کرتے ہیں۔
خدا نہ کرے کہ ہمارے ملک میں
ایکسپریٹ کوئی ہو لیکن ایکسپریٹ
ہونے کی صورت میں آپ مدد کرتے
ہیں۔ پیسلیجر سے جو روپیہ آپ نے
لیا ہے۔ اس میں آپ کو کہا اعتراض
ہے۔ کہ ۵۰ ہزار ہی بجائے ایک لاکھ
کو دیں۔ ۲۴ لاکھ آپ کے لئے فائدہ مند
نہیں ہیں۔ آپ کو چاہئے کہ
پیسلیجر امپلیمنٹس کے لئے آپ زیادہ
رقم دیں جو روپیہ آپ جنرل فلڈ میں
ڈالتے ہیں اس میں ڈالنے کی بجائے
اس کو آپ اور بریجز پر اور انڈر
بریجز پر اور فیلنگ جیسے دوسرے
کاموں پر خرچ کریں تاکہ لوگوں کو

[شری مسعود شفی قریبی]

سودھا ہو - ایکسپلیٹ فلڈ جنو ہے وہ ایسے استعمال نہیں ہو سکتے - اگر ان کا استعمال ایسے کاموں پر بھی کیا جائے جس سے ایکسپلیٹ ہو ہی نہیں - ان سے بچا جاسکے - تو ایسے کاموں پر بھی ان کا استعمال کیا جانا چاہئے - ایسا آپ نے کو'تہ زیادہ بہتر ہوگا -

آپ کو ایلی پالہسی دلفہ کرنی چاہئے - آپ کو صاف کرنا چاہئے کہ دیلوں میں کھیتیگری یونینز کو آپ ساتھ دیتے ہیں کہ نہیں دیتے ہیں - آپ نے جو تقریر اس طرف بہتہ کر کی تھی اس میں کھیتیگریز یونینز کی آپ نے سراہنا کی تھی - آپ نے تسلیم کیا تھا کہ ان کو چمٹل آف کمونیکیشن دینا چاہئے - لیکن آپ نے اس کے ساتھ یہ بھی کہا تھا کہ جو فیکٹریلز دیلوں میں کام کرتی ہیں ان کا ریپریزینٹیشن کریکٹر کچھ اچھا دکھائی نہیں دیتا - اس لئے ہم چاہتے ہیں کہ بھارت کے ذریعے ایک یونین بنے - میں جانتا چاہتا ہوں - کہ کیا آپ ایلی اس دھڑے پر قائم ہیں - یا آپ اس قسم کا وچاؤ دیتے ہیں جو آپ کا پہلے تھا - آپ کو اس بارے میں ایلی پالہسی کو صاف کرنا پڑے گا - آپ کا تعلق ایک خاص دیلوں فیکٹریشن سے ہے - اسانہ ہو کہ

آپ اس طریقے سے چلوں اور چھوٹی سوچ میں پڑ کر دیلوں کرمچاریوں کی یونین کو آپ نقصان پہنچائیں - میں چاہتا ہوں کہ آپ ایلی پالہسی کو واضح کریں -

میں آپ کا شکریہ ادا کرنا ہوں کہ آپ نے اودھم پور تک دیلوں لائن کو لیا ہے - لیکن ایک سروے عرا تھا گاڑی کوہ سے بارہ سولہ تک کا تھا - وہ سروے رپورٹ مکمل ہو چکی ہے - میں چاہتا ہوں کہ اس کے لئے آپ کچھ رقم ضرور دیں - ہم نے اعلان کیا ہوا ہے اسی پارلیمنٹ میں کہ ہم نیشنل انٹیکریشن کے لئے کلہا کساری سے کشمیر تک کو جوڑنا چاہتے ہیں - ایک نیوہلی لائن تریوندر والی ہے - جو مکمل ہو گی تو کلہا کساری کا لنگ پورا ہو جائیگا - لیکن اودھم پور سے کشمیر جانے کے لئے آپ کے پاس پوسہ انلا نہیں ہے اس واسطے دیلوں کے اندر گاڑی کوہ اور بارہ سولہ کے درمیان جو سروے ہوا ہے - اس پر کام شروع کریں - میں سمجھتا ہوں کہ یہ بہت اچھا کام آپ کریں گے - شمالی علاقہ جو ہندوستان کا ہے - وہاں دیلوں جلسی نہیں پہنچے گی - لیکن اگر انہوں سا یہ کام آپ کو دیتے - کافی لوگوں کو سودھا ہو جائیگی -

PROF. MADHU DANDAVATE: I will reply to the debate afterwards, but some insinuation has been made and therefore I rise on a personal explanation. I was told and a letter was quoted that furniture from three Ministers was sought to be taken away on the plea that new Ministers want it. I wish to make it very clear that Ministers and particularly one particular Minister Mr. Buta Singh was consistently refusing to return the furniture back to the Government. So, probably the *modus operandi* used by the officer was that he was using my name and they said this was required back. Anyone can visit my residence and see whether the furniture of all these Ministers is located at my place even the furniture that is required for one Minister is not there at my place. I wish to clarify this debate so that in a further debate there should be no misunderstanding.

SHRI MOHD. SHAFI QURESHI: The officer who has written to me this letter, I think, has committed a sort of breach of privilege by informing a Member of Parliament by giving wrong information.

श्री यू० एस० पाटिल (नातूर) : मंत्री महोदय ने जो बचन का बजट पेश किया है उसका मैं हादिक स्वागत और समर्थन करता हूँ। दोनों तरफ से बहम हो रही है कि पैमे को अच्छे ढंग से रखा है। लेकिन रेलवे का जो दगावा है उसको धगर हम पूरा कर पायें तो अच्छा है। हमारे ऐडमिनिस्ट्रेशन के सोचने और काम करने का एक ऐसा तरीका बन गया है कि जो धबाम के फायदे की चीजें होती हैं उनको छोड़ कर और बातों पर ध्यान दिया जाता है। जैसे रेलवे बोर्ड है, या नई लाइन लेने का सवाल है, या नैरो गेज को ब्राड गेज में बदलने की बात है, तो प्लानिंग करने वाले धफमरों ने धभी तक पुराना तरीका ही धख्ति-यार कर रखा है। रेलवे मंत्री की स्पीच में यह लिखा हुआ है कि :

"The role of the railway lines as infrastructure in developing the backward areas of the country cannot be overemphasized."

बैकवर्ड एरियाज इंडस्ट्रीज के लिहाज से हैं तो उनके इन्फ्रा स्ट्रक्चर की कल्पना सिर्फ इंडस्ट्रीज तक ही रह जानी है। लेकिन मेरा मंत्री जी मे कहना है कि ध्राप इस दृष्टिकोण को बदलें। हमारे मुल्क में 70 प्रतिशत लोग खेती करते हैं। इस व्यवसाय के इन्फ्रा स्ट्रक्चर की कल्पना करना भी जरूरी है। जब रेलवे लाइनों की प्रायरेटीज का मवाल ध्राता है तो रा-मैटीरियल को ले जाने के लिये और डिफेंस लाइनों की बात ध्यान में रखी जाती है। इंडस्ट्रीज की कल्पना ही ऐसी हो गई है कि जो माल उनको चाहिये और जो माल उनसे बन कर निकलता है उसको बेचने के लिये मारकेट तक पहुंचाना है। ऐग्रीकल्चर की एक इंडस्ट्री माना जायगा यह बात किसानों के सामने जा कर तो कही जाती है, पर उसके लिये कोई प्लानिंग नहीं होती है। रेलवे बोर्ड भी इस बारे में कभी नहीं सोचता है। मैं एक मिसाल देता हूँ कि बम्बई, पूना, कानपुर या दिल्ली के नजदीक 15 मील तक जितने किसान होते हैं वह ध्राधे एकड़ में भी फल, सब्जी धगर लगा लेते हैं तो साल में 15,000 रु० का फायदा उनको होता है। हमारे महाराष्ट्र में लोकल मारकेट नहीं हैं, बल्कि बम्बई है। जो किसान शहर के नजदीक हैं उनकी ध्रामदनी तो बढ़ जाती है, लेकिन जहां लाइनें नहीं हैं वहां के किसानों को कोई फायदा नहीं है। नासिक से तरकारी ध्रासानी से बिक जानी है लेकिन और क्षेत्रों में जहां रेलवे लाइन नहीं हैं किसानों को नुकसान ही होता है। मगाठवाड़ा की इंडि-याली बैकवर्ड एरिया की कल्पना है, लेकिन मेरा कहना है कि वह ऐग्रीकल्चरली भी बैकवर्ड हो गया है। धगर ध्रागे रेल लिंक हो जाता है तो ध्रनाज पैदा करने वाले लोगों का बम्बई से लिंक हो जाय और उनकी इस प्रकार ध्रामदनी बढ़ा सकते हैं। फसलों की कीमत 20 मई के बाद बदल जाती है, क्योंकि डायरेक्ट मारकेट

[श्री २३ एस०एटिल]

से उनका लिंक नहीं है। लोकेलाइज्ड मार्केट हो जाता है और उन किसानों का ज्यादा से ज्यादा एक्सप्लायटेशन किया जाता है, चाहे किसानों की पैदा की हुई कोई भी कमोडिटी हो। इसलिये रेल के इन्का स्ट्रक्चर की कल्पना सिर्फ इंडस्ट्रियल बेल्ट की तरफ न हो कर खेती की तरफ भी होनी चाहिये। इस बारे में तमाम ढांचा और दिमाग बदलने की जरूरत है, शासन के हर क्षेत्र में इस तरह के बदलाव की जरूरत है। मैं 10 साल से कोशिश कर रहा हूँ और जिस लाइन से मैं वाकिफ हूँ उमी के बारे में कहता हूँ, हो सकता है कि और राज्यों में भी ऐसी रेलवे लाइनें होंगी जो मुनाफे पर न चलती हों और उनसे कोई फायदा रेलवे को नहीं है। लेकिन जो मुझे मालूम है उस लाइन के बारे में मैं बताता हूँ। एक लानूर रोड, कुलवाड़ी-मिरज नैरोगेज लाइन है। यह नुकसान में जरूर है। धधेजों की बनाई हुई लाइन है, जायद कोई इम्प्रूवमेंट नहीं हुई है, इसीलिये नुकसान में है। अगर इमको बाइगेज कर दें तो बम्बई के लिये एक बहुत बड़ा अनाज, काटन पैदा करने वाला एरिया प्राप्त हो जाता है। लेकिन जब कभी इसके बारे में कहा जाता है तो एक्सपर्ट्स से यही जवाब मिल जाता है कि यह फे में नहीं रहती है। नफे को किस तरह से गिना जाता है, मैं यही जानना चाहता हूँ। मंत्री महोदय से मैं दरखास्त करूँगा कि वह यह बनाये कि नफे की स्कीम किम बुनियाद पर बनाई जाती है। यह अच्छा होगा कि हम नफे और नुकसान के मूल्यांकन के मिथान्त को बदलें तो उसमें इसमें तबदीली हो जाती है।

इसी तरह से शोलापुर से धीरंगाबाद—और जलगांव तक की लाइन है। शोलापुर में काटन मिलता है जहां कि ग्रहमदाबाद और बम्बई से कपास लाना पड़ता है। अगर विदर्भ का काटन का एरिया उससे लिंक हो जाता है तो बड़ा फायदा उससे हो सकता है। लेकिन

उसका तो नाम भी आपके लिस्ट में नहीं है। एक सर्वे हुआ है, छोटी मोटी चीज हो गई है। बम्बई की इंडस्ट्रीज ने और एसोसियेशन से ने दरखास्त की है, रैज्यूलेशन भेज दिये हैं पर इसका कोई सोल्यूशन नहीं हुआ है। मैं सिर्फ यह कहना चाहता हूँ कि पिछले 30 सालों में रेलवे ने डिफेन्स और इंडस्ट्री की ही सेवा की है। 30 सालों में जो रेलवे में इन्वेस्टमेंट हुआ है, उसमें तबदीली करनी चाहिये। इसमें बैकवर्ड एरिया, आदिवासी एरियाज को प्रायटी देनी चाहिये। एग्जीक्यूटिव का एक सेक्टर है जो कि बिल्कुल बैकवर्ड है। इसमें इन्का स्ट्रक्चर देने में रोडज, वॉरिंग सायल डेवलपमेंट, रोड-रेल कम्युनिकेशन वगैरा मार्केट का लिंक बनाने की दृष्टि से बहुत ग्रहम चीज है। कई ऐसे प्रोजेक्ट बनाये हैं जहां पर अनाज हो जाता है, हार्डबीड का सवाल आता है, गेहूं हो जाता है लेकिन मार्केट की सुविधा न होने से किसान मार खा जाता है। मैं अपनी मालुमात के आधार पर मंत्री महोदय से कहूँगा कि वह इसमें अपनी एप्रोच को बदले और यह वहां पर होना जरूरी है।

यह बैकवर्ड एरिया है वहां एजुकेशन का देखें तो 7 परसेंट से ज्यादा लिटरसी नहीं है। इस तरह के और भी कई राज्य होंगे लेकिन जिस तरह से आप परसेन्टल बदलते हैं, इस्टीमेशन बदलते हैं, उसी तरह से इनकी प्लानिंग की तरफ देखें, इसमें एप्रोच बदलने का बड़ा ग्रहम सवाल है।

रिश्बत के बारे में भी मैं कहना चाहता हूँ। क्योंकि पब्लिक एक अनवीरुडी एडमिनिस्ट्रेशन है। लेकिन मैं आपसे यह कहूँगा कि रिश्बत-खारी के जो अड्डे होते हैं, वह ऊपर होते हैं। लाइन में और टिकट-क्लैक र छोटे लोग हैं। जॉब्स, बड़े-बड़े बोर्ड, पोलिटीशियन्स और मोशल वर्कर अगर यह तय कर लें कि हम इसे इन्कीज नहीं करेंगे तो यह चीज 6 महीने में बन्द हो सकती है। श्री पै साहब ने

जो अपनी पार्टी की जिम्मेदारी उठाई है कि हम पोलिटिकल इंटरफीयरेंस नहीं करेंगे, मैं समझता हूँ कि वह एक बहुत अच्छी चीज है। हम लोगों को उसमें सहायता देनी चाहिये। यह सही है कि अगर बड़े की-पोजीशन वाले अफसरों को आप रिस्पॉसिबल बनाकर कहें कि आपके स्टेशन पर जो हर चीज होने वाली है, उसके लिये आप जिम्मेदार हैं और इस तरह से उनमें स्वच्छता आ जाये तो यकीनन नीचे के कर्मचारी बराबर सीधे हो जाते हैं। मैंने अपनी जिन्दगी के पिछले 25 साल में बराबर कई मर्तबा यह देखा है कि अगर एक कन्वेंटर टाइट आ गया तो मंत्र मन्त्रिजेंट अपने आप ठीक से चल सकते हैं। लेकिन जब ऊपर स्वच्छ प्रशासन नहीं चलता है, रेलवे बोर्ड, मन्त्रिालय जनरल मैनेजर के लेवल पर स्वच्छ नहीं चलता है तो मैं उम्मीद नहीं करता हूँ कि छोटे-छोटे कर्मचारियों की इन्कवायरी करके उनको सजा देकर आप इसको खत्म कर सकेंगे। अगर हम अपनी पोलिटिकल लाइफ और सोशल लाइफ में यह फैसला करें कि न तो हम खुद इस तरह का कोई गलत काम करेंगे और न गलत काम करने में किसी की मदद करेंगे, तो छः महीने में स्थिति में सुधार हो सकता है।

मैं आपको एक छोटा सा उदाहरण देना चाहता हूँ। महाराष्ट्र में नैड डेवलपमेंट बैंक का फंडरल बैंक से यूनिटरी बैंक में परिवर्तित किया गया। भारत सरकार के कैबिनेट मन्त्रि, श्री जोशी, उसके प्रेजिडेंट थे। मैं भी एक जिले का रिप्रेजेंट करना था। उस बैंक में चालीम, पचास रुपये रिजर्व दिये बिना कोई फाइल नहीं चलती थी। लेकिन जब प्रेजिडेंट और डायरेक्टर्स के स्तर पर डिस्-प्लिन लागू किया गया, तो छः महीने में वहाँ सब गड़बड़ खत्म हो गई। मैं बिजिलेंस डिपार्ट-मेंट पर भरोसा नहीं करता हूँ, क्योंकि एन्टी-कॉरप्शन डिपार्टमेंट खुद ही करप्ट हो जाता है। हाँ, अगर बिजिलेंस डिपार्टमेंट में ईमानदार

आदमी रखे जायें, तब यह समस्या हल हो सकती है।

जहाँ तक रेलवे प्रोटेक्शन फोर्स का सम्बन्ध है, मैं बताना चाहता हूँ कि कल्याण में एक रेलवे ट्रैक है, जहाँ हमेशा चोरियाँ होती हैं। पिछले तीस साल में इस फोर्स और चोरों के बीच सम्बन्ध होने से ही चोरियाँ होती रही हैं। अगर रेलवे प्रोटेक्शन फोर्स को कुछ टाइट किया जाये, और उसमें ईमानदार आदमी रखे जायें, तो रेलवे में चोरियों को खत्म किया जा सकता है।

रेलवे कन्टीन्ज पर कुछ फैमिलीज की मानोपाली मालूम होती है। इस बारे में बार-बार शिकायत करने पर भी कोई फर्क नहीं पड़ा है। इस बारे में काम्पटीशन हांता है और कन्टीन ज्यादा रेट पर ली जाती है। मामूली आदमी उस काम्पटीशन में नहीं आ सकता है। इस का परिणाम यह है कि सिर्फ पांच छः फैमिलीज की मानोपाली हो गई है। इस मानोपाली को ब्रेक किया जाये और इस काम को डी-सेंट्रलाइज किया जाये।

इसी तरह बुक स्टालज के मामले में भी व्हीलर आदि कुछ लोगों की मानोपाली नजर आती है। बैंकों के द्वारा जो सैल्फ-एम्प्लायमेंट स्कीम चलाई जाती है, अगर उसके अंतर्गत पढ़े-लिखे नवयुवकों को प्रेफरेंस के तौर पर बुक-स्टाल दिये जायें, तो उनको रोजगार मिल सकता है। मालूम नहीं कि बैंकों के द्वारा सैल्फ-एम्प्लायमेंट स्कीम में इस धंधे के लिए सहायता दी जाती है या नहीं। इस बारे में फिनांस मिनिस्ट्री से बातचीत की जाये और एज्जेक्टिव अनाम्प्लायड को बुक-स्टालज देने का प्रयत्न किया जाये। इस समय जो मानोपाली बनी हुई है, उसको तोड़ने की कोशिश की जाये।

मंवी महोदय रट्स से बाहर निकलने की कोशिश कर रहे हैं, इसका मैं स्वागत करता हूँ। मैं उम्मीद करता हूँ कि

श्री यू. एस. पाटिल]

आपोजेशन के लोग भी इसमें सहायता करेंगे।
अगर वे सरकार के अच्छे कामों में साथ देंगे,
तो देश का भला हो सकता है।

आशा है कि मैंने जो सुझाव दिये हैं,
मंत्री महोदय उन पर विचार करेंगे।

SHRIMATI PARVATI KRISHNAN (Coimbatore): I was rather disappointed in this Budget because I think a very tasteful and colourful person has come out with a tasteless, colourless and odourless Budget. In all that he said only one good thing is there. The platform ticket charge has been reduced. I would not make too much out of it. I really expected more from him because I thought that he would at least remember all the things he used to say when on this side of the House. Therefore, here I would like to quote not Minister Dandavate but Prof. Dandavate who said that he believed that the II Class fares should be brought down. This is what he said:

"The expenditure must fall more on the affluent sections and so I have no hesitation in saying that as far as the fares of the First Class and Air Conditioned Class are concerned, they should be stepped up, but as far as the Third Class passengers are concerned, the fares must come down."

So, I thought that perhaps the II Class fares would come down and there would be more colour to this Budget which would have meant only that he would not trot out this figure of Rs. 32 50 crores surplus budget. It would have further come down.

Again I do not want this 30 years' business to come up again. I am getting rather bored with it because it has no meaning. Any responsible political party, when it stands for elections and says, 'We will do this

and we will do that if we come to power,' surely knows what the condition in the country is when saying this. And you particularly have always been involved with the Railways. How you cannot say and throw up your hands, 'I was not prepared for it.'

I went through the speech of Mr. George Fernandes. He made certain demands during the strike of 1974 during the negotiations. He made them as a very responsible leader of the trade union movement. We were all party to those demands also. At that time, the finances of the railways were also gone into and when we posed our demands which you yourself said are negotiable, those demands were posed in the background of not 30 years but 28 years and what has happened so far in the last 2 years is that everything has blown up. Now the finances are there, the resources are there and I cannot understand why you again say, 'We are here only for the past two months.' Because having been in Parliament, having been in political life and having been concerned with railway matters inside and outside Parliament, it is a strange argument which I personally am finding it impossible to accept.

Because of the limited time that I have been told that I have, I will just go through one point after another and not more than that. I am sorry to say that the Minister did not take us more into confidence on the question of railway operational efficiency. During the last few months the punctuality which many hon. members referred to has been going down. Accidents, on the other hand, have been quite a few. We had a statement only on one accident and when I requested that we should have a discussion on all the accidents, I was told that we might take it up during the Railway Budget discussion. I would not like to take up all the time at my disposal on the accidents. I would like to know what exactly he is going to do about it

because it is no good just talking and expressing in philosophical terms Gandhism, socialism, so on and so forth but something practical and positive is necessary as to what is being done in order to bring down the rate of accidents and whether maintenance is being carried on properly or not. Because one of the ills of the Indian Railways has been the neglect to maintenance, there are many times when we have made our representations before the previous Ministers about maintenance on particular divisions and have also given facts and figures. Take for instance the case of Bridges. They have to be repainted and reinforced and this is not done according to the due date which is indicated. I also brought to the notice of the Minister examples where a particular due date was there but it was just cleaned out and the next date was put there without any repainting or repair being carried out. These are the things which have to be gone into and as to what the Minister proposes to do about it I am totally in the dark. I would like to know what he is going to do.

About new lines, it is very commendable that he is continuing the new lines that are already under way. But what about the conversion that he talked about? There is a very important line in the south—the Dindigul-Tirunelveli line. What about converting it into broad gauge? As you know, step-motherly treatment is there to the extremes of the country—the North Frontier Railway and the Southern Railway. They are having metre gauge with all the problems of transshipment of goods and also problems of journey for passengers to travel without changing right upto the north. That does not figure at all anywhere.

Similarly, there is nothing in this particular speech of the Minister about the electrification programme. Now electrification is extremely important both in terms of speedy and efficient transport and with the fuel prices going up and the threats of them going up still further. There, if you are going

to dieselise, you are going to face much more expenditure than if you go in for electrification because after all here you have come with a new government and there is such a thing as a national grid which is already under discussion and why not you combine with the Minister of Energy who was here this morning and see that the national grid is brought about. Then the question of electricity shortage gets met there. There is, for instance, the electrification of Vijayawada-Madras section. You would be interested in it. I can see you nodding your head appreciatively.

MR. DEPUTY-SPEAKER: I may be interested in many things. But I cannot....

SHRIMATI PARVATHI KRISHNAN: It is much better than a frown and I have to address the Chair. Nothing is there about electrification of the Vijawada-Madras section or the Madras-Trivellore section.

There is not even a mention of new lines of Kuttiguram to Gumvayoor and Alleppey to Ernakulam. He only mentions briefly about the Konkan Railways and I hope he will speed up the Konkan Railways.

PROF. MADHU DANDAVATE: There is a reference to Alleppey.

SHRIMATI PARVATHI KRISHNAN: He has mentioned it in a very general way. I want electrifying assurance of electrification.

One important thing has been there for a long time—every time that has been brought during the Railway Budget, but neither the Railway Minister nor the Railway Board referred to that,—that is the question of rail-road and water transport co-ordination. This is extremely important because if you could divert your long lead traffic to the Railways, Railway freight will be far more efficient in terms of economy also, whereas road could serve the short lead traffic. It has to be undertaken at Government level. Co-ordination is very necessary.

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M.P.s. want railway lines in their constituency or right upto their door. That is natural. If co-ordination is there and people feel that they are being served by the rail-road and water inland together, then we would all together jointly overcome the traffic bottlenecks that are there.

I come to the other point which the Minister has carefully left out of his speech. One has to remind him from time to time of the things that he had said himself. As far as the social burdens are concerned, this year too we are being called upon to vote for 183 lines—social burden. Social burdens are being put on the Railways, whereas in so many countries social burden is a part of the Government policy. Social Burden should be borne by the Government. It is only here that we continue placing this social burden on the railways.

He can say that all this time the pattern has been there. The pattern is more or less the same. Whole format is the same. Reports are the same. Obviously, there could not be a difference in this short period. But we could have been given the perspective that is going to be there. That perspective is not there. Is the Railway Minister going to continue in the same manner as they have been continuing all this time, giving satisfaction to none except those who benefit from corruption in the Railways? They are the only ones who get satisfaction from the Railways.

Now I come to staff. As far as the staff is concerned the Minister has made a great play about the Co-operation Enterprise Group. He has emphasised the fact about accredited and recognised federations. He has also pointed out about CEG. It was there earlier also. It is not a new thing. I would understand if he had put the phrase—that he is activating it. But that is not that he has said.

PROF. MADHU DANDAVATE:
It is being taken to Zonal level.

SHRIMATI PARVATHI KRISHNAN:

Please activate it at the central level first, so that it is properly represented also. Do not stick to your recognised union? You know what happens in strikes.

Industrial relations is an important thing in the Railways. It has got fossilised there and he continues it in the same form. The NCCRS put before the Government six demands. The hon. Minister should resume those negotiations where they were left off. He must continue these negotiations with the same representative organisations and they are all in existence and he should resume the negotiations from the stage where they were abandoned. When an industrial worker, when a welder in Chittaranjan or ICF is being paid less than one in HAL or HMT, there is something radically wrong in the pattern of wages. We said Railways should be treated as an industry. He has not referred to that. You should go into the whole structure of wages and even if you cannot give it immediately you should set up a committee and such a committee should include us also because we would be able to tell you where there is fault, and what you could do to set it right. You don't need to go to the Finance Minister for doing that. We are confident that we will be able to find out and tell you how you can make railways a viable concern. But the negotiations broke off. Mr. Qureshi who was handling them did a whole lot of tight-rope walking. He said: "I grant it in principle but where do I go for money?" We replied, "well grant it in principle let the principle be out of the way and then we can sit down together, we can set up a committee and find the money for it." That is what we are asking you to do. Why can't you resume these negotiations where they were left off? Give us the opportunity and we will tell you where this money could be mopped up. It is not that corruption is there only in the matter of ticket-selling and reservation counters. There is huge amount

of corruption in the contracts that are given for buildings and so on. Corruption is there in the matter of writing off of demurrage charges, in holding up of wagons. There is corruption in so many other spheres in the railways. Why should you be obsessed only with ticket-sales and reservations? There are so many other fields where you find corruption. It is part of the whole make-up. Crores of rupees can be mopped up if one goes into the finances in detail. And you can fight this corruption only if you carry the workers with you and make them part and parcel of your fight against corruption. It is not through executive orders and Harun-ul-Rashid type visits which Mr. Qureshi was referring to that you can do it; he wants you to go with disguised beard and all that, and a cap as well, to find out who is corrupt and so on. That is not going to help you. You must get the workers' cooperation with you. You can set up the machinery for that; you can set up the committee for that and you will find that certainly corruption can be checked because there are sections in the working class who were with you, who were from time to time bringing cases of corruption to the notice of the authorities to no avail.

Then you come to the question of railway as an industry. This is what we have been saying in the NCCRS. I would request the Minister to change the whole pattern of industrial relations.

The Labour Minister had come just in time for me to say this that here the Railways are the one place, the railway employees are the one section, who are as yet untouched by the Labour Ministry and the industrial relations machinery at the Centre. They have got a special policy on the whole matter. The railway officials can play ducks and drakes with the workers. Even today there is a multiplicity of unions in the railways. This is precisely due to the short-sighted policy of having only *chamchagiri* going on in

the railways as far as your recognised federations are concerned. Within the recognised federations it churned up and therefore you got your various category associations and other unions coming up.

And here, Sir, I would like to quote Prof. Madhu Dandavate when he was on this side of the House. I would like to quote what he said then to Minister Madhu Dandavate now, sitting on the Treasury Benches. He said:

'There is fragmentation of the trade union movement which is affecting the operational efficiency of the railways. I can sympathise with friends who have formed category-wise unions and who find it difficult to get their grievances redressed.'

"Therefore, I say the ballot to decide the representative character is the only path".

I hoped this would be reflected in his speech here. But, much water has flowed under the bridge since he made that speech and since he assumed this office. I would like to appeal to him or request him that he will call all the trade union representatives for talks with him in an official way and evolve a method whereby we can have one union for one industry. This is not something that can be done by a speech only with the recognised federation and their accredited representatives and do not wait till he is brainwashed in the Rail Bhawan.

Probably he knows more about the Railway Board as to what they do. You told us about the A.R.C.'s recommendations being taken up. But, you are not at the same time spelling out what they are. We do not know whether they are good or bad or whether they will appeal to us or not. Many times the Commissions make recommendations; and then we discuss them to find out whether they are acceptable or not. You say that you will come up with a legislation for restructuring

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the Railway Board and to replace by a legislation the century-old Act. I think you should also have a democratic process in that and try to discuss that with various organisations before you bring it up on the floor of Parliament. It is not only between the Law Ministry and Railway Ministry but it is between Government and the people. That is a democratic process.

So, I would appeal to him that on a very important issue like this, there should be a democratic method adopted before you come to a final decision. I now come to the question of casual labour to which the Minister has not yet replied.

Here again, I would like to remind him as to what he said in this House:

"Casual labour system is a hang-over of the old feudal order and the present Government which talks of socialistic pattern must give up all the remnants of the old feudal order".

He has not talked about the socialistic policy though he calls himself a socialist. I want him to tell us as to what he is going to do with the casual labour. The casual labour is there in railways for years and years and when they retire they do not get the retirement and other benefits as other employees of the Railways have got.

I am now told that a sum of money is being sanctioned for remodelling of stations—Madurai, Arkonam and so on in the Southern Railways. At the same time, I would like to know what is going to be done about the quarters for the railway workers? They are not being whitewashed or repaired for years and years.

Take the example of the quarters at Madurai. As far as Class I Officers are concerned, they get municipal water even for their gardening. If you take Class IV, there is no municipal water provided to their quarters. They

have to walk miles and miles away before they could get water for their own requirements. Is this socialistic society? This has been brought up again and again and still nothing is being done about it.

15 hrs.

Lastly, if you will bear with me, I would like to quote Professor Dandavate. This is what he said:—

"I will say one thing about bonus. If our concept of bonus is a deferred wage and not some sort of a payment which is *ex-gratia*, so long as there is a gap between the present wage and the living wages, that has to be partially filled up wherever such gap exists in the Railways....."

As far as bonus is concerned I do not know whether Professor Dandavate is aware that the railways are in a position to pay it as a deferred wage on that principle. I would have appreciated if he could at least tell us why he is leaving out the bonus out of the various largesse which he is giving. I would like to say finally a word about the Martin Burn Railway. The railway workers have already met him. I would appeal to him that if you do not take over the railways, at least, see that these 300 or 400 people are not thrown out of employment. But, they are absorbed. I am seriously worried about that because there are so many vacancies that are being not filled because of economy. Now, the new Government has sent out a similar circular and said that the economy should be introduced and as a result, a ten per cent reduction is expected. With a large army of casual labours who are yet to be made permanent, to talk in terms of any reduction on the railways will be suicidal and lead to further industrial unrest. It means shrinkage of employment and not extending employment. Therefore, I would appeal to him to take up the issue of casual labour, along with other issues, seriously.

Finally, the victimisation cases which are there of 1949, 1960 and 1968 strikes on account of trade union activities be also taken up. Further, Sir, apart from the trade union activities, certain people in the emergency period were compulsorily retired, dismissed and discharged because some of the officials at the higher position tried to pay-off old scores. It should be seen that justice is done also to such persons.

Lastly, Sir, as far as recognition is concerned there are two cases which are hanging fire for quite some time, namely, South Eastern Railwaymen's Union and North Eastern Railway Mazdoor Union. Some puppet groups have been set-up and recognised with the help of the railway officials. I would request the hon. Minister to see to it that justice is meted out to these two unions and recognition restored to them.

15.03 hrs.

[MR. SPEAKER in the Chair]

SHRIMATI RENUKA DEVI BARKATAKI (Gauhati): Mr. Speaker, Sir, I rise to support the Railway Budget that has been placed before the House by the Hon'ble Railway Minister. I must congratulate him for the refreshingly new approach that ran through his whole address. It is only a few weeks since he took charge of the Ministry. One can, therefore, congratulate him only for the promises that he has made in his speech and the performance of the last two months.

Sir, I belong to a backward state, but this backward state has contributed towards the growth of this biggest public sector enterprise. We earn foreign exchange through our produce, i.e., Tea, Jute & Oil. Yes Sir, I must admit that I was somewhat disappointed with what the Hon. Minister had to say about the development of the Railway system and the service it proposes to offer to the backward areas of the country.

Sir, the Year Book of the Indian Railways has a special chapter devoted to the concept of "Social costs." It says that the railways have always had certain obligations beyond those associated with the normal business enterprises; that the railways are the life line of the nation's transport system and the network of services they provide serves to unify the country; that they are; therefore expected to operate not only on commercial considerations, but also in terms of wider economic and social interests.

Sir, these are admirable objectives and I was very glad that the Railway Ministry, specially after the Janata Government came to power, chose to reiterate these basic objectives of our railway system. It was with the background of these objectives, in the light of the reiteration of these objectives, that I scanned the Railway Minister's Speech as well as the Budget proposals that would further these objectives. Sir, I must confess with great regret that I did not find many such proposals in the new Budget. It is true that the Minister has made some reference to the role of railway lines as the infrastructure in developing the backward areas of the country and he has mentioned the names of a few railway lines on which work may be started or surveys may be undertaken during the coming years. But there is no mention in regard to that action they want to take in so far as backward areas are concerned. The Government of India have decided the areas which come under backward areas. But they have not done anything for these backward areas.

Sir, I find the Hon'ble Minister's proposals have totally bypassed and ignored the basic needs of the entire North Eastern Region of our country. Sir, I am sure that the House will agree with me that this Region of India deserves special attention. It is an area that is highly sensitive

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and crucial from the point of view of the requirements of the defence of our country, from the point of view of reducing regional disparities in the development of our country, from the point of view of promoting national integration of the tribal population and the rest of the country.

Sir, everyone admits that the defence requirements of our country need the development of strong links of communications and logistics with Assam and the other States in the North Eastern Region. In this North-Eastern Region we had found the hollowness in the communication system when our army people could not find a way out to retreat leave alone moving forward to fight the enemy. That is the region where communication link is missing. Even the Congress Government had declared its intention to see that every State Capital in India is linked with the main railway system of our country. Yet, there is no mention of any proposal that the Railway Ministry is considering to extend the railway lines in the North Eastern Region to the Capitals of Meghalaya, Nagaland, Manipur, Tripura, Mizoram and Arunachal. And yet we talk of providing lifelines for the promotion of national integration and economic development. But how can you do it without providing them communication service? Sir, you will be surprised to know that the children of this region do not know what the railway and the rail engine and carriages are. If some children want to know how and what the railway works like, they have to see the photographs of the railways only.

Then, Sir, it is a well known fact that the North Eastern Region gets rains in plenty. Where the railway lines are parallel to the North Eastern Himalayan hills and the hills of Bhutan, when the heavy rains occur in these hills, the situation is aggra-

vated in these areas thus causing floods and storms. Ultimately this leads to washing out of the railway lines. This is how the railway lines near Tezpur were washed out by the flood waters coming from Himalayan and Bhutan hills and an accident took place there. Here the bridge along with the railway lines was washed out. Necessary arrangements should be made to siphon off the flood water from the railway bridges. It is reported that this accident was an act of God. But it is not an act of God.

PROF. MADHU DANDAVATE: I have not said that.

SHRIMATI RENUKA DEVI BARKATAKI: But you were quoting the Additional Commissioner for Railway Safety.

The Congress Ministry gave some promises to the people and said they would extend the broadgauge line from Bongaigaon to Dibrugarh via Gauhati and a new line from Bongaigaon to Gauhati via Jogigopa and an additional bridge over Brahmaputra. It is a pity that my own government has not mentioned any of these things which were mentioned by the Congress government.... (Interruptions). So far as we are concerned, it is bad; he may say that so far as the country is concerned it is good. Prof. Dandavate had been to Assam recently and he knows that the lines there were very old and they were laid out when the British were there. There are very few lines laid after Independence. The British were tea planters and they constructed lines from tea plantations to the nearest ports. You see that most of the important towns are at a disadvantage. Dibrugarh to Sibsagar is 54 miles by road but if you want to go by rail, it means 154 km. and two or three changes and also a joy ride on a private line. It is a state where we have some private company lines.

These are run by our railways and fifty per cent of the profit is given to the private companies which belong to the British. I do not know why our government is still working on this arrangement. I hope Prof. Dandavate will look into this matter and try to avoid these losses.

The recent accident is said to be an act of God. I am surprised that Prof. Dandavate quoted this phrase; it is nothing but abdication of responsibility to say so.

It is not an act of God. Four bridges were washed away by rains on the same night. The Additional commissioner for railway safety was in charge of the enquiry. It is a statutory commission. The state government has instituted another fact finding committee. Both the enquiry committees have come out with their findings. The guilty person is God and nobody else and God alone is responsible for the accident! (Interruptions) We have found that so many persons lost their lives. One of my friends lost nine members of his family. If children were suffering in the hospital and then they die because they could not be saved by doctors, it is an act of God. But here within one minute, he lost so many of his family members. How can this be termed as an act of God? We are not ready to accept the explanation that it was an act of God.

Sir, we have asked for a discussion on this accident. If you allow us, we will discuss in detail about the accident. I am not going to take much of your time for this. But I hope, Prof. Madhu Dandavate will look into it. He will not leave the matter just because the officials have described it as an 'act of God'. It is not an act of God. It is an act of sheer negligence, sheer lack of supervision. They have not done patrolling although they have said that they have done so. 24 hours patrolling in the vulnerable areas is a statutory obligation. But Prof. Madhu Dandavate cannot tell us, cannot assure the House

that 24 hours patrolling was there. It was not done there. The Railway Safety Organisations have not taken action. Nobody took it seriously. The Inspector or somebody is there. We have never seen him inspecting the track. But anyway I hope these things would be looked into and when they come up again we will discuss them.

We have heard many things about dieselisation, electrification, speeding up of trains and the provision of passenger amenities, etc. etc. But I would like to tell you, Sir, in my state, in the North Eastern Frontier Railway, we have the fastest train namely the Assam Mail. You will be surprised to hear that the speed of this train is the breath-taking speed of 33 Kms. per hour. That is the fastest train in the North Eastern Frontier Railways. You will be surprised to hear that it takes about 6 hours and 15 minutes to cover a distance of 220 Kms. from Dibrugarh to Mariani.

MR. SPEAKER: If you go by air, it is very slow.

SHRIMATI RENUKA DEVI BARKATAKI: It is a fact. They want to keep us slow. They do not supervise the tracks. They do not repair and maintain the bridges and tracks. But when we ask them to speed up the trains, they say that they could not increase the speed because the condition of tracks and bridges are not good and if you ask them 'Why don't you repair the bridges and tracks' they say 'It is not repairable.' They feel that it is unworthy of repair. It is like that in Assam.

SHRI JYOTIRMOY BOSU (Diamond Harbour): You do not know what Japanese have said about Indian Railway tracks.

MR. SPEAKER: You can continue, Madam.

SHRIMATI RENUKA DEVI BARKATAKI: Out of 45 and odd stations, five stations have been classified as

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Class I stations. You will be surprised to know that even the important stations and junctions like Dibrugarh, Simaluguri, Mariani, Chapamukh do not have sheds to cover the platforms, to cover the train composition. Prof. Madhu Dandavate has said that he is going to give cushions to the Janata Class passengers. But, Sir, I may tell you that people of Assam do not have even I class. The coaches are dilapidated coaches. People will laugh at us if we say we would provide them with cushion in Janata class. We do not want cushions. You give us drinking water. There is no water in the waiting room. We do not have even the minimum facilities. The condition is miserable in Assam.

Last time, when Prof. Madhu Dandavate was there, one gentleman who was travelling in the train, came and told him about the poor condition of the railways in Assam.

Regarding employment in this railway, Sir, the major portion of the lines belong to the State of Assam. Even then, Sir, we have the grievance that we are not getting proportional representation in the North Eastern Frontier Railway. Along with this I would like to mention, Sir, we speak of equal status for men and women and in the railway, Sir, out of the 14.65 lakh employees, we have got only 21,600 women employees. We hope Prof. Madhu Dandavate will look into it and that equal status for men and women will be given.

MR. SPEAKER: You should conclude now, Madam.

SHRIMATI RENUKA DEVI BARKATAKI: I will not take much time. I am concluding. The railway is not developed in that area. There is no safety.

MR. SPEAKER: You must be thankful that you reach your destination safely.

SHRIMATI RENUKA DEVI BARKATAKI: Sir, Gauhati has been declared as the capital of the State. The railway lines run through the middle of the city and as a result the road traffic gets jammed during the day and unless the railways construct 3 or 4 overbridges or fly-overs at the points of crossing, this problem cannot be overcome. It is very acute in the city. In the countryside also what happens is, communications develop, and the PWD there construct new roads. But the railways do not agree for construction of manned or unmanned crossings and gates and as a result of that the villagers cannot use these roads. Villagers cannot use those roads because the railways have not provided any gates, manned or unmanned. So, they have to go by a roundabout way. I hope the minister will look into this also.

It is a bold decision that the minister has taken to reinstate all the employees who were victimised by the Congress Ministry because of their participation in the 1974 strike. But here I must sound a note of caution that this generous action of the government should not be an incentive for indiscipline.

Now that the Janata Party has come to power, we have much more responsibility than we had before the elections. The people have reposed their confidence in us and we cannot hope to retain our hold on the hearts of the people by merely pointing out the misdeeds of the Congress Party or by merely making promises. We will be judged by the way we fulfil our promises. Therefore, we must take all steps to see that we achieve the goals we have set for ourselves.

SHRI CHITTA BASU (Barasat): Sir, I welcome the proposals contained in the budget presented by the hon. minister because they are in tune with the promises he made when he presented the interim budget last March. I also welcome the budget because the minister has taken the

trouble to give a clear picture of the railway finances in the country. The railway finances appear to be comfortable. A surplus of Rs. 32.5 crores is expected. He has said that Rs. 20 crores of additional revenue are expected from the goods traffic in the current year. He also expects that the passenger traffic will maintain a 6 per cent annual growth. The accumulation of indebtedness to general revenue is likely to reach Rs. 440 crores. Of course it has been reduced by Rs. 7 crores from the figure stated earlier in March. All these clearly show that the railway finances are quite comfortable.

While this is so, I am sorry to find that the workers' interest have been neglected and have not been taken into account with sympathy. Firstly I refer to the demands of the railway workers. The minister would agree that it has always been the stand of the railway employees' leaders who led the strike in 1974 that they were for negotiated settlement and it was the then Railway Ministry which imposed the strike on the workers. By sheer brutal force, the railwaymen's struggle was broken. The unity of the railwaymen could not be broken, but the strike could be broken. But the demands are there and I am sorry to note that those basic and fundamental grievances on which the railwaymen went on strike in 1974 had not been taken care of. The railway finances appear to be comfortable. I think the Railway Minister should consider those basic and fundamental grievances of the railwaymen and try to bring about a negotiated settlement for which they themselves fought.

Secondly, Sir, I am also pained to see that the question of casual labourers—its number is not less than three lakhs—has not found any mention in the Minister's speech. These casual labourers cannot get their grievances represented by the unions also and I feel you would agree with me, on many occasions the casual labourers

are to remain satisfied by making representations to the Minister through the Members of Parliament alone and as for myself, by this time he might have received so many representations from me also regarding the grievances of the casual workers because they have not got any forum to get their grievances discussed, negotiated and settled. Therefore, I feel it is high time for the Railway Minister who himself is a trade union leader to understand the problems of the casual workers and try to solve their outstanding problems.

Sir, the Railway Minister mentioned the question of restructuring the Railway Board. It is welcome. But what about the restructuring of the industrial relations in the railways? Unless you restructure the industrial relations in the railways, I think the cooperation which you have been seeking for won't be fruitful. Therefore, without discussing the details of it, I would merely mention that the railways should also be treated as an industry and these lakhs of workers engaged in this industry should be governed by the Industrial Relations Act and unless that is done, I think the Railway Board may be restructured, but the peace in the railways, the productivity in the railways does not come unless the industrial relations of the railways, the biggest public sector industry of our country today is restructured after due consultation with the representatives of the railwaymen.

Sir, the question of bonus also comes in. I think it is high time that you adhered to the principle enunciated by you that bonus is a deferred wage and in the course of the exercise of your authority you should bear in mind the principle that bonus is a deferred wage and not *ex gratia*.

Again, I am pained to say that while the finances of the railways are quite comfortable as he envisages, I am sorry to find that the present Ministry

[Shri Chitta Basu]

continues to show apathy towards certain projects in West Bengal, particularly of my constituency.

Sir, I refer to a particular problem the problem of doubling the track of Bongaon-Sealdah section of the Eastern Railway. It is very important and I think you should take note of it. This line was established about 120 years ago and after that there has been no perceptible improvement except that the track has been electrified and since this is a single track, there is no possibility of putting larger number of trains for the mitigation of the sufferings of the travelling public.

Sir, this is a 77 kilometres single railway line which covers almost 80 per cent areas including the entire agrarian belt measuring more than 2,000 square miles of north 24-Parganas District. It serves as the only railway link to a growing population of more than 60 lakhs of people who are solely dependent on Calcutta for their livelihood and day-to-day necessities. Due to the partition of Bengal in the year 1947, a huge number of refugee families have settled in these 3 sub-divisions of the 24-Parganas district, viz. Barasat, Bongaon and Basirhat; and most of the people have to run to Calcutta and its surroundings to earn livelihood.

Before Partition, these lines could carry only 20,000 passengers per day. Now the figure has gone up to 1 lakh persons and it would now be bringing in a revenue of Rs. 1.5 crores per year. Our government is also committed to expand our trade relations with Bangladesh. This Bongaon-Sealdah railway line connects Bangladesh. If you want to step up our trade with Bangladesh, you cannot do it without the help of the Bongaon-Sealdah railway line. While, on the one hand we want to have expanded trade relations with Bangladesh, we do not on the other, create the proper infrastructure for it.

Therefore from all considerations, this is an important project. The cost is only Rs. 11 crores. The hon. Minister was good enough to intimate a few weeks ago that the techno-economic survey had been completed and that the project cost was only Rs. 11 crores. What stands in the way? The Minister says in his letter of 26th April that they have referred it to the Ministry of Finance and the Planning Commission for exemption from the dividend liability because it is, according to him, unremunerative. During the 4 five-year plans, you have spent Rs. 1400 crores for the development of Railways. I do not know what is the exact allocation for railway development during the 5th Plan. You referred to the question of accumulation of debt to the General Revenues. I do not know what is the actual fraction of dividend which General Revenues can take on a project of Rs. 11 crores. I think it is an insignificant part of the debt you have already incurred. Is it not a step-motherly attitude? Is it not an attitude by which you deny certain basic and primary privileges to one lakh passengers who have to go to Calcutta and come back to Calcutta? Is it not an instance of sheer negligence towards the interests of the commuters? All that our Railway Minister says is that he would take it up only when there is a green signal from the Finance Ministry and the Planning Commission. I do not know what has been the response from the Finance Ministry.

For your information, I can say that I had also the privilege of meeting Mr. H. M. Patel, the Finance Minister to convince him of the necessity of the project and to say that it should not be viewed from the commercial point of view. The public sector projects should be viewed primarily from the social utility point of view. Is it not a fit case to be treated as a project saving social utility value? If you say that it is an unremunerative line. I may quote a number of lines which

have been created in Bihar. I do not have a parochial or provincial outlook; but many of the branch lines in the Indian Railways have been unremunerative from a commercial point of view. If there are so many lines in Bihar, Uttar Pradesh and other parts of the country which are unremunerative, why can a project which serves the needs of 1 lakh people every day not be accepted and executed, setting aside the consideration that it is unremunerative? What is the question of remunerative or unremunerative? You condemn these lakhs and lakhs of commuters to untold suffering and then you raise the question of it being remunerative or unremunerative? Sir, I do not want to take much of your time. This is a project meant to remove the long-standing suffering of the commuters of Bongaon-Sealdah line. The project costs only Rs. 11 crores which is a very insignificant sum. I would request the hon. Minister to kindly take the trouble of assuring the House that you would take up the project in the current year and mitigate the long-standing suffering of 60 lakhs of people and not to raise the question of remunerativeness or unremunerativeness because, as I have already said, they are indebted to the general revenues to the extent of Rs. 430 crores. I do not know what would be the amount of indebtedness if they accept or execute a project costing Rs. 11 crores. So, it would be unjust if it is not taken up this year.

MR. SPEAKER: Shri Ramachandra Mallick.

SHRI M. RAM GOPAL REDDY (Nizamabad): Sir, what about us in the Congress Party?

MR. SPEAKER: Your party time is over. I am sorry.

SHRI H. L. PATWARY (Mangal-doi): Sir, I want to raise a question about the procedure of calling Members.

MR. SPEAKER: I will explain the position. I am following the list supplied by the Janata Party.

SHRI H. L. PATWARY: Sir, you did not allow me to speak.

MR. SPEAKER: I can only go by the list supplied by the Janata Party.

श्री एच.एल. पटवारी : पिछली दफा श्री जनता पार्टी ने बोलने के लिये मेरा नाम दिया था, लेकिन मुझे मौका नहीं मिला ।

MR. SPEAKER: It is all right. I will only go by the list.

SHRI H. L. PATWARY: I just want to know whether I will be allowed to speak.

MR. SPEAKER: I do not know. I normally follow the list that is supplied by the party. How can I ignore you? After all, you are my friend. But some others are also my friends. I have here with me the list given by the Party. I follow that list. I make no choice between one member and another. I just follow the list and call them one by one.

So far as the Congress Party is concerned, two of their members have taken most of the time allotted for that Party. When two members take the whole time, how can I give time to other members of that party? I am afraid even tomorrow you may not get a chance. Both of your members, Shri Pai and Shri Qureshi have taken 45 minutes each. How can I then give time to other members of your party? I cannot help it. I cannot ask senior members like Shri Pai or Shri Qureshi to stop after 15 or 20 minutes. Therefore, there is no point in counting only the number of members who have spoken. It is the time that is allotted and the time that is taken that matters. After all, I have

[Mr. Speaker]

to allot time to other parties also, like AIDMK, Marxists etc. I go by the time taken by each party and not by the number of members who have spoken. If one member takes 5 minutes and another 45 minutes, I cannot equate them.

SHRI CHARAN NARZARY (Kokrajhar): What about Independents?

MR. SPEAKER: I allot some time to Unattached members. Shri Basu has spoken. Shri Mavalankar is going to speak. But I cannot accommodate all the Independents. All the 20 Independents cannot speak. I am calling all of them according to the list that is given to me. You should kindly excuse me. I have no partiality.

SHRI H. L. PATWARY: Will I get a chance?

MR. SPEAKER: You may take this up with your whip.

SHRI PURNA SINHA (Tezpur): Sir, he is agitated because in his constituency more than 100 people died in the railway accident. He should have been allowed to speak as a special case.

MR. SPEAKER: In that case, his name should have been put at the top of the list. Perhaps his name is not in the list, but I will call him next.

SHRI RAMA CHANDRA MALLICK (Jaipur): Mr. Speaker, Sir, I thank you for giving me this opportunity to speak on the Railway Budget. I must congratulate the hon. Railway Minister, his able officers, engineers and other employees for presenting the Railway Budget in a nice manner. I must say that the hon. Railway Minister has proved in action his helpful attitude and sympathetic nature towards the railway employees who were oppressed and harassed during the emergency in the country.

I find in the Railway Budget there is no increase in passenger fares and freights. The Budget shows a surplus of Rs. 32.5 crores. The classless Janata Express train is to be introduced to reduce overcrowding. The Minister has also promised a better deal to the long-suffering second class passengers.

I am glad that surveys for seven more railway lines in the country have been included in this year's budget. We, the people of Orissa, are, therefore, thankful to the Janata Government and the hon. Minister for including the survey of Talcher-Sambalpur and Koraput-Parbatipur lines in Orissa. He has already said that work will be speeded up in the construction of the Jakhapura-Bansupani line in Orissa. This will cover part of my constituency, namely Tamaka, Duburi and Jakhapura of Jajpur. I had demanded this line in my speech on the Railway Budget in 1965 when I was a Member of the Third Lok Sabha. Now I must congratulate the hon. Minister as the construction of this line is going to be completed by this Janata Government.

Although Orissa is one of the richest States in India in the matter of land, forests, rich minerals, water and marine resources, it has remained industrially backward because of lack of cheap electrical power. Lack of adequate transport communications facilities have been another major barrier in the economic and industrial development of the State.

The population of scheduled caste and scheduled tribes is about 90 lakhs in the State. It is well known that they live from hand to mouth. So the proposed new line, when completed, will solve their problem to some extent and improve the economic condition of the State. I suggest that as far as possible local people may be appointed on these lines.

Jajpur town is situated by the side of the holy river Baltarani, and is a place of all-India pilgrimage. It has

the holy Dasaswamedha Ghat. Hindus coming from all over the country take bath in this holy river and near the Dasaswamedha Ghat they offer *godan*, gift of cows, to Pandas. They believe that if such a gift is given, they will have rebirth. The Vaitarani Teertha has been mentioned in the "Brahma Purana", the "Brahmanda Purana" and the "Vau Purana". This Teertha has been described in the Fortysecond Adhyaya of "Brahma Purana" as under:

"आस्ते वैतरिणी नव सर्वपापहरा नदी
यस्यां स्नात्वा नश्येत् सर्वपापैः प्रमुच्यते ।"

Thus, if a man takes bath, all his sins will vanish. Thus, the man becomes the best person. It further says:

"बिरजे बिरजमाना ब्रह्मणा संप्रतिष्ठिता ।
यस्याः संदमेनात् मर्त्यः पुनान्यामन्तम कृतम् ।"

"Goddess Viraja" has been created by Brahma and if anybody visits Goddess Viraja, he will have no rebirth, and seven generations of his family will get salvation.

"षष्ठं दिनं वामं कञ्ची
दिनं एकम् पुरम्नाम्
नदं फले नभने
श्रीबीरजा मुखं दर्शने ।"

I want to inform the Railway Minister about my speech which I had delivered in this august House in 1965 while I was a Member of the Third Lok Sabha. I said then:—

"The Jajpur town is glorious as the ancient capital of Orissa. It has occupied a distinct place in the different chapters of the religious history of Orissa. The ancient Hindu shastras and purannas extol in high terms the merits of this ancient site of religion. This town is one of the important places of pilgrimage in India and the people from different parts of India flock

every year to this town to offer pinda to their departed forefathers. Although thousands of pilgrims are visiting this place and the Shree Biraja Temple during all the seasons of the year, still this town being situated about twenty miles from the railway station, they have to come here at the cost of heavy expenses and hard labour, the only means of communication and travel being the motor vehicle or bus, which hardly fulfils the needs of the pilgrims who are desirous of paying their homage to the holy shrine of Biraja and Barahanath Sand..... It is one of the earliest centres of the old Orissa culture and civilisation, and as such it opens a rich studio for the students of history. If connected by railway, it is sure to develop soon into a gateway of prosperous trade and culture for the vast coastal tract of our State."

"Here I want to refer to one important point that the initiative was taken for having a loop line by the former BNR Company (Now it is the South-Eastern Railway), and a sketch plan was prepared and submitted to the railway authorities for approval. But unfortunately, the high flood in the river Baitarani in the year 1927 was an impediment to the working out of the plan and since then the proposal remains dropped. There is necessity for constructing the railway line in this section from the religious, economic and commercial points of view. I have seen from the railway map that there was a proposal to construct a new railway line from Baitarani Road to the Biraja temple in Jajpur town."

Now, I would request the hon. Minister to consider this matter very sympathetically and see that the Biraja temple and the Jajpur town are connected by a railway line. Railway lines are there for Mathura, Vrindaban, Kashi, Banaras, Puri, etc. and this Biraja Temple may please be connected by Railway.

[Shri Rama Chandra Mallick]

Another point I would like to say is that the proposed carriage repairing shop of Eastern Zone of Railways which is going to be constructed at Mancheswar Railway Station near BBSR may please be started as soon as possible. The Government of Orissa have so far given the land. The hon. Minister is requested to do the needful.

About the Mahanadi river bridge, the progress of the work is not satisfactory. Already three years have passed. All trains stop there and they take more than 45 minutes to pass through the bridge. The work may please be completed as soon as possible.

It is strange that from 5.30 a.m. to 5 p.m. there is no passenger train facility connecting Cuttack with Bradrak under SER. I, therefore, suggest that the shuttle train running from Bhadrak to Nargundi may please be extended upto Paradeep Port and the train running from Paradeep Port to Cuttack may please be extended to BHE. It will be convenient for the daily passengers attending offices, courts, markets, schools and colleges at Cuttack and Bhubaneswar, the Capital of Orissa.

Another point I would like to make is that the Korai Passenger Halt may please be converted into a full-fledged and complete railway station which I have been pressing for the last 15 years. The area is thickly populated having Block Headquarters, Police Station, Primary Health Centre, market, business centre and so many other offices and institutions. I would request the hon. Minister to see that this passenger halt may be converted into a full-fledged station.

Then, I want to bring to the notice of the Railway Minister about a new Passenger Halt at Duljakhapatana

between Baitarani Road and Manjari Road near the Baitarani River Bridge. This passenger halt will be very useful and convenient to a large number of people of that area. It is a thickly populated area. It is also a flood-affected area. There is no other communication. This place is only about 5 k.m. from my usual place of residence. This may please be considered sympathetically by the hon. Minister.

Further, I want to say that about the 37 UP and 38 DN Janata Express train, about 30 per cent of bogies are tagged with luggage van and other 50 per cent are reserved compartments, such as 3-Tier, 2-Tier, Military bogie R.M.S., etc. There is one only Second Class general bogie for the passengers. About 70—80 seats are there. I would request the hon. Minister that another bogie may be attached at KUR by 38 DN and one more bogie may be tagged at BHC by 37 UP for the daily passengers who are going to Bhubaneswar and Cuttack for attending offices, schools, colleges, courts, hospitals etc. I would urge upon the hon. Minister to consider this matter sympathetically.

Lastly, I want to say about the Hyderabad Express train. It is a good train. In 1962, I had asked the then Railway Minister for a halt. On my request, there was a stoppage at Baitarani Road and Jenapur in my constituency. I used to come by this train from Baitarani Road to Delhi. But afterwards, this stoppage was withdrawn. I would request the hon. Minister to see that an arrangement may please be made for the stoppage of the Hyderabad Express train at Baitarani Road and Jenapur. This is the railway station, namely Baitarani Road from which I always come. The people are pressing hard on me for the stoppage at Baitarani Road and Jenapur. I urge upon the hon. Minister to consider this sympathetically.

I would again request you, Sir, and the hon. Minister to visit Orissa and my parliamentary constituency and have a darshan of the Biraja temple there. I would request the hon. Minister to consider all the points that I have made. The hon. Railway Minister, Prof. Madhu Dandavate, has already mentioned about laying of new lines in the backward areas. Orissa is one of the backward States in the country. About 60 per cent of the people of Orissa belong to the Scheduled Castes and the Scheduled Tribes. The new railway lines may be constructed in the backward areas of the State of Orissa. This will open a door of prosperity in the country. The people will get more employment.

With these words, I thank you for giving me an opportunity for speaking on the Railway Budget and I must support the Budget proposals from the bottom of my heart and I wish all success to the hon. Railway Minister. I hope he will consider all these points sympathetically.

SHRI B. P. KADAM (Kanara): Mr. Speaker, Sir, I have listened to the Budget speech of the hon. Railway Minister and I must confess that I have been remarkably convinced by the sincerity which he has displayed in serving the weaker sections of the society and also the zeal which he has shown for the development of the under-developed and backward areas of the country.

I would be very brief. Without taking much time of the House, I wish to refer to only two items. One is the west coast Konkan railway and the other is the Hubli-Karwar railway.

It is an admitted fact that the west coast of India, the districts of Thana, Colaba, Ratnagiri, Goa, North Kanara are the most backward districts in the country. They are backward on account of no communications. They are not backward for lacking in natural resources. As a matter of fact

it is admitted that these districts have a high percentage of natural resources including forest wealth and also the underground wealth, that is, mineral resources.

The demand for this railway, that is the west coast railway, has been there for the last so many years. My friend the late Shri Nath Pai, raised it on the floor of this House earlier. He also addressed the Konkan Conference and in this read out certain assurances of the hon. Ministers which he had received that it would be taken up. While participating on the Demands for Grants for Railways on 20th December, 1969, he said:

"I would like to make a very strong appeal on behalf of the people of Konkan, Goa, Mangalore and Kerala for the project because of strategic and economic reasons and I request that a survey be undertaken immediately and that an assurance given by the Railway Minister and reiterated by the Prime Minister be fulfilled by making at least a beginning."

This demand was supported by Shri D. K. Kunte, Mr. A. K. Gopalan and Shri S. M. Joshi. Referring to this, the hon. Minister then replied:

"परन्तु हम इस बात से भी सहमत हैं कि यह लाईन बहुत महत्वपूर्ण है और इसको बनना चाहिए।"

So, it was admitted that this west coast Konkan railway line is a must and essential. As I said, it would boost trade and commerce of the entire west coast including the development of horticulture. It would also develop, to a large extent, the area for mangos for which the country is well-known throughout the world. The late Nath Pai is the predecessor to the hon. Minister, I am proud that the development of this area was uppermost in his mind. I would respectfully urge

[Shri B. P. Kadam]
upon the hon. Minister and the Government to take up this line. This is not my personal matter for which I am requesting him, this request I am making to him in the national interest. This railway had been a dream for the people of that area.

Now I want to speak and press for Hubli-Karwar railway line. While going through the Survey Settlement Report published by the Government at the beginning of the century, I was impressed that the line was mentioned as the prices of land at certain places near the then proposed railway line had gone up. But, unfortunately, this remained as a dream since the beginning of the century. The hon. Minister when he was recently at Balgaum said that he would not hesitate to take it up if the Government of Karnataka would give the land. I am sure, the Government of Karnataka would be in a position to discuss this matter and also agree to supply some material like sleepers. This is a railway line which is necessary for the development of that area. Recently, a few engineers who have again taken up the survey of the line told me that the earlier estimate prepared in the year 1971 at a cost of about Rs. 35 crores is not to the taste or has been not well accepted by the commercial institutions. I do not know whether a sum of Rs. 35 crores would be necessary or the cost would be a little less than that. But all the same I would like to point out that this area is in a district which is under-developed, and I am sure that it would give a boost to export of mineral resources in which this area abounds. Moreover, this district is having a forest revenue of about Rs. 13 crores out of about Rs. 18 crores of the entire State, and if this line is taken up, I am sure, the forest industry would get a boost and the export potential also would multiply in various ways.

This very important line, which was the dream of the people of this area from the beginning of this Century, but has not taken any shape. This is a must and should be taken up as early as possible.

डा० मुरली मनोहर जोशी (धलमोडा) :
अध्यक्ष महोदय, मैं एक ऐसे निर्वाचन क्षेत्र से आता हूँ जहाँ कोई रेल लाइन नहीं है, लेकिन तब भी रेल बजट के जो कुछ परिणाम होते हैं, उससे मेरे चुनाव क्षेत्र और उस क्षेत्र के लोगों पर भारी मात्रा में प्रभाव पड़ता है। इसीलिये सबसे पहले मैं रेल बजट की कुछ व्यवस्थाओं के लिये रेल मंत्री महोदय को बधाई दूँगा। सबसे ज्यादा बड़ाई मैं इस बात के लिये दूँगा कि उनके बजट प्रापण में रेल मंत्रालय के दृष्टिकोण में एक स्पष्ट परिवर्तन के संकेत हमें दिखाई दिये हैं।

आपने रेल कानून और रेल प्रणाली के ढाँचे में सुधार करने का प्रावधान दिया है? आपने प्लेटफार्म टिकट का भी दाम घटाया है। मेरा आपसे निवेदन है कि इसे 30 पैसे के बजाय आप 25 पैसे का करने की घोषणा करें। मैं विज्ञान का अध्यापक हूँ और इसीलिये आपसे कहना हूँ कि बजाय 10 के गणक के इसे 5 की गणना में आप रखें तो इससे रेलवे को भी लाभ होगा और लोगों को इसमें भारी प्रसन्नता होगी। मेरा निवेदन है कि आप इस पर गम्भीरतापूर्वक विचार करें और इस में रेलवे बजट पर ज्यादा ध्यान नहीं पड़ेगा। न केवल लोग अपने स्नेही जनों में मिलने समय बहुत मुस्कान लेकर जायेंगे बरन वे मिठाई भी लेकर जा सकेंगे।

अभी मेरे एक मित्र ने ऐसे निर्वाचन-क्षेत्र का जिक्र किया, जहाँ जाने के बाद शायद पुनर्जन्म की आवश्यकता न रहे लेकिन जहाँ से मैं आया हूँ, वहाँ अगर आप जायेंगे तो आपका

बारबार जन्म लेने की आवश्यकता महसूस होगी। वह भारतवर्ष के सबसे अधिक सुन्दर स्थानों में से सुन्दर स्थान है। पर ममम्मा वहाँ पहुंचने की है।

मैं मंत्री महादय का ध्यान उन जन-मुविधाओं की ओर आकृष्ट करना चाहूंगा जिनकी सब रेलों में आवश्यकता है। मुझे ऐसा अनुभव होता है कि बड़ी लम्बी दूरी तक की जो गाड़ियां चलनी हैं, उनमें मैडिकल एड की कोई विशेष व्यवस्था नहीं है। आमतौर पर इन ट्रेनों में यात्रियों को चिकित्सा साधनों की आवश्यकता पड़ती है और दवाइयों के प्रभाव में काफी कठिनाई होती है। स्पष्ट रूप से यह कहा जा सकता है कि इन लम्बी दूरियों के लिये चलने वाली ट्रेनों में यात्रियों के जीवन की बचाने के लिये लाइफ मेविंग इग्ज र्खने का प्रबन्ध अवश्य किया जाना चाहिये। कम से कम कुछ ट्रेनों में तो यह शुरू कर ही सकने हैं क्योंकि यह यात्रियों के लिये बहुत आवश्यक चीज है।

रेल के डिब्बों में पीने के पानी के प्रबन्ध की तरफ भी मैं आपका ध्यान आकृष्ट करना चाहूंगा। आपने अपने बजट भाषण में आश्वासन दिया है कि पीने के पानी की आप व्यवस्था कर रहे हैं, लेकिन जहाँ तक मैं समझ रहा हूँ वह आप स्टेशनों पर व्यवस्था कर रहे हैं। मेरा सुझाव है, अगर यह संभव हो तो रेल के डिब्बों में, पेय-जल की टंकी की व्यवस्था हो सकती है। मैं विज्ञान का विद्यार्थी और अध्यापक हूँ। मैं अपने इंजीनियर मित्रों की सहायता से इस बारे में मदद करवा सकता हूँ। मेरा सुझाव है कि रेलवे के डिब्बे के डिजाइन में ऐसा परिवर्तन किया जाये, जिस से हम गर्म देश में, जहाँ लोगों को दो दो हजार मील तक, 36-36 घंटे तक, ट्रेन में रह कर यात्रा करनी पड़ती है, जहाँ द्वितीय श्रेणी के यात्रियों की ऐसी स्थिति होती है कि वे पीने के पानी के लिए गाड़ी

से उतर नहीं सकते हैं, लोगों के लिए पीने के पानी की व्यवस्था की जा सके। देश की जल-वायु को देखते हुए यह एक बहुत बड़ा काम होगा।

कई माननीय सदस्यों ने सवारी गाड़ियों की अनियमितता के बारे में कहा है। खाम तौर पर अगर कोई मेल या एक्सप्रेस गाड़ी समय पर नहीं पहुँचती है, तो मैं नहीं समझता कि उस पर बड़ा हुआ किराया लेने का कोई औचित्य है। मैंने पढ़ा है कि जापान में ऐसी व्यवस्था है कि अगर कोई एक्सप्रेस या मेल ट्रेन किसी स्टेशन पर अपने निर्धारित समय से देर से पहुँचती है, तो यात्रियों की आनुपातिक दर से किराया लौटाया जाता है, और अगर वह केवल सवारी गाड़ी की रफ्तार में चलती है, तब उनका ही किराया चार्ज किया जाता है, जितना पैमेंटर गाड़ी के लिए होता है। अगर हमारे देश में भी वह व्यवस्था लागू की जाये, तो कम से कम इससे रेलवे अधिकारियों पर भी एक बन्धन होगा कि यदि ट्रेन लेट पहुँची और आनुपातिक दर से किराया लौटाना पड़ा, तो रेलवे के राजस्व में कमी आयेगी और इस की जिम्मेदारी सम्बन्धित अधिकारियों पर होगी। तब रेलवे के संचालन में अधिक दक्षता आ सकेगी।

रेलवे में भोजन का स्तर गिरता जा रहा है और उस के वितरण में काफी असुविधा का सामना करना पड़ता है। रेलवे के टारिफ में गन्दगी बढ़ती जा रही है। जब कभी मुझे यात्रा करनी पड़ती है—अब लोक सभा-सदस्य के नाते, और उस से पहले भी विश्वविद्यालय में अध्यापक होने के नाते मुझे देश के अनेक भागों में जाना पड़ता था—तो मैं देखता हूँ कि रेलवे में भोजन और सफाई के स्तर में निरन्तर गिरावट आती जा रही है। इसे सुधारना परमावश्यक है। मैं इस सुझाव से बिल्कुल

[डा. मुरली मनोहर जोशी]

सहमत हूँ कि रेलवे केटिंग और रेलवे के बुक-स्टाल्ज को यदि शिक्षित बेरोजगारों को सहकारिता के आधार पर दिया जाये, यदि उन को इस बात के लिए प्रोत्साहित किया जाये कि वे सहकारिता समितियाँ बना कर रेलवे में भोजन-बिनरण का काम करें और बुक-स्टाल्ज या अन्य स्टाल्ज खोलें, तो बेरोजगारी को दूर करने की दिशा में यह एक अच्छा कदम होगा।

मैं जिस क्षेत्र से निर्वाचित हूँ, वह रेलवे टर्मिनस में काफ़ी दूर है। लेकिन फिर भी प्रति-वर्ष लाखों की संख्या में यात्री वहाँ पर्यटन के लिए आते हैं। अन्तर्राष्ट्रीय सीमा—भारत-नेपाल और भारत-निम्बत सीमा—के निकट होने के कारण वहाँ पर मेना और सैनिक मासघी का भारी आवागमन रहता है। लेकिन कोई मीठी बड़ी लाइन उस क्षेत्र को न तो देश की राजधानी में और न प्रदेश की राजधानी में जोड़ती है।

1952 या 1953 में वहाँ बड़ी लाइन बिछाने की योजना को सरकार ने स्वीकृति दी थी। रेलवे बोर्ड के उस समय के अध्यक्ष ने उस योजना को सरकार के मामले रखा था और वह स्वीकृत हुई थी। लेकिन पता नहीं कि इन 23 वर्षों में उस का क्या हुआ। 1974 में उस समय की प्रधान मंत्री, श्रीमती इन्दिरा गांधी ने रामपुर काठगोदाम बड़ी लाइन का उद्घाटन किया था? लेकिन न तो इस बजट में उस का कोई जिक्र है और न ही मंत्री महोदय ने अपने भाषण में उस का उल्लेख किया है। अहिल्या पत्कर के रूप में पड़ी रही और जीवन प्राप्त करने के लिए उस को वर्षों तक श्री रामचन्द्र जी के आने का इन्तजार करना पड़ा था। पता नहीं, उद्घाटन की इस शिला को जीवन प्राप्त करने के लिए कितना इन्तजार करना पड़ेगा। मुझे

आशा है कि रेल मंत्री महोदय इस के लिए राम का काम करेंगे। उस को अपने चरण रज में छू कर उस में जीवन डाल देंगे और वह रामपुर में काठगोदाम की बड़ी रेल लाइन वहाँ चालू हो जायगी। बहुत बड़े बड़े पर्यटन के क्षेत्र वहाँ हैं। उन का विकास आज रुका हुआ है। बहुत बड़ी घन सम्पदा खनिज पदार्थों की उस क्षेत्र में है जो यातायात के साधनों की प्रतीक्षा कर रही है। मैग्नेसाइट का एक कारखाना वहाँ खुला है उसरी अंचल में पहाड़ों की ऊँचाई पर लेकिन आज भी यातायात का साधन वहाँ नहीं है। बहुत मारा मीमेंट वहाँ उपलब्ध है। प्रदेश सरकार कहती है कि मीमेंट का कारखाना वहाँ खोलना चाहते हैं। लेकिन खोला नहीं जा सका है क्योंकि यातायात की चोर अवस्था है।

यह रेल लाइनों की कठनाई तो बहुत दूर तक है। राजस्थान में भी कोई बड़ी लाइन नहीं है। वहाँ भी बहुत बड़ी मात्रा में खनिज सम्पदा है जिस की आवश्यकता है।

रेलवे का एक सामाजिक दायित्व भी है। मैं इस सम्बन्ध में दो महत्वपूर्ण बातों की ओर ध्यान आकृष्ट करना चाहता हूँ। रेलवे के कुछ कारखाने लोकोमोटिव के हैं। मैं इलाहाबाद में पढ़ाता हूँ और बनारस में मेरा सम्बन्ध है। बनारस के पास मंडुवाडोह में इंजन बनाने का एक बहुत बड़ा कारखाना है। मेरा एक बहुत पहले का मुझाब है, उस को आज मैं फिर दोहराना चाहता हूँ। बनारस विश्वविद्यालय में एक बहुत बड़ा इंजीनियरिंग संकाय है और इलाहाबाद में भी एक रीजनल इंजीनियरिंग कालेज है। क्या बजह है कि रेलवे ने अभी तक इन कारखानों को इन इंजीनियरिंग कालेजों के साथ नहीं जोड़ा?

जो आप के छोटे पुर्जे हैं उन को बनाने के लिए आप इन नये उद्यमी व्यक्तियों को, इंजीनियरों को कहें और उन की मदद करें। आप फार्म धाउट कर सकते हैं वे पुर्जे जो आप आज विदेशों में मंगाने हैं लेकिन जो देश में बन सकते हैं। हम इस में आप की मदद करेंगे और विश्वविद्यालय के लोग तथा इंजीनियरिंग विभागों के लोग भी इस में मदद करने के लिए तयार हैं। इस में वह तमाम धनराशि जो विदेशी मुद्रा के रूप में आप बाहर भेजते हैं वह बचा सकेंगे और देश में छोटे उद्योगों का एक बहुत बड़ा जाल बिछा सकेंगे। न केवल मंडवाडी में बल्कि आप यह काम खिनरजन के पास भी कर सकते हैं। जहां इन्टीग्रल कोच फैक्ट्री है उस के पास भी कर सकते हैं और छोटे छोटे सेल्फ एम्प्लायड मैक्शिन हम हम रीति में बहा पर विकसित कर सकते हैं। एमर्जेसी में पहले का जो मेरा ज्ञान है क्योंकि उधर रेल में रहने के कारण बहुत सा माहिन्त तो मुझे नहीं मिला, उसके आधार पर मैं जानता हूं 30 से 40 प्रतिशत तक इंजन का भाग आप बाहर से आयात करते हैं, उस को घटा कर केवल दस प्रतिशत तक हम ले जा सकते हैं और मेरे मुआव को क्रियान्वित करने का प्रबन्ध हो।

इस के बाद रेल प्रशासन में मुधार के बारे में आप ने जो बातें कही हैं वह बहुत अच्छी हैं। मैं उन का स्वागत करता हूं और आशा करता हूं कि रेल प्रशासन में रेल कर्मचारियों का प्रतिनिधित्व हर स्तर पर रखने के लिए आप आवश्यक कदम उठाएंगे। यह बहुत पुरानी मांग है और आशा है आप इस को स्वीकार करेंगे।

रेलों की दक्षता बढ़ाने के लिए भी जो सामान्य कामकाज रेलवे का है उस में सहायक स्टेशन मास्टर की तरफ आप का ध्यान आकृष्ट करूंगा। रेल के सारे संचालन, उस के टोटल आपरेशन में जो किंग पिन

है, जां धुरी है वह सहायक स्टेशन मास्टर है। जब तक उस की सेवा की शर्तें ठीक नहीं होतीं, जब तक उस को काम करने के लिए सुविधा ठीक से नहीं मिलती, जब तक वह स्वस्थ और आरामदेह मस्तिष्क से काम नहीं कर सकता तब तक रेलों की दक्षता और बढ़ने में और रेल दुर्घटनाओं को रोकने में काफ़ी कठिनाइयां हो सकती हैं। इसलिए मैं रेल मंत्री का ध्यान इस की तरफ भी आकृष्ट करूंगा।

अंत में मैं यह निवेदन करूंगा कि जो रेलों का एक महत्वपूर्ण योगदान है वह देश में एक भावात्मक एकता को स्थापित करने के लिए न केवल इसलिए कि वे एक कोने से दूसरे कोने तक मनुष्यों को ले जाती हैं बल्कि रेलें विचारों को भी ले जाती हैं। मैं जब दक्षिण भारत जाता हूं तो कई बार मुझे ऐसे शब्द मिलते हैं जिनका प्रयोग रेल मंत्रालय में होना चाहिए। हम लिखते हैं दिल्ली जंक्शन। क्या कारण है कि उस के स्थान पर दिल्ली संधिप नहीं लिख सकते? मैं केरल गया, कालीकट गया, वहां पर लिखा हुआ है संधिप। तो क्यों हम जंक्शन शब्द का प्रयोग करें। हम संधिप शब्द का प्रयोग कर सकते हैं और ऐसे तमाम क्षेत्रीय शब्दों का भी प्रयोग कर सकते हैं जो रेल के संचालन में काम आ सकते हैं। इससे भावात्मक एकता भी बढ़ेगी और रेलों के माध्यम से हम एक अच्छी भारतीय भाषा का विकास करने में भी सहायक हो सकेंगे।

MR. SPEAKER: There are on the list ten or fifteen unattached Members. I can give one or two a chance to speak. Now, I would request, in this category, Mr. Mathew to speak. Mr. Mavalankar, you will get chance tomorrow.

16.14 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

SHRI GEORGE MATHEW (Muvattupuzha): I must say that I have no choice but to oppose some of the budget proposals made by the Railway Minister. It is appreciable that the freight rates and passenger fares have not been raised. With an increase in goods traffic expected in 1977-78 as the Minister has declared, I do not find sufficient reason for the profits to dwindle down from Rs. 65 crores in 1976-77 to Rs. 32.50 crores estimated for 1977-78. The reduction in the rate of platform ticket by 20 ps. can hardly make any difference, because, as the Minister had earlier suggested, the minimum fare ticket available at the ticket counter was for 30 ps. There is no increase in the wages paid to the railway workers other than their normal increases which have been already provided for. As for the Railwaymen's charter of demands, a settlement has yet to be negotiated. By reinstating the victimised workers of May, 1974 strike, the Minister has established cordial relationship between the workers and thus improved the efficient management of the railways. The decision not to extend the services of employees after superannuation is welcomed, but I can hardly believe that in a developing country of 650 million people, suitable persons cannot always be found.

As regards the development works for the coming year in the railways, I have the greatest objection. The most backward and thickly populated areas of our country have been totally left out of the development plans. As for my home state of Kerala, which is like a suburb of a metropolitan city, practically no new railway lines have been allowed in the last 20 years. Transportation is really a problem in this small southern most state, teeming with 22

million people. We had asked for a realignment of National Highway 47, to pass through the main Central Road of Kerala. This minor request has also been rejected so far. In our priority list, we had asked for the construction of the 60 km. railway line from Ernakulam to Alleppey. All the necessary formalities have been completed. As regards another line, Guruvayoor-Kuttippuram, the traffic and engineering survey has been completed. The Olavakot-Trivandrum line has to be electrified, resulting in at least 8 to 10 per cent saving in the running expenditure. Kerala can supply cheap electric power at rates lower than any other State can offer. All these programmes have been shelved on the usual excuse of lack of funds and Planning Commission's approval. Where there is a will, there is a way.

Another matter I want to stress is about one railway line for which we have been clamouring since the time of the Third Lok Sabha. It is the Cochin-Madurai railway line which should start from Ernakulam and reach Moovattupuzha-Koothattukulam and then pass through the foothills of Kerala, through Palai-Erattapetta-Kanjirapally-Thekkady and then to Cumbum in Tamil Nadu and meet the existing railway line from Madurai which extends upto Bodinayakanoor. There should also be a link of this railway line from Kanjirapally to Kottayam to complete the loop. This network will greatly help the development of central Travancore which is the cash crop bowl of India.

Works on 25 new lines which the previous government sanctioned are in progress. There has been no reduction in the railway plan as far as the new lines are concerned. I do not understand why this government has sanctioned only two new lines and the restoration of another one. Alleppey-Ernakulam line which costs less than Rs. 6 crores and for which the State government have offered free, all the necessary sleep-

pers and the government land on the way, should be sanctioned immediately and the other lines about which I have mentioned should be completed within the next three years, giving top priority, because our State can only be saved through industrialisation. Railways are the cornerstone of industrialisation. Unless these simple proposals can be accepted, I cannot but oppose this Budget.

MR. DEPUTY-SPEAKER: Prof. Dilip Chakravarty.

SHRI M. RAM GOPAL REDDY: Those who are continuously present here must be given a chance to speak.

PROF. DILIP CHAKRAVARTY (Calcutta South): I congratulate the Railway Minister for his budget which has been presented under the aegis of the Janata Party government.

I would like to place before this House certain things. After all we have inherited certain legacies from the previous government. They are bad legacies—my friend here points out and I agree with him. Now our railway budget is practically financed by government borrowings.

Investment on Railway Projects are now practically financed by Government borrowings, Railway having long ceased to generate revenue surplus and build up own reserves. A strict test of remunerativeness has accordingly to be prescribed by the Government before deciding upon any capital investment. The role of Finance is all important in determining the capital worthiness of financial viability of all works including projects.

Over the years, on account of the limitation placed upon borrowings on non-remunerative works/projects, a tendency has, however, grown to

somehow justify remunerativeness of Projects/Works by involved and tortuous reasonings, with the tacit acceptance by Finance either under pressure or due to commitment made to powerful interests. This frequently results in regional bias/imbalance in building up facilities as well as neglect of worthier developmental objectives in the needy sectors of Railway operations, not to speak of imposing unwarranted financial burden on revenue operations. Upshot of this tendentious and purported viability exercise has created a situation where even essential works of operating improvements are not only being discarded but scheme of works of crying need and having vital bearing on Socio-economic Development of backward regions are pushed back.

Thus, while such patently infructuous and unremunerative works like creation of Mughalsarai Division, Techno-economic survey for doubling the Section between Bhagalpur and Kiul, huge investments in and around Patna Railway complex, setting up of Microwave facilities, on the CIC Section, construction of new lines between Varanasi and Bhatni etc., were shown as remunerative, on the other hand works which have been processed, including Techno-economic Survey, and given a green signal since long like Howrah-Sealkhala Line, Doubling between Dum Dum and Barasat, Budge Budge-Namkhana Project, Howrah Terminal facilities and Ranaghat-Kalinarayanpur Line are not either being seriously encouraged or entertained at the decision-making level. Even out of 25 new works, costing Rs. 10 lakhs and above, proposed for execution during 1978-79 by Eastern Railway Administration, only one work i.e., Dum Dum-Barasat has been proposed for inclusion. In regard to conversion of metre gauge to broad gauge between NJP to Bengaigaon in Assam Economic Advisor of the Railway Board found the Assam conversion viable in Economic analysis in 1971.

[Prof. Dilip Chakravarty]

Mughalsarai Division:

A new Divisional Office at Mughalsarai has recently been formed involving an overall financial liability of Rs. 5 crores approximately, which comprises new facilities like Degree College, Station Building, Office Building, etc. From the viewpoint of financial propriety as well as precedents, setting up of a Divisional Office under any circumstances cannot be considered as remunerative. The recent formation of another Division on this Railway i.e. Dhanbad, which was set up during 1963, was also shown as unremunerative and the expenditure met from Development Fund. Finance has adopted a different standard of financial viability test in this case for obvious purpose and expressed their views as under:

"In regard to allocation. F.A. & CAO has advised that in the normal course, the cost of Divisional Building and ancillary works would be chargeable to DF. Since however, the need for the Divisional Office is linked to the augmentation of facilities in the CIC Section, it is possible to take the view that the cost of the Divisional Building etc., should be chargeable to Capital."

Finance further held the view that while the cost of quarters for Gazetted Officers could be charged to Capital, so far as the cost of Quarters for non-gazetted staff are concerned, the same may be correctly allocated to DF2, as this is not classifiable as a 'New Project'.

A techno-economic survey towards provisioning of microwave communication facilities in the Central India Coal Field area (Barkakana of Singrauli and Garwa Road-Dehri-on-Sone) was undertaken by the survey team comprising of administrative grade officers and they accepted the need for improved communication system in the overall operational interest. The financial return was based on the

assumption that improved communication system is an essential complement for smooth functioning of the railways and the benefits that can be derived from the LC works will remain partially utilised in case adequate and reliable communication facilities are not available.

In the absence of any positive norms to identify and attribute the exact proportion of the benefits from Line Capacity Works to Improved Communication System and Microwave in particular, Finance had initially held the view that it will not be correct from the angle of financial discipline to merge the discrete investments on the Microwave Complex of works into an otherwise integrated group of investments where primary characteristics are quantifiable in terms of the benefits derived therefrom, viz., saving to detention of wagons, engines, creation of additional path etc.

This principled stand of Finance was accepted in toto by the General Manager when he remarked that the project has to be linked to the Development Fund. He said, "In the light of this, we have to radically modify the letter and say that it would be difficult to recommend such a costly project for inclusion in the near future in any works programme as we already have very heavy on-going commitments under Development Fund and it will be sometime yet before we can consider recommending this from this Railway. We can give the throw forward under Development Fund."

This conclusive and categorical decision of the administration taken at the highest level was however subsequently overriden by officials at lower echelons and financial appraisal modified with the tacit approval of Finance and the scheme rushed through vide ref: SG 271/Survey/BRKA dated 5th May, 1977.

I would now like to mention certain instances of corruption in the Railways.

The Electrical workshop at Kanchrapara was primarily designed to tackle POH of electric locos and EMU coaches including trailer ones in addition to other repair and manufacturing jobs like re-winding of traction motors, transformers, auxiliary machines for electric rolling stock, spares for electric loco, EMU etc.

In order to achieve targeted outturn in respect of the afore-mentioned items of work, not only infra-structural facilities in the shape of several machines and trained personnel were provided in the shop but an incentive scheme also introduced for mutual advantage of workers and the administration by way of increased outturn, reduction in the unit cost of production as well as overhead expenses.

The outturn at Kanchrapara however perpetually lagged behind the target resulting in offloading to outside parties various jobs and particularly repair ones. Such dispensations are given to a particular group of firms on the specious plea that the shop is not in a position to meet urgent requirements of railway operations on account of various factors like lack of proper maintenance and upkeep of plants and machinery, constraint as regards supply of inventories in time, load-shedding etc.

Disturbing trends are, however, noticed towards financial deals in the high-value electrical component repair and supply of stores undertaken by a group of officials at the highest level in well-calculated and planned manner.

Sir, the *modus operandi* of such purported and deliberate favouritism may be indicated as below:—

“(a) Firms with doubtful reputation and history of bad performances are being encouraged with substantial new business on unsatisfactory terms.

(b) High value items which are still under development with no sure

guarantee about the quality of the product are allowed to be monopolised for bulk manufacture or marketing by a few firms without observance of necessary tender formalities.

(c) There is very little monitoring of the performance of doubtful products under trial and repeat orders on the same firm sometimes placed without regard for sufficient guarantees for damages etc.

(d) Important orders of the Ministry regulating the purchase procedure for high value or sophisticated items of stores under regular supply or development have been overlooked or openly disregarded.

(e) Quality control and sampling are not rigidly enforced.

(f) Whereas quantity for procurement is fixed very high covering requirements for a year or more, the deliveries are not strictly monitored and defaults penalised as per rules.

(g) Sometimes there used to be also top level interference from Ministry, High Levels in the purchase of selected items not backed by official orders.

(h) Items which are required to be manufactured in the Railway Workshops or Sheds or repaired have been entrusted on the trade at uneconomical rates whereas capacity in the Workshops and Sheds have remained partially idle.”

A certain group of work orders is also going to a particular set of firms virtually on an ‘open price’ system and without satisfactory performance guarantee. Single firm monopolies are being encouraged on certain items like insulating materials where there has been adequate competition for quite sometime. I can present many more such figures to prove my contention that if steps are taken for reforming the Railway Administration itself, we can find out money, not to speak of

[Prof. Dilip Chakravarty]

finding Rs. 10 crores mentioned by my hon. friend, Shri Bosu, and we can find some resources to cater to the needs of the passengers and to cater to the needs of different localities and we can really turn a new leaf and create new opportunities.

About the tube railway in Calcutta much has been heard everyday and something is publicised, particularly, in the Calcutta Press. Already several crores of rupees have been dumped. I am not sure whether this will come up within this century or not and whether we will be able to complete the tube railway or not. We would like to say that in order to relieve the congestion in the city of Calcutta, it should have a circular railway. I would also draw the attention of the hon. Minister about the opening of the Budge-Namkhana railway line. I would like to place before the House something about this project. There was an engineering and traffic survey carried out as early as in 1975 and the survey report was sent to the Railway Board with a request that a final location survey be prepared by the Railway Board.

SHRI JYOTIRMOY BOSU: I am having with me the documents.

PROF. DILIP CHAKRAVARTY: I know you know more than me. Mr. Deputy-Speaker, Sir, contrary to rules, a second appraisal of the report was made before getting the clearance from the Railway Board. The second appraisal report was prepared by the General Manager, Eastern Railway the very next year, 1976. My hon. friend, Shri Bosu would be able to throw more light on this.

About the line from Sealdah to Bongaon, I would like to supplement to what Mr. Bosu had done. This line caters to six million people. The daily travelling is to the tune of one lakh. Shri Bosu mentioned about certain steps that had been taken.

This passes through two sub-divisional towns. There are 12 colleges; there are more than 100 higher secondary schools and the entire area can be fed if we take a decision on doubling the line in this region.

With these words, I conclude.

SHRI M. RAM GOPAL REDDY (Nizamabad): Mr. Deputy-Speaker, Sir, Prof. Dandavate is a professor and is a knowledgeable man. But he should not pretend that he knows everything under the sun. A man is always a student. Even a professor is a student. Within sixty days of his railway ministership he might have spent forty-five days in the elections and within fifteen days, I do not think, he has learnt all the trade tricks of the Railway Ministry. First, he should try to learn from the Members of the Railway Board, General Managers of the various Railways and other officers. Also he must get good experience from the previous governments. Sir, fifty per cent of the railway ministers that have been ruling the Railway Ministry are now on their side—including Babuji.

Mr. Deputy-Speaker, Sir, immediately after assuming charge of this portfolio he declared that all the dismissed railway employees will be re-instated. Sir, he forgets that the Indian nation has spent over Rs. 4,000 crores on the Indian railways over a period of 130 years and the railways are not giving good return to the exchequer. Therefore, the first charge on the railway finances is not the railway employees—and especially those employees that have been dismissed for sabotage or for stopping the loyal workers from going to work. I take strong objection to re-instatement of the dismissed employees. Tomorrow if any strike takes place and the workers take the law into their own hands and burn the railway property, are you going to condone them and re-instate them immediately. This is a bad type of working of the

Railway Ministry. It is in these circumstances that I request the Minister to be calm and not allow himself to be carried away by emotions.

Sir, these socialists first wanted to erase all the English writings on the railway boards just as the DMK people started erasing the Hindi words. That was the job of these socialists. All of a sudden they have become the rulers of this country and instead of becoming responsible leaders still they are thinking in the same manner as they were doing earlier when they were in the Opposition. What were they doing? In 1974 there was daily one strike in the railways and the Congress Government had to work very hard to stop these strikes and also to improve the efficiency on the railways. After the imposition of emergency in this country, the working on the railways had improved considerably. The earnings of the Railways have gone up considerably. Sir, now a Member of the Railway Board and the General Manager of the Railways are allowed to travel in saloons because it affords great comfort to them. They have to go to the work spot and they have to go for inspection purposes. Everywhere you cannot have a guest house or a Circuit House. Sometimes they have to go to forest area and inspect the work while it is in progress. In these places they may have to stay for some days. So, it is only for that purpose that they have to use these saloons. A big fuss has been created that these people are using these saloons whenever they visit any place. It is a very small thing. The officers should have maximum comfort under such circumstances, so also the Minister. If a person stays in comfort, he can give his best. If a Member of the Railway Board or the General Manager of the Railways is not given comforts and if you ask him to travel in 2nd Class compartments and stay in 2nd Class compartments while on inspection or attending to the repair work of a bridge or any other work, I feel that is not proper.

Then, Sir, there are so many Railway bridges which have become old and they are on the verge of collapse. I want the Railway Minister to appoint a Committee so that it may go into a thorough check up of all the railway bridges and suggest measures for repairs, renovation or for constructing new bridges. Now, the rainy season has already started. There may be many bridges likely to be damaged due to heavy rains. It is therefore more imperative that we should take immediate action in repairing these bridges. Later on we should not unnecessarily blame the Vigilance Force, Railway Protection Force and the Line staff. Sir, there are bad people in every walk of life. There are so many bad people among politicians also. That we should not forget.

Sir, in my own State, there were some railway lines that were proposed. But very little has been done in this regard. The proposed railway lines are Nadukuda-Bibi Nagar line and Ramagundam-Nizamabad line. In between Ramagundam-Nizamabad proposed railway line, Pochampadu area is also covered. In between this area, so many mills are coming up. Therefore, the railway lines between Nizamabad-Ramagundam should be completed at a very date. I have another point to make. In all big cities and towns where railway lines are running, there are no over-bridges and on account of this, several buses, cars and lorries carrying goods are detained for hours together. If these vehicles are detained for hours together, then the Railways should pay demurrage charge, especially to those lorry owners who transport the goods from one place to another within the agreed time. Otherwise, the lorry owners have to pay demurrage charges themselves for the delay in transporting the goods. It is the responsibility of the Railways to construct over-bridges if not in all places, atleast in big cities and industrial towns. For Nizamabad city I have been asking for an over-bridge for the last 25 years and at least

[Shri M. Ram Gopal Reddy]

the Janata Government could do it now. We were considering construction of over-bridges in West Bengal particularly in the constituency of Mr. Jyotirmoy Bosu. At that time, it was the Congress Government. Now, the Janata Government has taken over power and they should look into this matter. Thank you.

श्री मोतीभाई धार० चौधरी (बनासकांठा) : माननीय उपाध्यक्ष महोदय, कम समय में भी अच्छा बजट रखने के लिए मैं मंत्री जी को बधाई देता हूँ। खाम कर के उन्होंने जनता की सुविधाओं को ध्यान में रख कर अपनी स्पीच में जो बताया है, जो वायदे किये हैं उन सब को जल्दी से जल्दी पूरा करेंगे, ऐसी मैं आशा करता हूँ। उन्होंने अपनी स्पीच में बताया है कि वह गांधी के बिचारों में बहुत श्रद्धा रखते हैं। गांधी जी को वर्गभेद का अनुभव दक्षिण अफ्रीका में हुआ था। अंग्रेज शासन काल से जो बुराइयाँ चली आ रही हैं उन को 30 साल में भी हम दूर नहीं कर पाये हैं। माननीय मंत्री ने बताया कि वह क्लास-लेस ट्रेन्स जल्दी से जल्दी शुरू कर देंगे। वह गांधीवादी बिचारधारा में श्रद्धा रखते हैं और गांधी जी को ट्रेनों में जो वर्गभेद का भारी अनुभव हुआ था, मुझे आशा है उस वर्गभेद को दूर करने का यज्ञ इनको प्राप्त होगा। मैं आशा करता हूँ कि वह इस पर जल्दी से जल्दी कार्यवाही करेंगे और अपनी स्पीच में जनता की सुविधाएँ बढ़ाने का जो वादा किया है, उसे भी जल्दी पूरा करेंगे।

रेलवे में आरक्षण पाने में जो मुसाफिरों को बुराइयों का अनुभव हो रहा है, उसे भी वे जल्द से जल्द दूर करेंगे। स्टेशनों पर जो गन्दगी का अनुभव हो रहा है उसे भी जल्द से जल्द दूर करने के वे कदम उठावेंगे।

नई रेल लाइनों के बारे में जो उन्होंने सुझाव दिया है, इसमें मैं कहना चाहता हूँ कि अहमदाबाद से दिल्ली तक मीटरगेज लाइन है, वह दो स्टेटों गुजरात और राजस्थान को जोड़ने वाली लाइन है। इतने सालों के बाद भी इसको मीटरगेज में परिवर्तित नहीं किया गया है। इस बजट में इसके लिए 10 लाख रुपये रखा गया है, जो कि बहुत कम रकम है। इस रकम को बढ़ा कर इस लाइन का जल्द से जल्द बाइगेज में परिवर्तित करने के लिए मंत्री महोदय कदम उठावेंगे, ऐसी मैं आशा करता हूँ।

रेलवे के दाबे निपटाने में जो ज्यादा समय लगता है वह भी जल्दी से जल्दी निपटाये जा सकें और भारतीय रेल अधिनियम में सुधार करने की जो बात कही है उसको भी जल्द से जल्द वह सुधारने के लिये कदम उठावेंगे, ऐसी मैं आशा करता हूँ।

अहमदाबाद से आब नक का जो रोड है उसमें सईब गांव के नजदीक इफको फटि-लाइजर का बड़ा कारखाना है और नेचुरल गैस का आयाम का गैदरिंग स्टेशन भी है। वहां पर सैकड़ों की संख्या में ट्रक आने-जाने के लिए भारी भीड़ रखते हैं। वहां पर सीमा-गार के लिए एक ओवर-ब्रिज बनाया जाये। अब तक इस पर ध्यान नहीं दिया गया है, मेरा अनुरोध है कि इस बजट में इस पर ध्यान दिया जाना चाहिए। यहां ओ० एन० जी० सी० का गैदरिंग स्टेशन है जिसमें ट्रांसपोर्टेशन बहुत ज्यादा होता है। इसकी सुविधा के लिए भी इस काम को सीधे हाथ में लिया जाना चाहिए।

माननीय मंत्री ने अपनी स्पीच में बताया कि वह पिछड़े बिस्तार की ओर आवश्यक ध्यान देंगे और नई रेलवे लाइन बनावेंगे। मैं बनासकांठा डिस्ट्रिक्ट की बात करता हूँ, वह बहुत पिछड़ा हुआ बिस्तार है जहां पर

कि लोगों ने रेल नहीं देखी है और उसका फोटो भी नहीं देखा है। वहां पढ़ाई भी कम है, पोस्ट ऑफिस भी ज्यादा नहीं है। वहां पर रेल लाइन की बात कई सालों से चली आ रही है लेकिन कोई ध्यान नहीं दिया गया है। मैं पिछड़े विस्तार की प्रगति के लिए दो लाइनों के बारे में माननीय मंत्री से आशा करता हूँ कि वह इस ओर ध्यान देंगे। एक राधनपुर से हारिज तक और दूसरी कांसा से मिलड़ी तक रेल लाइन होना बहुत जरूरी है।

राधनपुर और पालनपुर के बीच से एक ट्रेन दिन में चल्ती थी एक साल से एकाएक उसे बन्द कर दिया गया है। इसको शुरू करने के लिए कई बार लोगों की तरफ से कहा गया है लेकिन अभी तक इस बारे में कुछ नहीं किया गया। मैं आशा करता हूँ कि बग़ासकांठा जिले के दो बड़े शहरों को जोड़ने वाली इस ट्रेन को जल्द से जल्द शुरू किया जायेगा।

पालनपुर में रहने वाले हिन्दी-भाषी रेलवे कर्मचारियों के बच्चों के लिए शिक्षा की कोई सुविधा नहीं है। उन को वहां से तीस किलोमीटर दूर भावू जाना पड़ता है। चूंकि स्कूल के समय के अनुकूल वहां कोई ट्रेन नहीं जाती है, इस लिए बच्चों का मारा दिन भूखा रहना पड़ता है। इसलिए या तो उन के लिए हिन्दी भाषा माध्यम के स्कूल खोले जायें, या राज्य सरकार और रेलवे विभाग मिल कर वहां के स्कूलों में हिन्दी की क्लासिज़ शुरू करने की व्यवस्था करें।

पश्चिमी रेलवे का हैडक्वार्टर बम्बई में रखा गया है। पश्चिमी रेलवे का कार्य-क्षेत्र ज्यादातर गुजरात में है। गुजरात की ओर से कई सालों से यह मांग की जा रही है कि पश्चिमी रेलवे के हैडक्वार्टर को गांधीनगर में रखा जाये, क्योंकि वहां

सब प्रकार की सुविधाएं उपलब्ध हैं। रेलवे का हैडक्वार्टर जनता के बीच में होने से जनता की सुविधाओं में वृद्धि होगी। मैं आशा करता हूँ कि जनता सरकार जनता की सुविधाओं को प्राथमिकता देगी और पश्चिमी रेलवे के हैडक्वार्टर को गांधी नगर में रखेगी।

छोटी लाइनों पर कई स्टेशनों पर कर्मचारियों के लिए पीने के पानी का इन्तजाम भी नहीं है। मैं आशा करता हूँ कि हर एक स्टेशन पर रेलवे कर्मचारियों के लिए पीने के पानी की व्यवस्था की जायेगी, चाहे उस पर कुछ भी खर्च हो। पीने के पानी की आवश्यकता तो सब से पहली होती है। पानी के बिना कर्मचारी कैसे काम करेंगे, यह सोचने की बात है।

जब किसान अपने खेतों में पानी ले जाने के लिए रेलवे लाइन के नीचे से अंडर ग्राउंड वाटर-पाइप ले जाना चाहते हैं तो रेलवे की ओर से इजाजत देने में बहुत विलम्ब होता है। इस कारण किसानों को लाखों रुपये खर्च कर के ट्यूबवैल लगाने पर भी, उनके खेतों तक पाइप-लाइन नहीं पहुंच सकती है, क्योंकि बीच में रेलवे लाइन पड़ती है। मैं आशा करता हूँ कि ऐसी व्यवस्था की जायेगी, जिससे किसानों को इजाजत मिलने से एक दो साल का विलम्ब न हो, बल्कि एक दो महीने में उनको इजाजत मिल जाये।

इसके अतिरिक्त रेलवे की ओर से रेलवे लाइन के नीचे से 30, 40 फीट की दूरी में पाइप-लाइन ले जाने के लिए इतना खर्चा लिया जाता है, जितना कि किसान का अपने खेत में हजार, दो हजार फीट पाइप-लाइन ले जाने पर खर्चा होता है। रेलवे लाइन के नीचे से पाइप-लाइन ले जाने के लिए ५०० एन० जी० सी० जिस आधुनिक मशीनरी का इस्तेमाल करता है, उसका

[श्री मोतीभाई भार० बोधरी]

उपयोग, किया जाना चाहिए, जिस से खर्चा कम हो। आवश्यकता इस बात की है कि किसानों को समय पर पाइप-लाइन से जाने की इजाजत दी जाये और उससे खर्चा भी कम लिया जाये।

मैं आशा करता हूँ कि मंत्री महोदय ने अपने भाषण में जा बायदा किया है, वह उस को जल्दी से जल्दी पूरा करेंगे।

SHRI JYOTIRMOY BOSU (Diamond Harbour): Sir, I must confess that people should know—I must say this in order to help the railways and the Railway Ministry—that the railways in the country could certainly do much better for the basic reason that the consumption of the raw material like energy is about the lowest for traction in the railways. For the roadways it is twice as much, if not more. In spite of that the Indian railways had been losing freight and passenger traffic continuously and gradually in favour, of roadways and the roadways are greatly foreign investment-oriented and it is far too expensive. I have gone through many documents. I have visited many transport institutes, I was a Member of the Inland Water Transport Committee where we made a thorough study. There is no doubt that railways can always carry freight and passengers besides the river transport in the cheapest way. But why is it that Indian railways are just surviving in this manner? They are not really surviving. Had it been in the private sector, I can tell you that they would have had to go in for liquidation. They will not survive.

When I read in the paper that they reduced the charge on platform ticket, I was really at a loss to understand. It is a pebble in the ocean. What have the railways got to do with platform tickets? Railways do transportation. Their business is not hiring out plat-

forms. After all, what will be the outcome? Don't the Railway Board people know that reducing the charge of platform ticket would mean overcrowding the platforms and the genuine passengers will have much difficulty in getting into the trains? This is how the Railway Board is hoodwinking the country. This is how they advise the Minister. I may tell him, Mr. Deputy Speaker, that the fares of Second Class passengers, the freight of consumer goods, foodgrains and other essential items could have been substantially reduced and the workers could be given a need-based wage. But alas! Sir, the Board, the friend of the people, have again produced that piece of document which, to my mind, is not worth its salt. The railway is the largest public sector venture in the country and its influence on the country's economy is very great. The country's economy is wedded to the functioning of the railways. But what the railway is today? It had been till the other day a bunch of leaderless mass. They give a value to the railways' assets which I say is grossly an under-valuation. I say it is more than twice as much. In spite of that, they have not been able to acquire the services of a genuinely academically educated transport economist. Who looks after the economics of the railways? He is a finance commissioner. What is he? An auditor or an Indian Civil Service man. What does he know about the functioning of the railways and its economics? What does an Indian Civil Service man know about transport economics? If the transport economics was not something very important, then even the most well-known universities in the world would not have started teaching transport economics. They have not been able to get the services of a transport economist. What I want to ask the hon. Minister who oversees the functioning of the Railway Board is; you have a Chairman as a Mechanical Engineer. He constantly thinks about augmenting the mechanical side of the railways. You have a civil engineer.

He thinks about reinforcing the bridges. He cannot think beyond that. You have an electrical engineer. He thinks about electricity. You have an operationman. He thinks about the operational facility. But who is there who can oversee the whole thing and say to the electrical man: "No; you cannot do it; it is uneconomical" and to the operation man also, "You cannot do it." It is absolutely an Augean stable, utterly mismanaged. The Indian economy is being ruined by the Indian Railways. There is no real planning for to-day, tomorrow and the day after. Growth, genuinely is insignificant; next to nothing; and the operation is so miserable. And that has created regional imbalances. Take, for example, Assam, the casualty of the national catastrophe, viz., the Partition. What have you done about them? Have the Railways no duty?

17 hrs.

Mr. Deputy Speaker, Sir, kindly have a rail journey in Assam and then come back; you will hear me more carefully. You are now hearing me. I am not accusing you, Sir.

MR DEPUTY-SPEAKER: I have had such a journey.

SHRI JYOTIRMOY BOSU: The railway track which goes near Aizawl—for how many years is it kept pending? You are only sending security forces to shoot people. You cannot give them a railway. What happened to Nagaland? What happened to Arunachal? The Railway Board's chiefs were anxious about feathering the nests of Kamalapati Tripathi. Viability is no question there. It is a matter of deep shame. These human beings, spineless self-seekers have ruined the country. They have ruined the Railways. (Interruption).

I will come to it. Now about the climax of over-capitalization. There is no analysis regarding the increase in revenue. Two things are very simple. You have to increase your

revenue and decrease the expenditure without affecting the job opportunities. In this country where there are millions and millions of unemployed, you cannot touch that sphere; but what about other spheres? No scientific functioning is there. The vital thing in any transport business is the tare pay-load ratio. An ambassador car weighing 15 maunds carries a pay-load of 7 or 6 passengers during normal times; during election times it carries 10 passengers. What is the weight of the pay-load? 15 maunds or 20 maunds. What is the ratio?

You come to a first-class coach. What is the weight of the shell type? Is it 45 tonnes—if I am right?

PROF. MADHU DANDAVATE: 50 tonnes.

SHRI JYOTIRMOY BOSU: The weight of 55 tonnes relates to the other one. The latest variety, I am told—if that is not falsehood—in the RDSO, is 45 tonnes. All right; 1200 maunds. What is the pay-load? How many berths? Twenty-eight. All right; you carry 100 or 150 maunds. Your energy consumption is for 1200 maunds. Your pay-load is for 100 maunds, or 120 maunds. Do you want to run your railways this way?

I have been barking—not harping—for double-decker railways, for God knows how many decades. I went to RDSO. They said: "The proto-type, the model, the duck is not laying the egg." Am I to understand that the road transport lobby has penetrated the right place and greased the right people? That is my suspicion. Not suspicion; I am positive about it.

Now, what about aluminium coaches? Why should aluminium be used for making furniture, windows etc.? Why not for rolling stock? There is no research. I had a talk at the RDSO. I spent one whole day as the Chairman of the Public Accounts Committee; and I came back as a

[Shri Jyotirmoy Bosu]

much, much disappointed man, because everybody's answer was 'No'. I asked them: "Do you propose to use the wind pressure on what you can easily get in a running train? Have you done any research on it?" The reply was: "No, Sir." Again, "Are you doing any research to generate electricity from the rotation of the axle?" and the reply is "No, Sir." Then, "Have you seen the civil construction specifications as laid down by the British which are much too conservation, i.e. when the cost of men and material were much lower? Again "No; Sir." What are they doing? We give Rs. 4 crores or Rs. 3.5 crores a year to the RDSO. It is a dumping ground for unwanted officers. This is what they are doing. What about captive thermal plant at the coal mine itself? Mr. Dandavate, you owe an explanation. Have you mooted the idea of building captive thermal power plants in the coal mine itself? Why do not want to carry coal for thermal power generation miles away?

Do the Railway Board not understand simple things? How much does dieselisation cost? I can give an analysis. By dieselisation you have got nothing at all, except you drained out hundreds of crores of rupees to the Yankees. You paid for the patents, you paid for the designs and you bought them. Now you are depending, and you have to remain dependent, for importation of crude. This is the doing of the Congress regime for the last 30 years. That has to be axed right now. If am you, I will do it the next day. Show no mercy at all. It has been clearly established by the report of the Public Accounts Committee that though dieselisation has cost the country's exchequer several hundreds of crores of rupees, it has not benefited the railways at all; perhaps very little. That is one side.

Coming to the other side, we have seen in the past dishonest Ministers, dishonest and self-seeking senior

officers, Railway Board members. I am glad to say that I have nothing against the present Chairman of the Railway Board. I am mentioning this because I do condemn a man, if he needs to be condemned. But if a man does not deserve to be condemned, I will mention that he is not a man who needs to be condemned. But there are others who are self-seeking. Take the case of the General Manager, Eastern Railways at that time, who is now Member, Transportation. He was the General Manager at the time of the creation of the Mughalsarai Division. What is the economics of the Mughalsarai Division? What is its justification? What have you got out of the creation of the Dhanbad Division? Pleasing one Minister? Do not cut jokes with us; we are not a bunch of idiots sitting in this House. It was done to please the then Minister, Shri Kamalapati Tripathi, of course for a return, for promotion, cash in kind. It is not economic. So, the manipulation started. The viability, discount cash flow for Varanasi-Katni line conversion from metre-gauge to broad-gauge was earlier worked out as 0 to 1 per cent. It was fraudulently made to show 14.5 per cent. Naturally, the General Manager must come to the Railway Board whether he deserves it or not. I am told that he never himself aspired or thought that he was good enough to make the grade. Still, that man has been brought here because he pleased the Minister by creating the Mughalsarai division, which was not necessary.

We say that U.P. is a backward State. The Congress rule for 30 years has kept the entire country backward. UP is certainly backward. To deal with that the members of the Railway Board have with them the report of the Public Accounts Committee, 171st report of 1974, where it has been clearly stated that since the construction of new lines in hilly, backward and under-developed areas is essential for the economic development of those areas, the Committee

desires that the general revenue and the Government should subsidize the railways in the matter of construction. This is a clear indication. Either you scrap the PAC or accept their report. We are not going to allow the Railway Board to sit in judgment over the PAC. This is a clear indication. By this formula alone, the UP Government could have got the railway lines, because we have recommended it.

The creation of the Mughalsarai Division, costing Rs. 2,44,38,000 was done to grease the palm of the former Railway Minister and to do a little bit of justice to the person concerned, namely, the then General Manager of the Eastern Railways, now a Member of the Railway Board. These are the officers who are ruining this country. What are the increasing overheads? What does he say in his letter? It is very interesting. In his D.O. Letter No. dated 10th November 1975 addressed to Shri Bery, what does he say? In the second paragraph he says:

"Thus, it will be seen that the work at the proposed Mughalsarai Division will be managed entirely by readjustment of staff from existing divisions and even the cost of the extra gazetted posts will be more than covered by matching surrenders of clerical posts."

You are cutting the clerical jobs to create superior jobs. That is the socialism of the Railway Board. Please note this very carefully. They are snakes in the grass, they will bite you when they get the opportunity. If I read out the whole letter it will amuse the whole House. Barrels of good petroleum grease were bought and rushed to the hydraulic service station. I do not know how much grease Mr. Tripathi absorbed in his body, but the Railway Board had the full quantity.

There is none to supervise these things. The Financial Commissioner is an audit man, and I gather he was the choice of the Congress Minister.

There was one "Bahuji" a very powerful lady, controlling the railways. This gentleman superseded 100 persons. We want to know specifically what special qualifications he has got which justified this.

The Eastern Railway Financial Adviser in the same manner also reproduced his master's voice, and asked: "When the Minister has said so, what audacity has the department to ask him for the justification?" These are the officers we are having. How much money have the poor people to pay to maintain this lot?

There was a Cabinet ban on the railways undertaking peripheral liabilities. Has that not been ignored in the case of the Mughalsarai project?

You are having a degree college there. By all means, have it, but you cannot meet the minor requirements of 80 ATP schools for the children of Class III and Class IV. I hang my head in shame that we have a Railway Board which is capable of doing only this. They are a bunch of dishonest people, the whole lot of them, they are hand in glove with the contractors.

What about the microwave facilities for the Sahebganj loop and CIC section? Whose palm is being greased there? Is it a top priority project for the country? I would like you to cover this in your reply.

What about this massive diesel shed at Patratu? How did it get top priority? But there is no money for the railway line from Budge Budge to Diamond Harbour to Namkhana. My letter to the railways was immediately passed on to RAW by Mr. Simore. Because this railway line passes through Mr. Bosu's constituency, it had to be stopped.

PROF. MADHU DANDAVATE: You are referring to the old letter I believe.

SHRI JYOTIRMOY BOSU: Yes, nothing is meant for you.

[Shri Jyotirmoy Bosu]

This is the General Manager we had. This General Manager the other day was lavishly hosted by the Central Jute Mills when he was on an official tour of Budge Budge and Calcutta. Who are these Central Jute Mills? The Sahu Jains. And who are the Sahu Jains? Shanti Prasad Jain and Ramakrishna Dakmia, both sentenced to imprisonment on criminal charges recently. This General Manager goes and he is lavishly hosted by this Sahu Jain group. Then, he, his family and entourage, a whole lot of people, have a launch ride on the river. The launch is provided by a contractor. I would like you to get this matter examined and send it to the Vigilance Commission, and also reply to the House whether my allegations are correct or not.

I would also like to know whether this General Manager, who is now Member, Transportation, while he was Divisional Superintendent of Bilaspur, was involved in a serious scandal and as a result a junior engineer and his wife had to be transferred to Calcutta. I am not going any further into that as it will be in bad taste, but under similar circumstances, one General Manager of the Diesel Locomotive Workshops at Banaras was forced to resign.

What are you going to do about that man?

About store purchase, a very interesting thing came to light. The IBM are having attractive female salesmen. They never leave the Railway Board office. Crores of rupees were drained out of the Railway fund for two IBM companies because they wanted to please somebody.

I am charging that the capacity of the Kanchrapara Workshop is not utilised in order to favour some contractors by Member (Mechanical). Items requiring manufacture in the Workshop are deliberately entrusted to certain favourite firms at unecono-

mical rates keeping the capacity in the Shop under-utilised/particularly idle. Repair works entrusted during the last two years are:—

Repair of Armatures—91.87 lakhs
Conversion of silicon rectifier—51.87 lakh, etc. etc.

What is your relationship with Hatim & Co.? How many things have changed hands, I would like to know?

There is an officer in the Railway Board whose son is working in the Jay Engineering Works. He has been asked not to negotiate with the Jay Engineering Works. But at the right time and at the right place, this was done. Jay Engineering Works was given contract for fans.

In the Eastern Railway, there is one Mr. Shanti Bose, Chief Public Relation Officer. There is a vigilance case against him. But he is still there. Why? Because he has got the protection of the Congress Party.

What is happening to Calcutta underground railway? Let us have an assurance on the floor of this House from the Minister as to how many decades it will take to complete this.

What has happened to Howrah-Amta railway line? And what about the doubling of Budge Budge railway line? This is the most densely populated area. I have been saying since the time of Shri Gulzarilal Nanda that between Barwipur and Calcutta and between Budge Budge Calcutta there should be a 15 minute shuttle service where the ticket is sold in the train itself. But the Railway does not move.

It is really ridiculous to find that the railway fare between Sealdah and Dum Dum is Rs. 2.75 whereas the bus fare is Rs. 1.25, and you still want the Railway fares to go up.

There is terrific under-billing of freight. There is manipulation in weight and rates. When the loading

is 22 tonnes, the invoice is made of 19 tonnes. A box type wagon is reduced to one-third or one-fourth. We have got enough details. This has become a constant practice in the Railways with the connivance of the top people.

Victimisation cases are still pending. You said this morning that you require hearty cooperation. True, without that you cannot move an inch. But what are your field officers are doing? The General Managers, the Personnel Managers and others, what are they doing? They are still treating the workers as slaves. Now, they must be worked like slaves.

What is the size of your commission catering bearers? For a public sector project you are having people whom you do not pay at the end of the month. You want better service from him but you do not pay him at the end of the month. If he does not get his pay his family will starve. In this way, you cannot expect better service from him. These catering commission bearers must be made permanent with retrospective effect and they should be treated as railway employees.

I have given constructive suggestions and I have also revealed certain things. I do sincerely hope that the hon. Railway Minister will take note of them and take remedial measures.

SHRI P. ANKINEEDU PRASADA RAO (Bepatta): Mr. Deputy-Speaker, Sir, the Railway Budget Presented by the hon. Minister has nothing new in it. It is old wine in new bottle. It is the same old budget prepared in the old manner by the Railway Board and presented to the Parliament. Perhaps, the hon. Minister might not be having enough time to go into the details of it.

Specially when the new Minister took over and when the new Government took over, the people expected much from the new party. There were the statements of the new

Minister that the Second Class passengers and the ordinary citizens of the country will get some benefit in the new Railway Budget. But, unfortunately, the only benefit that is given is the reduction in the price of the platform ticket. It is really a benefit to the affluent sections of the society who normally go to the station to receive their relatives or guests or friends. No common man can afford to go to the station to receive a guest and bring him home by spending more than Rs. 5 or Rs. 6 for going to the station and coming back home. This has turned out to be a benefit to the affluent sections of the society.

Everything is said about the railway workers. Being a trade unionist and a supporter of them from the beginning of his political career, the Railway Minister might have taken enough and better care of them. But about the common man, specially the Second Class passengers, I have to say that he has forgotten them.

What are the new facilities and amenities provided in the Railway Budget for the Second Class passengers? Even the funds for providing amenities to the Second Class passengers have not been increased. But for providing a berth at some cost to Second Class passenger who travels in a fast train for a long distance, very little has been thought of for providing other facilities, like, giving him drinking water, giving him better food and serving him in a proper way. When he goes to the railway station to purchase a ticket, the ticket issuing authorities should guide him properly. But that has not been thought of.

As far as the reservation part of it is concerned and the preparation of the list of Second Class passengers travelling by long-distance trains is concerned, if you go to the station, you will find that it is put up on the board just 1 hour or 1½ hours before the departure of the train. It contains the names of about thousand

[Shri P. Ankineedu Prasada Rao]

passengers. All these thousand passengers have to check up the compartment number and the seat number. There is a lot of hue and cry there. When we travel by First Class, we can easily see our names on the board. But in the case of accompanying person who travels by the Second Class, if we want to search his name in the list of Second Class passengers, it takes an hour or even more. Sometimes, a Second Class passenger misses the train also. Something must be done in this respect. If possible, on the ticket itself, the compartment number and the seat number may be indicated, as it is done in some other countries. It is not difficult to give the compartment number and the berth number on the ticket itself. It will remove the worry of the passenger. If that is not possible, you should put up the list of Second Class passengers on the platform at least six hours before the departure of the train so that the passengers who want to search for their compartment number and the seat number can do it a little bit easily.

About the long-distance passengers travelling by Express and fast moving trains, something has been done by neglecting the local trains and the Passenger trains. Practically, there is no improvement in the maintenance and the running of passenger trains and also in providing the necessary facilities in these trains which serve the need of the common man in the country. The people are generally developing a sort of apathy to the railways to travel for short distances. Either the trains come late or there are no proper facilities in the trains. That is why the people are now turning towards the road transport.

17.22 hrs.

[SHRI S. D. PATEL in the Chair]

About these passenger trains which serve the needs of the local common

men at a low cost, unless their services are improved, conditions in the railway compartments will remain the same. We are seeing that improvements have been effected only at the stations in the big centres, big cities and not at the small stations, way-side stations where the rural public has to get into the trains. No improvement has been done at those stations and it was not thought of in this budget.

In order to catch a fast train, the second Class passengers have to take a local train. These local trains do not reach in time with the result that they have to start from their houses one day earlier in order to catch the fast train. It means it takes another 24 hours to come by the passenger train to catch the fast train because the connecting train never reaches in time.

Take, for example, Andhra Pradesh. The maintenance and improvement of railway was neglected in this province. The railway used to run in several sectors. Now a zone has been formed which is called the South Central Railway. But very little improvement has been made in these lines. The only station in the South Central Railway where all these fast trains stop is Vijaywada. People from several parts have to come to this station to catch any fast train. No passenger train reaches Vijaywada station in time. I specially made a note about Madras Vijaywada passenger train. These trains normally reach this station late by six hours. I request the Railway Minister to get particulars about it and see that the people need not wait for 3-4 hours every at the railway stations for the trains to come.

About Vijaywada Madras Section, this is going to become one of the heaviest traffic sections. It was thought to be electrified. But this programme of electrification is a slow programme. Even adequate fund was not provided though it was ex-

pected to be completed in 1979. Only Rs. 610 lakh has been sanctioned this year and the balance of Rs. 1390 lakh has to be spent before 1979 and this track has to be completed. Similarly, there is the other section which is called the Madras-Gudur Section. Though it is expected to be completed as per schedule, that is, by September 1979, only Rs. 220 lakh was provided this year. Another Rs. 900 lakh has to be spent before 1979. I do not know how it will be possible for the Government to provide so much of fund and complete this project. While completing the Vijayawada Madras Section electrification so many fast trains are introduced on this line. This railway conveyance has become a nuisance for the local public. This track runs through the heart of many towns starting from Vijayawada to Madras where there are several level crossings. Due to heavy traffic on this line, out of 24 hours, 18 hours these level crossings remain closed. No provision has been made in the budget in this respect. This year, only two over-bridges were sanctioned on this line. The Railway Board did not think of sanctioning over-bridges and providing other facilities for the passengers to travel by fast trains. At the same time, it should not hinder the road traffic. It should be done in such a way as would not waste the time of the rural public at the railway crossings.

I was assured by the railway authority that a railway over-bridge at Nidubrolu would be included in the 1977-79 budget, but I find that it has not been done. I would request the hon. Railway Minister to make a note of it, get it examined and see that at least in the next year's budget it is included.

Bibinagar-Nadikudi railway line, which is one of the important railway links, which is a bypass from north to south, which passes through the developing Nagarjunasagar area, has to be completed very fast. Un-

fortunately I see only a provision of Rs. 1 crore in this year's budget. As per the proposal of the railway authorities, it has to be completed by 31st March 1980. In another two years, Rs. 12 crores have to be spent. A very meagre amount has been allotted for this year for this Bibinagar-Nadikudi railway line. Unless it is expedited, we would not get relief from the congestion of north-south traffic which we are now having at Vijayawada Station.

With these few remarks, I conclude my speech. and I thank the Railway Minister for the patient hearing he has given me.

SHRI VINODBHAI B. SHETH (Jamnagar): Mr. Chairman, Sir, first of all I would like to congratulate the hon. Railway Minister, Prof. Madhu Dandavate, for giving us a Gandhian budget for the Railways. Much is talked about Mahatma Gandhi so far as the budget is concerned, but I am disappointed to find that there is no provision in this budget for the line from Viramgam to Porbandar which is a conversion line—for the birth-place of Mahatma Gandhi. Of course, the conversion from Okha to Viramgam is being taken up this year. Rs. 6 crores have been earmarked for this year out of a total of Rs. 42.93 crores earmarked for expenditure under this head; Rs. 16.98 crores have been spent in the previous years; a provision of Rs. 6 crores has been made for this year; and Rs. 19.97 crores are to be spent afterwards. I would like to draw the very serious attention of the House to the fact that this conversion line should be done, not in a piecemeal but at a stretch, and that much more funds should be allocated this year. I have personally seen that a part of the earthen work which has been done for the railway line has been washed away in the monsoon. It is a huge loss to the Government, to the railway administration. I would request the hon. Minister, through your good offices, to see that

[Shri Vinodbhai B. Sheth]

the conversion line, if not upto Okha at a stretch, is made at least upto Kanalus during this year. Kanalus is the place from which the bifurcation takes place for Porbander. Otherwise, the very purpose for which the conversion takes place will be defeated. The purpose is to boost the export of industrial output from northern India, Gujarat, Madhya Pradesh, Rajasthan, etc. The export is done through the ports of Bedi, Okha, Porbander and Veraval. These are the intermediate ports. Kandla is also there; this is a major port of the Central Government. In Jamnagar, itself the production of minerals is to the tune of 16,18,810 tonnes and that of agricultural inputs is to the tune of 7,14,898 tonnes. This suffers due to the transport bottleneck at Viramgam. We have seen the railway passengers suffering when they come from Saurashtra, Gujarat and onwards. The Saurashtra Express reaches Viramgam Station at 3.30 A.M. We cannot sleep or travel comfortably from Saurashtra to Bombay. This transshipment bottleneck should be removed at the earliest.

I fully agree with the view expressed by Shrimati Parvathi Krishnan that there should be coordination between the ports, the railways and road transport. There is now competition between them and I fear that a time will come when road transport will adversely affect the railways. Road transport will be better placed because it is run by the private enterprise. The Railway Ministry will have to think about this seriously and perhaps advise the Government to nationalise the Road Transport Corporation of India just as the Railways have been nationalised. Of course, the road transport is more effective and efficient and I think the Railways should not lag behind.

I congratulate the Railway Minister for keenly thinking of the new line

which has been a long-standing demand of the people of Bhavnagar. The earlier it is taken up the better and this new Ahmedabad to Delhi line should also be included in the present budget; this is also a long-standing demand of the industry and trade of Ahmedabad.

Another thing is that there is only one First-Class and Second-Class coach from Okha to Delhi. This is hardly sufficient. It is used by the Army, the Navy and the Air Force besides the workers who go on pilgrimage. I would request the Minister to provide more accommodation for the travellers in the Second-Class rather than the First-Class from Jamnagar to Delhi.

There is continuous complaint by the personnel working in Hapa. Hapa is the biggest marshalling yard in Gujarat and those working in Hapa go by the shuttle service. They are however being charged for this whereas in the case of other such services there are no charges. I don't know why this discrimination should be there.

I am happy that Rs. 65.62 crores have been ear-marked for providing more facilities of staff welfare. I would request the Minister to first provide drinking water in this place as there is no good drinking water in Hapa. These railway employees are merely asking for drinking water whereas in some villages in foreign countries which I have visited there are televisions and other such services. And I hope that the Minister will provide other such facilities like the library etc. as are provided on other lines.

Then, there is a rest house at Kam-bhalia for the railway employees on duty. A person who is on duty for one day has to be away from his family for four days. This is a penalty for the members of the family. I hope the Minister will look into this. There is one thing more. In Jamnagar there is a workshop

which is giving very good results. I don't know why it is proposed to wind this up when the landlord has also agreed to give it on lease for another five years. The employees are being threatened with transfer to some other place. I would request you to continue the workshop. It is being threatened that the workshop is likely to be shifted to Ajmer or some other place. I would request the hon. Minister to continue the workshop there.

Now, Jamnagar is producing 30 per cent of the total production of salt in the country. There is a huge production of Bauxite, oil cakes and other things in Saurashtra, but the availability of wagons is a constant headache there. Wagons are available, when goods are not there and wagons are not available, when there is accumulation of goods. There is a constant complaint in this regard in Saurashtra. I would request the hon. Minister to see that wagons are allotted in time to solve this problem.

Nobody seems to have bothered about the suburban service in Bombay. I have myself travelled in the third class compartments, now made second class. They are very much over-crowded. You cannot enter into them and once you enter, you cannot come out. There is no guarantee of sitting accommodation, there is no guarantee of standing accommodation and there is no guarantee of life sometimes in the suburban railways. There have been so many accidents in the suburban railways. I would request the hon. Minister to look into the plight of the poor Bombayites.

Much has been said about the Railway Board. I do not know, whether the Railway Board gives instructions to the Minister or the Minister gives instructions to the Railway Board. I do not think, they are running parallel. There should be better coordination between them.

Shri Qureshi mentioned about the introduction of double-deckers in the

Railways and the Railway Minister himself has also promised to reduce the congestion by the introduction of double-deckers. I am sure they would fully go into this question and find out whether this is technically feasible or not.

Now, about the underground railway projects, I would not like to repeat what has already been said.

There is a huge railway indebtedness to General Reserves to the tune of Rs. 440 crores. This is a matter of great concern. I think, we can reduce this by an efficient, uncorrupted management by the administration.

Much has already been said about the quality of food served in the railways. I would only request that catering department should be periodically inspected by Vigilance so that the quality of food supplied in the railways is constantly improved.

Railways are the arteries of our transport system. There are 3,95,260 wagons. Let us keep all the wagons moving at the optimum level and serve the community at large. Every effort should be made in this direction and that would give us good results.

A lot has been said about the late running of the trains after emergency. However, the fact is, that the trains are running very much in time and sometimes these are running a bit earlier. I have got my personal experience in this regard. Once I could not receive my wife because the train had reached before time. This creates family complications sometimes. So, this complaint is not genuine.

The idea of classless trains is a good idea. Let us try it and see how it works.

Now, there is a triangular attack on the railways by the buses with a better transport service, by trucks having efficient service and the airlines. It is, therefore, of utmost importance that the railways should function more efficiently, so that

[Shri Vinodhbhai B. Sheth]

people begin to prefer it as against other modes of travel.

I would also suggest that the blind and handicapped persons should be allowed to travel free on the railways.

Now, about the Railway Protection Force. Sometimes, it is noticed that they work hand in glove with the culprits. This is my personal experience. My wife's uncle died while he was travelling in the train. The incident happened in November, 1975 last, there is no clue how he died; all his luggage was also lost. As I was a minister in Gujarat, I could get the body of my uncle-in-law, otherwise I would not have got that also. Railway Protection Force is an important part of the Railways. It needs to be properly organized.

Shri Pai, during his speech, complained that the Indian Railway Year Book 1975-76 was published so late. I would like to ask him, why this book was not published in 1975-76 itself, when he was the Minister. He said that he worked only for nine months, but he could not deliver that even then.

Lastly, I would once again congratulate the Railway Minister for his railway budget.

DR. VASANT KUMAR PANDIT (Rajgarh): I rise to congratulate the hon. Minister of Railways for presenting a positive, balanced and optimistic budget.

One hon. Lady Member of the House said that the Budget is colourless and odourless. May I say that it has become odourless on account of the great effort put in by the Railway Minister to remove all the stink in the railways which he inherited from the previous Congress government. It has also become colourless because it was so dark and black due to corruption and misdeeds of the

Congress Government and the hon. Minister had to do a lot to make it colourless. Now, the budget has a positive content and it has a Social content which is meaningful and purposeful for the future. I would tell the entire House that on the basis of the solid norms which he has now laid down, the future budgets will be definitely colourful and fragrant.

I must congratulate the hon. Minister, Prof. Dandavate for restructuring the Railway Board and also taking on hand the amendments to the age-old, almost a century-old, Railways Act of 1890.

A lot of things have been done for the travelling public. I come from Rajgarh in Madhya Pradesh which, unfortunately, is untouched by the railway network. Recently, a small line has been started which touches only the periphery of my constituency. My constituency is a very backward area. It is an under-developed area and a lot needs to be done by the hon. Minister to spread his network of railways, so that there may be some development in that area. I have tried to induce some industrialists to come there, but, unfortunately, there is no infrastructure. It becomes a vicious circle. Therefore, I would beseech the hon. Minister that when he is thinking of having new lines, to think about one line which I would suggest and which will go from Ganj-Basoda to Sironj, Lateri, to Maksudangarh and to Biaora. He should also join the Guna-Maksi line which is at present working, on the one side to Bina and on the other side extend it to Ujjain and Indore so that the entire circle may be complete and transportation of the people, the under-developed people, the backward people of my area becomes easy. Sir, during the monsoon the entire area is cut off and we have, therefore, to store provisions for 2-3 months in the area because of the Parvati river which can not be crossed. Even the State transport comes to a stop. These are the conditions there. Therefore, I would

suggest to the hon. Minister that when he is finding out ways and means to have new railway lines, he should think of my area also. Unfortunately, lack of finance always comes up as an excuse. But I would suggest, let there be an Experts Committee not necessarily of the railway officials, because they have not been oriented to have the social import of the budget. The hon. Minister has given a social import and social content to the entire Budget. It means that only the profitability and the commercial viability of the line should not be taken into account. Railways are a public service unit, a service corporation. That aspect also should be borne in mind. Therefore, the railways must provide for a network of railways in areas which are inaccessible and areas which have been neglected for the last 30 years and areas which cannot be developed unless there is a railway line nearby. In my constituency for 30-40 km. You will not find a single railway line.

I would further suggest that on the railway line which has been started there, the trains reach the stations at late midnight and so people have to stay in the station overnight as the towns are 10-12 kilometres away from the station. I would suggest that out-agencies should be started in the cities so that people can book their tickets and goods there itself. I have also written a letter regarding water supply in Baisara station. There tubewells have been sunk spending Rs. 7 lacs but not a drop of water could be found. There is a river flowing by the side of the station. By building a dam, it can be a composite project with the municipality, with the State Government and with the Railways. It would provide ample water and Baisara can become a big centre for carrying goods.

I come to Bombay now. I also belong to Bombay. Bombay is a vertical linear city. There is a big traffic

early in the morning from north to south and early in the evening from south to north, completely creating a stage of congestion. The Railway experts have predicted that there will be explosion of traffic. For the last ten or fifteen years I have been agitating as a Member of the Assembly to have underground Railway. Nothing has been said in the Report about the underground Railway. Naturally, the excuse will be that of money. May I tell the hon. Minister to invite world tenders, or to get assistance of the World Bank, or to start a Corporation, or to do anything he likes because the entrepreneurs are not less. Many will come forward. Let there be a lease for 30 years. The Railways can take it over after that. But this question cannot brook delay any further. The idea was conceived ten or twelve years back. The cost has gone up by 120 per cent. But we are still thinking about it. Expert surveys have already been done. Surveys from foreign countries have been done. A dynamic Railway Minister like Prof. Madhu Dandavate should apply his mind seriously, frame the proposal and get finance from the World Bank. The World Bank can finance the whole thing. There are several entrepreneurs also in India. This project can be taken over after thirty or forty years. But the question of money should not come in the way because Bombay will otherwise suffer very badly.

We call Bombay people as 'Sunday Fathers'. The parents start early in the morning when the children are sleeping. When they come home they find the children sleeping. The children only see their parents on Sundays. You stop this by taking up underground Railways as an important item on the agenda.

I once again congratulate the hon. Minister for Railways for having given a meaningful and purposeful Budget. Let him appoint a Committee consisting of some Members of this House to go to under-developed areas, find out the routes which have been neglected so that in the next

[Dr. Vasant Kumar Pandit]

five years at least some of these lines could be taken up.

Government is already sized of the social import which this Gandhian Budget has got, without creating a bogey of profitability of the line.

श्री दुर्गा चन्दा (कांगड़ा) : सभापति महोदय, रेलवे मिनिस्टर महोदय ने रेलवे का जो बजट पेश किया है, इस की प्रतिक्रिया जो अखबारों में देखने में आई है, उस से मालूम होता है कि भारत की जनता पर इस का जो असर है, वह बहुत हार्टनिंग, कन्सोलिंग और हीनिंग है। आज तक जिस बजट पेश होते रहे हैं कांग्रेस की सरकार के वक्त में, आधे-साल कोई-न-कोई बोझ जनता को उठाना पड़ता था, लेकिन इस बजट में ऐसी कोई बात नहीं है।

सभापति महोदय, मैं हिमाचल प्रदेश के बारे में यह कहना चाहता हूँ कि यह पहाड़ी इलाका होने की वजह से कम्यूनिकेशनल तरीकों से बहुत कट घाफ है और इन की तरफ पूरी तबज्जह नहीं दी गई है। हिमाचल प्रदेश में पठानकोट से जोगेन्द्रनगर तक एक नेरो-गेज लाइन है और सन् 1928 में जब जोगेन्द्रनगर में पावर हाउस बना था तो एक चार साल के अन्दर प्रिंसेजी सरकार ने वहाँ पर लाइन बना दी थी और करीब 170 किलोमीटर लाइन उन्होंने बनाई थी लेकिन हिमाचल प्रदेश में जब पोंग डैम बनाया जाने लगा, तो उस में 20 किलोमीटर लाइन डैम में मगमज हो गई और उस को री-कंस्ट्रक्ट करने के लिए, उस को री-एलाइन करने के लिए हमारी कांग्रेस सरकार ने 5 साल लगा दिये। इस का मतलब यह हुआ कि 170 किलोमीटर लम्बी लाइन

बनाने के लिए केवल चार साल लगे और 20 किलोमीटर लाइन में पांच साल, और इससे हिमाचल प्रदेश के लोगों को बहुत तकलीफें इस दौरान उठानी पड़ी। उनको बहुत महंगे भाव पर जिस और दूसरी जरूरतों की चीजें खरीदनी पड़ी और उन की पैदावार को भी बहुत नुकसान पहुंचा। अभी दो, चार महीने हुए कि वह लाइन फिर चलनी शुरू हो गई है लेकिन इस पर सिर्फ दो ट्रेनें ही चल रही हैं। पहले उस लाइन पर चार ट्रेनें चलती थीं और अब उन दो ट्रेनों में से एक को एक्सप्रेस कर दिया गया है। पहाड़ी इलाकों में नजदीक नजदीक स्टेशन हैं और दूरदराज के इलाकों को वे मिलाते हैं, इसलिए मैं ऐसा समझता हूँ कि एक एक्सप्रेस ट्रेन जो वहाँ पर शुरू की है, उस को नार्मल ट्रेन यानी पैमेन्जर ट्रेन के रूप में चलना चाहिए। ऐसा न होने से वहाँ की पहाड़ी जनता को बहुत तकलीफ है। वहाँ पर जनता को दुगना बोझ बर्दाश्त करना पड़ता है। बसों और रेलों के किराये दूसरी जगहों के मुकाबले में बहुत ज्यादा चार्ज किये जाते हैं। पठानकोट से जोगेन्द्रनगर का जो 170 किलोमीटर का माइलेज है, उस को तीन गुना गिना जाता है और इस तरह से रेलों में फेयर और फ्रेंट तीन गुना चार्ज किया जाता है। तो मेरा कहना यह है कि ये पहाड़ी इलाके जो हैं, जो कि बहुत पिछड़े हुए हैं और जहाँ पर आय के साधन बहुत कम हैं और जो ज्यादा भाव पर चीजों को खरीदते हैं, वहाँ पर लोगों से जो ज्यादा किराया लिया जाता है, इस के बारे में रेलवे मंत्री महोदय सब करायें। वहाँ पर पैमेन्जर्स का सब होना चाहिए और हिमाचल प्रदेश में सब से बड़ी जरूरत यह है कि जो नेरो-गेज लाइन है, उस को मीटर-गेज या ब्राड-गेज में तब्दील कर दिया जाए। इस के अलावा वहाँ पर जो रेल लाइन है उस को जोगेन्द्रनगर से मंडी तक एक्सटेंड किया जाए।

18 hrs.

मैं यहां पर यह भी बताना चाहता हूं कि भूतपूर्व रेल मंत्री श्री एल० एन० मिश्र ने नंगल डैम से तेलवाड़ा तक एक रेलवे लाइन का उद्घाटन किया था और वह स्कीम संवर्धन भी हो गई थी। उस का उन्होंने उद्घाटन भी कर दिया था लेकिन रेलवे बजट को देखने से और मंत्री जी की स्पीच पढ़ने के बाद, मुझे उस नई रेलवे लाइन का कोई प्राविजन इस बजट में नहीं दिखाई दिया। उस लाइन को नई रेलवे लाइनों में गिनाया जाएगा या उस पर कोई काम शुरू किया जाएगा, ऐसी कोई चीज मुझे बजट में या मंत्री महोदय की स्पीच में दिखाई नहीं दी है। 25 मैकगंठ लाइनों को चालू करने के लिए और तीन नई रेलवे लाइन बनाने के लिए मंत्री जी ने जा प्रावधान दिया है, उन में उस लाइन का कहीं नाम नहीं है। इसलिए मैं मंत्री

महोदय से निवेदन करूंगा कि नंगल डैम से तेलवाड़ा तक की लाइन के लिए मंत्री जी प्राविजन करें और सप्लीमेंटरी बजट में वह धाना चाहिए और वह काम शुरू होना चाहिए। हिमाचल प्रदेश में रेलवे लाइंस का और भी स्कोप है। सर-मोर जिले में यमुनानगर से, पटुंटा तक का जो एरिया है उसमें एग्रिकल्चर और इंडस्ट्री दोनों के लिए रेलवे लाइन के एक्सटेंशन का स्कोप है। अध्यक्ष महोदय, मैं मंत्री महोदय के नोटिस में लाना चाहता हूं कि इस एरिया में रेलवे लाइन का एक्सटेंशन होना चाहिए।

MR. CHAIRMAN: The hon. Member may continue tomorrow.

16.01 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, June 15, 1977/Jyaistha 25, 1899 (Saka).