

[श्री राम विलास पासवान]

कमजोर बिना है। सरकार की कयनी और करनी क्या नीति और नीयत में कहीं तालमेल नहीं है। जिन्हनी ही तेजी से हरिजन आदिवासियों की सुरक्षा हेतु सरकार वादा करती है, उतनी ही तेजी से इन लोगों पर होने वाले जुल्मों में वृद्धि हो रही है। हत्यारों के मन में किसी प्रकार का भय नहीं है। न्याय इतना बंधगा और बिजम्ब के मिलता है कि शरीर प्रायः न्याय पाने से वंचित रह जाते हैं। श्री योगेन्द्र मकवाना (गृह राज्य मंत्री) द्वारा इसी सदन में आश्वासन दिया गया था कि प्रधान मंत्री तमाम हरिजन संसद सदस्यों की बैठक बुलायेंगे तथा कोई ठोस कार्यवाही करेंगे, जिम्मे कमजोर वर्गों के लोगों की रक्षा हो सके। लेकिन अभी तक बैठक नहीं बुलाई गई है।

ऐसा लगता है कि सरकार हरिजन, आदिवासियों पृथं कमजोर वर्गों की रक्षा करने में पूर्णतः असफल रही है।

अतः प्रधान मंत्री से मांग है कि वे इस संबंध में हरिजन मामलों एवं विपक्षी दल के नेताओं की बैठक शीघ्र बुलावे तथा हरिजन आदिवासियों एवं कमजोर वर्गों के लोगों पर जुल्म ढाहने वाले लोगों के खिलाफ विशेष दण्ड की व्यवस्था करें।

अध्यक्ष जी, गृह राज्य मंत्री जी यहां पर बैठे हुए हैं, उन्होंने इस सदन में आश्वासन दिया था।

गृह मंत्रालय में राज्य मंत्री (श्री योगेन्द्र मकवाना) : अध्यक्ष जी, मैंने ऐसा नहीं कहा था। येने कहा था कि मीटिंग बुलाने वाले हैं, तारीख फिक्स हो रही है और तारीख फिक्स होने के बाद हम जरूर बुलायेंगे। यह जो गवर्नमेंट पर आक्षेप लगा रहे हैं, उसमें कोई तथ्य नहीं है। गवर्नमेंट ने तो दो तरह के, प्रवेंटिव और रैमिडियन, स्टैम्प लिए हैं और एक 100 करोड़ 80 की स्कीम सरकार के पास है।

12.42 hrs.

RAILWAY BUDGET, 1980-81—GENERAL DISCUSSION

MR. SPEAKER: The House will now take up general discussion on the Budget (Railways) for 1980-81.

PROF. MADHU DANDAVATE (Rajapur): Mr. Speaker, Sir, while initiating debate on the Railway Budget, at the very outset, I would like to remind the House that on 12th March, 1980, when I spoke on the Railway's Vote-on-Account, I had expressed a fear that even in the second session of the 7th Lok Sabha if a full-fledged budget is not being presented, one of the motivation must be that the budget would be presented after the nine assembly elections and a big burden would be coming forward. I would have been extremely happy if what I had predicted had come out to be untrue but unfortunately, I have been proved to be correct and today we find that there has been put a huge burden of 204 crores. I was very unhappy, not so much angered but pained, by the speech of the Railway Minister.

It has been the convention that whenever the Minister presents a budget, whether it is the railway budget or the general budget, we take it for granted that administration is a continuity. Among the officers, these are some who are permanent and there are some who are temporary, but the ministers are always casual; they come and go out. We have to treat the entire administration as a continuity. Unfortunately, I find that Panditji during his speech said in paragraph 4, page 2:

"Due to the setback in Railway working in the last three years, the restoration of efficiency to 1976-77 level may take some more time."

Let it be very clear. I would like to quote the very document which has been circulated to the hon. members along with the Budget papers. Here I have got the Annual Report and Accounts for 1978-79. You see the very opening paragraph—Review and Prospects. It says:

"For the third year in succession the railways earned a surplus, al-

beit of a lower order amounting to Rs. 86.66 crores despite a fall in freight traffic and without any revision in the fares and freight structure."

Your own document can be quoted to contradict what you have exactly said. Not only that, the new government has respected the old commitment and they have arrived at an agreement with the recognised federations regarding the productivity linked bonus. If you go through the clauses of the productivity linked bonus, you will find that the base year of performance that they consider for this agreement on bonus is the year 1977-78, which performance was supposed to be the record performance. The performance in railways is not to be judged merely in terms of absolute tonnes that are moved but in terms of tonne-kilometerage leave aside, for the time being the passenger kilometerage. But even if you take the number of tonnes that are moved by the number of kilometres through which the tonnage has been moved, it has been found out. Then again from the very documents that you have given to us, it is found out from the Annual Report that as far as 1977-78 is concerned, the net tonne-kilometers was 1,50,250 million units; and in the previous year which efficiency you are expected to reach, it was 1,44,030 million units. So, the performance in terms of net tonne-kilometers in 1977-78 was highest. It was a record; and that is why, in the productivity bonus agreement, it was decided that that should be considered as the base year. Not only that, the surplus was maximum in the 126th year of the railways. The actual surplus mopped up was Rs. 126 crores. What a pleasant coincidence?

I hope that every year along with the year there is a coincidence between the surplus and also the year of the railway, but, unfortunately, this does not happen that way. There is one more aspect to which I would like to make a reference and that is the surplus that has been mopped up. It is

true that in the interim Budget that was projected, there was a deficit of the order of Rs. 38.12 crores. Today, we find that there is a surplus of the order of Rs. 42.11 crores and that too after imposing heavy burden of Rs. 204 crores, part of it is the freight, part of it is the increase in the passenger fares of various classes. I do not want to go into those details; they are already mentioned in the speech. Here I would like to add that one of the important aspects for our entire finance and economy of the Indian railways has been the capital structure of the railways. You will be shocked and surprised to know that though the railway finances were separated from the general finance as early as 1924, till we presented the railway Budget two years back, this capital structure, outmoded capital structure of the railways remained completely unchanged.

In my very first Budget speech, I had announced that we will appoint an expert committee to go into the various aspects of capital structure. The capital structure was reviewed. It was decided that all the dividend liability will be treated as deferred liability. It was decided that no loan will be drawn on which we will be required to pay interest. As a result of that, last time, there was an exemption of the order of Rs. 93 crores. So, this was the advantage that accrued and that advantage would be available to all the administrations to come, no matter to which political party the ruling party belongs. As a result of this particular advantage and also because of Rs. 204 crores of additional fare and freight rise, they are able to mop up surplus of the order of Rs. 42.11 crores. But here again you will find that though this surplus has been mopped up, in reality, that surplus will be actually squandered away. You will find that—I am just reading one small paragraph from the concluding portion of the interim Budget the initial deficit of Rs. 38.12 crores has been converted into a surplus of Rs. 42.71 crores.

[Prof. Madhu Dandavate]

"out of which Rs. 36.04 crores will be appropriated to meet the expenditure chargeable to Development Fund and payment of interest liability of Rs. 11.04 crores on the outstanding loans of Rs. 189.50 crores in previous years. The balance of Rs. 6.67 crores will be utilised towards a partial liquidation of the deferred dividend liability. The necessity of taking further loans from the general revenues will thus be obviated."

That is obviated because we have changed the capital structure radically and so henceforward all the dividend liabilities will be deferred liabilities. No loans will be drawn to pay dividends on which interest will have to be charged.

While giving my first reaction to the budget that was presented yesterday I said that it was a conservative budget that lacks a dynamic thrust. It is because I find that there are certain basic financial aspects of the Indian railways that have to be gone into. It was our effort during the Janata government to appoint committees to elicit public opinion and consult trade unions and try to see that certain basic structural changes in the finances of the railways were brought about. One aspect is the capital structure. We have already dealt with it.

The second problem is the problem of social burdens. It is a problem peculiar to our country. In no other part of the world social burdens are lifted by the railways; they are lifted by the respective central governments of those countries. Here we have got social burdens of the order of Rs. 189 crores and some change is called for. We had appointed a committee and probably the report is ready. Perhaps the ministry had no time to go in depth into this report and try to find out whether the recommendations of the report can be utilised in the budget projections. Then there is the

national transport committee popularly known as the Pande Committee and that has also submitted its report. If some of the important aspects of the Pande Committee report regarding coordination between various means of transport were to be imported into the content of the budget, would have some structural changes would have been possible; it would have been possible to mop up more traffic and bring about better coordination and see that certain sectors are reserved only for motor traffic and certain are reserved for the railways. But that has not been done. It was our effort to find out that the railways acted not only as an agency of finance, not only as an important mode of transportation, not only as an important mode of conveyance for the passengers but also as an instrument of integration of the country. When we actually opened up the Trivandrum-Kanyakumari traffic, at that time we had announced that on the coming Gandhi Jayanthi day we would start a new train right from Jammu Tawi to Kanyakumari; that would be the longest train and would be passing through various states and that would symbolise the unity of the country and I had planned to name the train as Aikya Bharat Express; that was our dream and that was frustrated.

Various sections of South India have been consistently demanding that there must be speedy development of West Coast railway which passes through Maharashtra, Goa, and Karnataka and develops a direct link with Tamil Nadu and Kerala. In the true sense it would be a symbol of national integration. More funds have to be made available. Now the project is already going on. I am thankful to the Minister; all the old commitments that were made by the previous government have been respected by the new Minister; I am thankful to him for that but more allocations are to be made; otherwise all these projects will be merely national.

When the question of diesel and petroleum prices came up my hon. friend comrade Indrajit Gupta asked whether the hon. Railway Minister was conscious of the fact that the steep rise in the price of diesel was bound to affect diesel traction and he got up and said: I am conscious of that fact. When we go through the budget speech and the various documents, I do not feel that adequate note has been taken of the fact that the rise in the diesel price is going to affect the entire economy of the Indian railways.

12.55 hrs.

[SHRI HARINATHA MISRA *in the Chair*].

What is the position of the Railway traction? We find that we have steam, diesel and electric traction. For certain reasons there has been unevenness in three tractions. To-day, we find we have 8,263 engines which are steam engines, 1903 diesel engines and 844 electric engines. Already Indian Railways have stopped manufacturing steam engines because it is out-moded traction and it has to be discarded. Therefore, these tractions are very important. It is very interesting to find out that for 1,000 gross tonne kilometre, what is exactly the fuel structure? I would like the Minister to study the fuel economy of the traction and he will find that as far as steam traction is concerned, for 1,000 gross tonne kilometre the steam traction will cost Rs. 9/-, diesel traction will cost Rs. 6/- and the electric traction will cost Rs. 3/- and at a time when the diesel prices are going up, we will have to concentrate more on electric traction. Consistently I have been saying and also the Members of the Opposition, when we were in power, had fully supported us that we will have to go in for more and more electric traction because that will be the cheapest in the long run. Of course, in the short run, it will be costly because

the cost of construction during electrification is very high. We find that per kilometre Rs. 13 lakhs are to be spent. I had repeatedly suggested that our Research Wing should be able to go in to study the problem in depth and try to find out how the cost of electrification per kilometre can be reduced from Rs. 13 lakhs to a lower denomination so that it would be possible for us to extend the degree of electrification in the country at a time when the prices of diesel are going up.

One of the aspects that has to be borne in mind is the necessity of the Indian Railways to go in for more captive power plants. Unless we are able to have more and more captive power plants because of the irrational traffic to which the hon. Minister has rightly made a reference in his speech, it will not be possible for us to have our traffic developed in a rational way.

13 hrs.

The Lok Shaba adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at four minutes past Fourteen of the Clock.

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

RAILWAY BUDGET, 1980-81—GENERAL DISCUSSION—*Contd.*

MR. DEPUTY-SPEAKER: Mr. Dandavate may continue his speech.

PROF. MADHU DANDAVATE: I was referring to the question of the urgent need to have more captive power plants for the railways, especially at the present moment, when there is a lot of power shortage. Though it has been the accepted convention that whenever power shedding has to be done, the railway should be the last to be affected, in

[Prog. Madhu Dandavate]

spite of that, it would be always better that we should be able to have our captive power plants. If there are two units of 220MW in places like UP, Bihar and Bengal and if we upgrade some of the existing power stations, in that case, it will be possible for us to see that all the requirements of the railways will be adequately met. If that is done, the efficiency can be increased to a very great extent.

Then I will come to the question of primary renewal of our tracks. I was going through the Budget documents and I was happy to find from there that whereas in the original interim Budget, for the track renewal Rs. 95 crores were actually allocated, this time Rs. 100 crores have been allocated. It has been found out with the help of the usual ultrasonic testing machinery that about 5000 kms of track needs immediate primary renewals. And in the course of the five year plan, it will require about Rs. 560 crores to see that the primary renewals of the track are effected properly, otherwise, there is likely to be multiple fractures of the tracks and that will lead to more accidents. Already in the short duration of the time—I do not want to blame anyone—because of these developments regarding the track we find that accidents are on the increase. If these accidents are to be avoided, it is necessary that Rs. 560 crores are allocated for the entire five year plan. So, a minimum of Rs. 100 crores will have to be there in one year. I am glad that the Minister has been able to persuade the Planning Commission to allocate Rs. 100 crores for track renewal in place of Rs. 95 crores that were already assigned in the Interim Budget.

What is needed today is that once the renewal of the track is effected, those rails which are already removed can be utilised for other gauges. Therefore, from that point of view, it would not be a total waste. Keep-

ing that point in view, priority should be given to this in order to reduce the accidents. I am happy that in the Budget Rs. 100 crores have been allocated for this particular task.

It is very necessary to see that the line capacity is increased. There are more lines and more conversions. For that, provision should be there for more rolling stock and more wagons. The Railway Minister in his speech has clearly mentioned that some of the failures are due to the fact that food traffic continues to be irrational. I may assure the hon. Minister that the country as it is situated, is bound to have unevenness. As far as certain commodities are concerned, there are bound to be certain surplus States and there are bound to be certain deficit States. To take a concrete illustration of the movement of the food-grains, you will find that from a part of UP, Haryana and Punjab, we are required to move foodgrains right up to South, up to Gujarat, Maharashtra and other parts and as a result of that, you find that the movement becomes very irrational.

As far as movement of cement is concerned, the consumers of cement are in one place and actually the manufacturers are in some other place. And as a result of that, again with respect to the movement of cement, you will find that the movement becomes very much irrational. With all our optimism and with the industrial development that is taking place with all our effort to see that the regional imbalance between various regions is eliminated, it will take its own time. In the meantime, the entire goods traffic for some years to come, is bound to be irrational. That being so, it is very necessary that we have four lakhs of wagons at the Railway's command. In normal times they should be quite sufficient to carry out the movement of the commodities in the country. But when the traffic becomes irrational, even four lakh wagons would not be sufficient at all. Therefore, we will have

to see that the rolling stock is increased. There also, I find that there has been a slight increase. Whereas in the original March Budget Rs. 291 crores were assigned, now Rs. 341 crores have been assigned. So, to that extent, there is definitely a progress and I think, that pace will have to be kept up. We have to see that more wagons and more rolling stock are there. And the line capacity also has to be increased.

You have to assume irrational traffic for some time.

At the same time, there is another by-product of this developmental activity. That will have to be kept in mind.

Sir, it is very unfortunate that though the Indian Railways have completed 126 years of their life, we have been able to have only 61,000 route kilometers of railway in our country. We have 11,000 trains and about 7,000 stations. You will be surprised to know that about one crore of passengers travel in the trains in our country every day—suburban as well as non-suburban traffic. When I just gave this information to one foreign journalist, he was surprised. He said "What happens in your country? 1.60th of your population is always in the train?" I said: "Inside the trains as well as above the trains." That is the position today. And therefore, that being the position, it is absolutely necessary that we have more line capacity. We have 61,000 route kilometres in 126 year and a major portion of it has been constructed during the British regime. I do not want to attribute any political motives, but the fact is that for their own political reasons, to bring about administrative unity of the country and to build up certain commercial centres they wanted certain railway lines to be built up and as a requirement of their administrative apparatus and commercial requirement they tried to build up the railway lines. Up to this day only 61,000 route kilometres

of railway are there and therefore, I must say that this particular line capacity will have to be increased.

There is one by-product to which I would like to make a reference. When we try to have more lines especially in the backward areas, one advantage in this construction activity of the railways is this. When one kilometre of line is constructed, it gives jobs to about 1000 persons and if 1,000 persons can get the jobs of various categories when one-kilometre line is constructed, in that case you can imagine that if you are able to increase this construction or developmental activity of the railways on a very big scale, how best it will be. One of the by-products of this construction activity will be the solution of the unemployment problem in the country and that will be one of the important aspects that will have to be borne in mind.

Sir, I would come to the problem of employees. I am happy that to some extent the aspirations regarding bonus have been fulfilled. Bonus has been linked up with productivity and making the calculations. I am very clear that even if slight variation is there, workers are not going to lose much and therefore, that formula is quite all right. That is why, I accepted the recognised solutions. Of course, they would like the original demand to survive, but even then it is a very happy and pleasant compromise that has been arrived at by linking up bonus with productivity. But at the same time, there are other aspects of the problem.

You will be surprised to know that as far as the Indian Railways are concerned, the disparity between the wages of the workers working in the railways and those working in other public sector undertakings is extremely wide. For instance, to give a simple illustration...

MR. DEPUTY-SPEAKER: That was one of your demands during the 1974 railway strike.

PROF. MADHU DANDAVATE: Yours as well as mine, Sir, and when the demand comes from the Chair, it will be respected!

PROF. N. G. RANGA (Guntur): You insulate a small section of workers and turn them into aristocrats.

PROF. MADHU DANDAVATE: I am referring to that. Prof. Ranga, I have got a lot of agreement with you on that point. I only want to point out to you that as far as the public sector undertakings are concerned and as far as the railways are concerned, take only one illustration. The minimum pay of a railway man is Rs. 196 and in steel plants it is Rs. 300, and if you take into account holidays, the working hours and so many other things converted into financial benefits and all that, even if you discard the bonus aspect, the total will be Rs. 475 in the case of railways and in the case of steel plants it will be Rs. 658. So, that will be the extent of disparity. I have got a full chart with me. I do not want to take the time of this House to indicate to you how much disparity is there. To give you one concrete instance, if a pilot takes a train containing coal and gas to the Steel plant and hands over the same train full of coal to a pilot of the steel plant, in that case, when he takes away that particular train, actually the difference between his wage and that of the worker working in the steel plant will be nearabout Rs. 200.

PROF. N. G. RANGA: What about our workers in the villages?

PROF. MADHU DANDAVATE: I fully agree with him that in this country the rural workers and those in the industrial field will have to sit together and see how a balance can be brought about.

MR. DEPUTY-SPEAKER: That is the reason why he did not implement one of their own demands when he was in power.

PROF. MADHU DANDAVATE: I take it as a remark made in a lighter vein. You yourself had raised it in the other House a number of times, and you know how many out of the total number of demands of the workers, which had remained unfulfilled, had been conceded by us. We started from the lowest rung of the ladder. Fifty thousand Class IV workers got selection grade for the first time in their lives.

MR. DEPUTY-SPEAKER: It is only to help you escape from the interruption of hon. Prof. Ranga.

PROF. MADHU DANDAVATE: Prof. Ranga's interruption is so pleasant and mild that nobody will be hurt by it at all. I enjoy it.

There is another very important aspect, important from the point of view of administration, management as well as trade unions, and that is trade union rivalry. Many problems arise because there is a feeling that some sort of injustice has been done to the workers, that when they deserve recognition, it is not granted to them. If that sort of feeling in the minds of a section of the workers is to be removed, I would humbly request him—I cannot advise him, as far as Panditji is concerned, he is a veteran, and I dare not use the word "advice" even in my dreams—to concede the proposition without waiting for the comprehensive Industrial Relations Bill. He should make a beginning with the railways and tell all the concerned unions that he will not be partial to any of them. Let us have ballot throughout the country among the railway workers, and whichever union they vote for as their own union will be recognised, and the question of the representative character of the trade unions will be solved once and for all. In principle, almost all the unions are committed to this, but there are certain reservations, and they are well known. With your

trade union background—I must not refer to your qualities as a trade unionist when you are in the Chair—you know that there are a number of reservations on this issue, but let the Labour Ministry sit with the representatives of the workers round a table, let us have this as an experiment in the railways and see what happens. Later on the comprehensive Industrial Relations Bill will come. If that decides that in every industry recognition will be granted on the basis of secret ballot, the question will be solved once and for all, but let us make a beginning with the railways. That would be my humble request to the hon. Minister.

As far as officers are concerned, there has been a long standing demand that there must be cadre review. The process was started, and I am very happy that it has been completed. I am sure the officers are happy at this, but there are officers and officers. There are medical officers whose percentage is near about 25. Their cadre review was not undertaken along with the others, but fortunately an assurance was given that it would be done. I had tabled an Unstarred Question the other day, and the reply to it states that it has already been begun. I hope and trust that it will be completed with the same speed with which the fares have been increased. I hope that this process will be completed soon.

I would like to make reference to one aspect. We have been giving a number of amenities to the passengers travelling in classless trains and other trains. I would quote from what the hon. Minister has stated in his speech. He has stated that from 1974-75, there has been no increase in fares and freights, excepting, of course, some increase, in the seasonal passes, that was introduced last year. Otherwise, as far as the general fares and freights are concerned, there has been no substantial rise. But in spite of that, the amenities have been provided and it goes to the credit of all the past administrations that without increasing

the fares and freights, this particular change has been brought about.

In this connection, I would turn to the problem of suburban trains. There are a number of places, a number of metropolitan cities, where the question of improvements in the suburban services is important. In Bombay, again the pattern is uneven. If you take the Western Railway and the Central Railway, the pattern is different. There is a total anarchy as far as the suburban services in the Central Railway is concerned. For that, I would not blame the Minister at all. The reason is, as early as 1950, certain planning was done, but telescopic planning was not undertaken. The rakes were imported from UK and 31 per cent of the rakes, utilised for the suburban trains in Central Railway, for compressors and also for traction motors were imported ones. Those who imported these rakes in 1950 ought to have imagined that when their life is completed, at that time, those designs of the compressors and traction motors will become obsolete and those manufacturers will not be manufacturing them at all and today what has happened is that our components do not fit in and as far as those firms are concerned, they say that these designs have become obsolete and so they cannot export at all. As a result, there is a total chaos. In the Western Railway, we have got all indigenous materials and therefore, that problem has not come up. I hope and trust that these problems will be properly attended to. Because 31 per cent of the rakes were imported ones and quite a good number of them, having completed their life, there is a total anarchy as far as the suburban services in Central Railway is concerned. I hope and trust that the Minister will give special attention to these problems.

There is one more aspect to which I would like to make a pointed reference. There is a scheme in which there has been an increase in surcharge. There has been increase in fares for those who travel by air-

[Prof. Madhu Dandavate]

conditioned coaches, by first class and by second class for those who travel up to 50 kms, there is a certain rise in fares. But with all the changes and also the changes in the rates of seasonal passes, monthly and quarterly passes, some commuters of the industrial areas are bound to feel the pinch. But there I had made one suggestion when I presented the last Budget. I had suggested while increasing the rates of the passes, though the increase was reduced by 50 per cent later on, that one of the ways out is to see to it that for the increase that has been incorporated for the seasonal passes, whether they are monthly or quarterly passes, the burden, can be passed on to the employers. For instance, if there are textile magnates or there are certain Government offices or corporation offices, we can tell the employers that this increase will have to be transferred to them and if that is to be done, legislation will have to be brought for that. I am very sorry to find that after our Government fell no effort was made either at the Central level or at the State level, even to think in terms of bringing forward such a legislation, with the help of which, the burden can be transferred to the employers and the employees can be protected to some extent.

There has been a certain rise in fares and freights. Certain commodities have no doubt been excluded. I would like to make a humble request to the hon. Minister. He has already given a list of those commodities which are completely exempted from the surcharge of 15 per cent viz., salt for domestic use, sugar, foodgrains, pulses kerosene oil, edible and hydrogenated oils, chemical manures, firewood and charcoal. These are nine categories which are already excluded and they are exempted. But I would like to make certain additions. An agriculturist would definitely welcome

those changes. I am sure, Panditji who has deep sympathy for the agricultural class will be able to consider these demands which are extremely important.

For instance, there are vegetable growers; there are onion growers; there are people who grow fruits, like, bananas, one very healthy tendency that has been developing, as far as bananas are concerned, is that a large number of cooperatives are coming up in Maharashtra. And they are co-operatives in a true sense. The word "cooperative" in certain sectors has become an abuse. But only in the field of bananas, it is not so. Therefore, we had given them certain concessions. When I was the Minister, when the concession was given to them, I addressed a conference of those banana growers along with traders and I told them that only if the benefit of this concession does not go to middlemen and goes to the peasants themselves, then alone this particular concession will continue. When that threat was given, the entire benefit of that concession went directly to the peasants and banana growers and, as a result of that, they were able to benefit a lot. Therefore, I would earnestly request the hon. Railway Minister to consider this. I would like that the surcharge should not be there. But I know that surcharge is not going to be cancelled. Let us be very modest in all matters. Having been the Railway Minister at one stage, I know the total rejection of all the levies which are already introduced cannot be there and, therefore, I know that surcharge is not going to be cancelled. But at least if some of the commodities to which I have made a reference, and these are agricultural commodities, are completely eliminated or exempted, in that case the agriculturists would be able to benefit a lot. I am sure, my hon. friend, Prof. Ranga will be able to extend a warm welcome and a wholehearted and an unqualified support. It is an issue which cuts across party lines.

SHRI Y. S. MAHAJAN (Jalgaon):
It is a very good suggestion.

PROF. MADHU DANDAVATE: My hon. friend, Mr. Mahajan, also comes from an area which is very well-known for banana growers. They are not only sweet but they are in abundance also. They are grown by a number of co-operative societies.

MR. DEPUTY-SPEAKER: You know, banana is a cash crop. We are exporting bananas.

PROF. MADHU DANDAVATE: I know. In spite of that, that should be there.

As I said earlier, in this budget, one of the lacunae has been that there have been no new innovations, whether of a financial type or new types of schemes or new types of amenities. As far as these innovations are concerned, they are completely lacking. Therefore, this budget is just going along the beaten track. That exactly has been my criticism.

MR. DEPUTY-SPEAKER: On your path or on a different path?

PROF. MADHU DANDAVATE: I said, beaten track-track can mean anything in the railway terminology.

Now, in the end, I would like to say this. I am sure, in this not only this House but the entire country will share my sentiments. In every time of crisis, it has been established in this country that the forces of defence, the forces of railwaymen and railway officers have risen to the occasion and they have done their job. Whether there are floods, whether it is construction of bridges, whether it is protection of the people, I would just quote one instance which has a lot of human touch. Near Calcutta, near Sealdah, when the cash box was kept in one locked room and when there were floods—there is a railway colony—and a number of bundles of notes were floating on water, the railwaymen there jumped into water and they prevented outsiders coming in; they caught hold of those note packets and handed them over to the station

master. When the cash was counted, it was found that not a single rupee was lost. That was the integrity shown in times of crisis. Whether it is in Tamil Nadu, or Andhra or elsewhere, or in Bengal or in Delhi, when there were floods, round the corner, the railway workers worked, the railway officers worked, the railway engineers worked and the administrative staff worked. They did the job wonderfully well. Whether there is crisis in the country or outside the country—in the country, in times of floods and other calamities and outside the country, in a country like Nigeria; I do not want to cast any aspersion on Nigerian railwaymen but it is a fact that the management was completely dilapidated and the railwaymen were not able to work properly, our country offered massive managerial support to the Nigerian railways and you must have read in international press that the entire world congratulated the Indian railways and the Indian railway officers for having put the Nigerian railway on the proper track. I want to congratulate all of them, the railwaymen, the railway officers and all the administrative staff who have been able to do the splendid job. If we have such a cadre in the Railways and in Defence services which have been able to serve the country in times of crisis, they must make it a habit that they should not wait for a crisis to function very effectively, but even in normal times they should be able to function with the same efficiency and with the same sense of devotion. And I am sure they are capable of doing that. If they are able to do it, I am sure, the expectations and hopes that the Railway Minister has expressed at the end of his speech will be fulfilled and the Railways will be on the proper track, efficiency will grow and we will be able to say that the Indian Railways have become an ideal railway in the world.

SHRI S. B. CHAVAN (Nanded): Mr. Deputy-Speaker, Sir, I rise to

[Shri S. B. Chavan]

support the budget proposals put forth in the House by the hon. Railway Minister, but before I turn to the budget proposals proper, I would like to take this opportunity to congratulate the Railway Minister for concentrating on some of the basic issues which are confronting the Railways.

The entire economy had received a big jolt because of the shortage of coal, and we find that the Railway Minister, within a period of about four to five months, has been able to make available about 500 wagons per day more; most probably, this has increased the availability from 2700 to about 3200 wagons per day. I am sure that, with this availability of wagons, the coal stocks at different thermal power stations are bound to increase.

Let me also inform this House that power generation from hydel power stations is about 40 per cent of our total generation, and 60 per cent is being generated from thermal power stations. If we are able to take care of these 60 per cent power houses where coal is the main factor and with the availability of wagons if coal is made available and stocks are built up, it would be very helpful. The minimum stock which a far-off thermal power station is supposed to maintain is that for 15 days. But I find, with my little experience, that stocks are available at certain power-houses which can last hardly for a day. There are power-houses where the stocks are very meagre. I would request the Railway Minister to rationalise the entire movement of wagons in such a manner that where the shortage is more, they are able to get the coal which is very badly required. Our power-houses have been working at an efficiency ranging from 60 to 75 per cent, and the possibility of raising this to about 90 per cent is there; if coal is made available, and if our hydel power stations are also worked to the entire capacity, I am sure the kind of effect that

we find on the total economy of our country can be set right.

We are thankful to God that the monsoon has begun well in time this year, and if it rains properly and if our reservoirs get filled, then there should be no difficulty about availability of power, and this will result in greater efficiency of the Railways too.

I must take this opportunity to thank and congratulate the Railway Minister for rushing the essential supplies which were very badly required in different parts of the country, and the price line, to a considerable extent, has been maintained because of the efforts made by the Railway Ministry.

The third point for which I would like specially to congratulate the Railway Minister is the special effort that he has made to see that performance budgeting is started from this year. I come from a State where the performance budget has been introduced over the last 10 years. I am speaking of Maharashtra. If I remember correctly it was the Estimates Committee of 1978-79 which had recommended this and the Chairman of the Railway Board was good enough to tell the Estimates Committee that from 1979 they will start the performance budgeting and now the announcement has been made by the Railway Minister that he has given instructions to the Railway authorities to start performance budgeting from 1980 onwards. But, having gone through all the papers I find that there is hardly anything of performance budgeting in the documents which have been supplied to us. I am conscious of the fact that the papers have been supplied yesterday and it is quite possible that it has escaped my notice. I have diligently gone through all the papers and still I find that hardly there is any correspondence between the financial provisions and the physical targets which is in fact the purpose of all perform-

ance budgeting. Certainly the Railways is one of the Departments where performance budgeting should have been started long ago. Then, when the Minister has made a promise, I do not find the documents here where we can correlate the physical targets with the financial targets of the different departments of the Railways. If that is lacking, then it becomes very difficult for this Parliament to judge whether the provisions made in the Budget are commensurate with the requirements of the different departments of the railways. I would request the Railway Minister to see if even during the course of the year it is possible for him to find out whether this kind of a correlation can be established. We were given to understand that the Railway Department seems to be still thinking as to what standard unit it should adopt in the documents which are being made available to the Members of Parliament. I think some kind of a unit which is not understood by the members should not be devised. We would certainly like that the budget documents should be more understandable and intelligible so that we are able to understand exactly as to how much money has been provided and against that money what work is expected from the Railways could be pinpointed so that at the end of the year when we have the performance budget and the actuals are shown to us, we can have our own judgment as to whether the money provided for a particular kind of work has been worthwhile, whether it fell short of the expectations of the department and whether the Planning Commission is right in applying any cut over any demand which the Railway Ministry put forth before the Planning Commission. I would very much like that this performance budgeting in the right spirit should be introduced during the course of the year so that when next year's papers are made available, we should be able to have a clear idea of the financial and physical targets.

The third point which I would like to stress and on which I would like to congratulate our Railway Minister is about the research and development wing which is located at Lucknow and which is doing a very useful work in the country and some of the safety measures which they have devised and the different kinds of research activities which they have catered to is a commendable work they are doing.

The next point is about the Rail India Technical and Economic services, one of the public undertakings under the Railway Ministry which has been able to have an agreement with the Government of Iraq for making available the design and general engineering support services to the Iraq Republic Railways. We also note that an agreement with the Government of Jordan for providing technical and management support services for performance of Aqaba Railway Corporation System has also been entered into. We should be proud of the activities of this wing of the Railways. Certainly we expect that they should concentrate first on local requirements and thereafter, if there is any surplus available, then certainly we should make it available to the other countries of the world.

Sir, I am also happy that the Railway Minister has been good enough to announce that he wants to constitute the Railway Convention Committee which, in fact, was not constituted for reasons best known to our friend, Prof. Dandavate. The Railway Convention Committee which should have been constituted long time back was not constituted which, in fact, has been one of the reasons why a number of things have been lagging behind. Another point which I would like to... (*Interruptions*).

PROF. MADHU DANDAVATE: It got dissolved when Parliament was itself dissolved.

SHRI S. B. CHAVAN: I being a new Member, you have to give the latitude.

The next point that I would like to stress is about the national transport policy Committee which was appointed by Government—by the Planning Commission—a report of which has also been submitted. I was told that there was one Member who wanted to give his Note of Dissent. I was also given to understand that this Note of Dissent has also been submitted to the Planning Commission. Unless the report of this Committee is made available to Members of Parliament, it will be very difficult to find out on what basis a number of proposals have been put forth by the Railway Ministry.

At the outset, I must say that there is a large amount of *ad hocism*. We do not find that there is a comprehensive approach to this problem. In fact we have to have some kind of a coordinated approach between different modes of transport. That is one aspect of it. Another is about emphasising the regional imbalances. These need to be removed. We do not find from any of the documents as to what efforts have been specially made by the Railway Ministry to remove these regional imbalances.

In fact, this is one of the factors which has been mainly responsible for what is happening in Assam. Assam is now suffering because of these regional imbalances. Sufficient attention had not been paid to it. If the same kind of thing is perpetrated in other areas where regional imbalances are there, then, certainly feelings get pant up and we have the kind of dissatisfaction which in fact is not very much liked by us. Whatever may be the reasons, you have to have some kind of coordinated approach. I am requesting the hon. Railway Minister to kindly bear in mind that the Railways need to have some kind of a Master Plan which will cover another 20 to 25 years wherein you will be able to say which are the areas which you propose to

cover from the national point of view, from the regional point of view, from the local point of view and also from the point of view of removing the regional imbalances. What is your planning of the entire railway system? In fact, we should have got this kind of document from the Railway Ministry. Thereafter, certainly, if some modifications are necessary; Members of Parliament, in their wisdom, should be able to suggest. I am sure they will be able to suggest what modifications are necessary taking into account the local requirements.

The next point I would like the Railway Minister to kindly consider is about the recommendations of the Administrative Reforms Commission which was set up in the year 1970. They had made certain very valuable suggestions so far as the set-up of the Railway Board is concerned. If it is the information that that has been implemented then, certainly we would be entitled to know from the hon. Minister when he replies to this debate whether it has percolated downwards from the Railway Minister to the Railway Board and from the Railway Board to the Zonal Managers and from the Zonal Managers to the Divisional Superintendents. If that has percolated to that level then certainly the Railway Ministry can be more effective. Otherwise if everything is concentrated either in the Railway Board or in the Railway Ministry then the commercial nature of this undertaking will completely become out-of-date and you will not be able to meet the requirements of the people which in fact, are very badly required and that too within a specified time. Sir, when the question of delegation of powers arises, it is always the higher authority who delegates the power to the next lower officer. Thereafter it gets struck up and it does not percolate down. In spite of the delegated powers we find that there is a tendency, that when powers have been delegated to a particular officer, he in his own fancy make a reference to his higher authority so that he plays

safe. We should discourage such tendency. Even if an officer to whom the authority is delegated wants to make a reference to higher authority, the higher authority should refuse to entertain any such reference and make him take his own decision. I would request that insistence should be there that the power should be exercised by the same authority to which it has been delegated and no higher officer should entertain anything which in fact is not within his competence.

Sir, the next point which I would like to bring to the hon'ble Minister's notice is about affecting economies in the working of the railways. The job that any Finance Minister or Railway Minister has to perform is not very enviable. He has to levy certain taxes. He has to increase the fare and freight rates to bring about additional mobilisation of funds. There is no escape from it. If we are to have the Plan as we contemplate of new lines and new conversion lines then certainly he will require resources for the same. All of us feel when there is increase in fares of either second class or first class passengers whether the same was avoidable or not. If it was not avoidable then certainly nobody will grudge. At the same time he should find out as to why are there certain establishments in foreign countries in the name of railways which are still continued in those countries. If that is a fact then certainly there is scope for reduction. At the moment there is hardly anything we are importing. So there is no reason why these establishments should continue abroad.

Then, Sir, I am told there is a freight tribunal which is still in existence. We have not been able to understand what the function of this tribunal is. Nobody seems to go to this tribunal but the whole thing continues. I would like to know why this tribunal should be continued. Then there is terrific amount of pilferage and the railways have to pay huge amount as compensation for lost

property. If this can be reduced considerably, I am sure, economies which we expect from the railway authorities will be achieved and the Railway Minister will get all the complements that he expects from this House.

About the Budget proper, the approach has been rather very conservative from the figures which I find here, the budget estimates which were presented before at the time of the interim budget and the new budget which has been presented to us we find that the total gross receipts are of the order of 2749 crores. The working expenses are 2415 crores and the net traffic receipts are about 333 crores. Deducted from this is net miscellaneous expenditure and also dividend payable to general revenues. Then the net surplus happens to be 42.71 crores. The percentage of net revenue before payment of dividend to General Revenue on the Capital-at-Charge which was 4.9 per cent in the budget estimates presented in March 1980 has been enhanced to 6.2 per cent. On any account, I should say, getting a return of 6.2 per cent seems to be quite satisfactory. I can understand if there has been underestimate of the receipts, because, in all matters of this nature we find this. There have been increases in the revenue-earning traffic through freight. This was 214.7 million tonnes; and this has been maintained at that level only. This has been fluctuating between 194 million tonnes and 214 million tonnes. It was raised to 222 million tonnes by Mr. Madhu Dandavate but ultimately it has resulted in 194 million tonnes only. My friend was trying to explain at great length that it is not the total tonnage which should count but it is the tonnage in kilo-metreage which alone is quite relevant. So far as that matter is concerned, if that be so, we would like to understand why it is that we find that the total revenue on account of this freight has decreased instead of showing any corresponding increase. If the long-distance traffic was taken by low-tonnage, certainly

[Shri S. B. Chavan]

I can understand the rationale of it. But the net result which we find is this. The total receipt due to this freight traffic earning should have gone up but they have come down. They have come down after 1976. In 1977-78, the total receipts under freight have come down. There is hardly any justification in saying that the tonnage must have gone down but at the same time the kilometreage has increased. If that be so, it should get reflected in the total earnings. Total earnings are not showing any increase. That is why it seems that Mr. Madhu Dandavate is wrong in his calculation. We would like to understand from the hon. Railway Minister about this when he gives his reply to the debate as to how far this contention of Mr. Madhu Dandavate is correct.

I wish to refer only to two or three things which have been referred to by the Railway Minister in his speech. One is the speeding up of certain railway lines which were started some two years back. He referred to Manmad-Aurangabad line, and also Guntakal-Bangalore line and Nadiad-Kapadvanj line. This Manmad-Aurangabad was to be completed in 2½ years' time. When Mr. Madhu Dandavate was the Minister in charge of Railways he has promised that he would complete this Manmad-Aurangabad line within 2 1/2 years. But we don't know when this is going to be completed. This is ex-Hyderabad part of Maharashtra State. I can say it in this House (without any fear of contradiction) that all ex-Hyderabad parts of Andhra Pradesh and Maharashtra have not been given the kind of attention which was expected at the time of the formation of linguistic provinces. When we wanted Maharashtra we always thought that Bombay being a very prosperous State we will get the major share in our development. (*Interruptions*). At Assembly level we are discussing. I never thought that even at Central level it should be so. Panditji you will be surprised to know

this. This is the only line which has been started there during the last thirty years. Otherwise there is hardly anything done by the Railways in this area. Panditji cannot travel that much long, but the Minister of State can travel. He may come and see the condition obtaining in that area. You talk of amenities; you talk of facilities to passengers; you talk of overcrowding. Kindly come to the area and see things for yourself. Hyderabad State area has been trifurcated into three areas. I wish that the Railway Minister as well as the State Government pay attention to the development of this area. We have great faith in you and that is why I am making this point so that it is taken note of. The proposals which come from that area deserve to be given special consideration, if not from any other angle, at least from the angle of serving the most backward areas of ex-Hyderabad State. When we talk of Maharashtra, everybody seems to think that Maharashtra is an advanced State, as if in Maharashtra there are no backward areas, as if there are no inaccessible areas. In fact, there are drought-prone areas also. Panditji was to come to inaugurate this very line from Manmad to Aurangabad, but somehow he could not come. I would now specially request him to come and see the kind of facilities which the railways are making available.

THE MINISTER OF RAILWAYS (SHRI KAMALAPATI TRIPATHI): I promise, I will come.

SHRI S. B. CHAVAN: Thank you. Once you come there, I am sure, the rest of the things will get settled. †

You have made a mention of the surveys of two lines. One is the Nizamabad-Ramagundam line. This is a very important line which I had mentioned at the time of interim budget Ramagundam has to be connected to Kurdwadi via Biloli and Deglur. This is one sector which you have taken. When you make a survey, you will find that it is going to be a profitable line. I will specially request both

having some kind of an alternative from the strategic point as also for line to have this. Connecting Ramagundam to Kurdwani is very important.

I am stressing the importance of the Patancheru-Peddapalli via Sangareddy and Medak route. This is also a very important line.

SHRI KAMALAPATI TRIPATHI: Why are you talking about Andhra? Why don't you talk about Maharashtra?

SHRI S. B. CHAVAN: Unfortunately, I cannot forget the past. We have had very close association with Andhra Pradesh

SHRI KAMALAPATI TRIPATHI: The present has not to be ignored.

SHRI S. B. CHAVAN: I would request you to extend this line.

My third proposal, on which I would like to lay great emphasis and I am prepared to give you all the study papers that are with me, is Manmad-Aurangabad line which goes to Parbani and thereafter gets diverted to Parli-Vajinath. If it is extended to Mudkhed, taken to Adilabad in Andhra Pradesh and connected with Ghughus on the main line, I am sure, there will be an annual saving of three to four crores of rupees in the transportation of coal from Vikarabad to Parli-Vajinath. We will get back the capitalised cost within a period of 15 to 20 years.

The Railway Minister has also made a mention of the small line in Chandrapur district, Wani Chanaka where cement is being manufactured. Cement and coal have to be transported for this purpose. Certain irrigation projects have also been constructed in this area. If the agricultural produce is transported to Bombay market, I am sure, the agriculturist in this area will get not less than 25 per cent more price than he is getting today. The Maharashtra Government had appointed a Committee to find out as to what has been the result of not having a same gauge line connecting this ex-Hyderabad

part of Maharashtra with Bombay. The Loknathan Committee have submitted a report saying that the agriculturists for not having this facility are losing nearly 25 per cent of the price for their produce. If there is a direct connection between Bombay and this area, then certainly, the agriculturists will get more price for their produce. So, my request to you will be from the point of view of transporting coal from the coal-fields of Chandrapur to Nasik and Parli-Vajinath. There is another thermal power station which is now sanctioned, which is going to have a capacity of the order of 1,000 megawatts—at Ujjain. If all these thermal power stations are supplied coal through these lines, I am sure the amount which is to be invested will be got back in no time. Kindly, therefore give priority to these lines, and see that they are sanctioned and works started at the earliest.

15 hrs.

Only two more requests now. When ever we request the Railway Minister to start new trains on the main line, the stock reply that we get is that the line capacity is not there, and that there is hardly any berthing a space in Bombay VT. That is why he has been saying that it is not possible to start new trains on this line. To relieve this congestion, I give another suggestion—i.e. for connecting Kalyan with Ahmednagar and extending it further to Parli-Vajinath and Mudkhed. If it is done, I am sure it is going to be an alternate line This will ease the pressure on the ghat section. This will be a loop line and a completely new one which in fact will be used mostly for transporting coal and other essential commodities which are very badly required. The pressure that you find on the main line will be relieved to a considerable extent.

Now my last point. At the Nanded railway station there is hardly any shed, Cold water facility is not available; the platform is still at a lower

[Shri S. B. Chavan]

level. It requires to be raised. I do not know whether even for the approach road within the railway yard, hardly, at a distance of about 3 furlongs, sanction is required from the Railway Board. If so, where is the delegation of powers? If these small matters cannot be attended to by the local man—i.e., having the approach road over a distance of 3 or 4 furlongs is not within the authority of the local person—there is hardly any delegation of powers.

You have constructed an over-bridge, but all the passengers are supposed to go through only one door. The reason is that you don't have the staff. You don't have the ticket collectors. They say that since they do not have staff, in spite of the over-bridge being there, passengers have to go only by one door. This has created a situation which, in fact, is very bad. That station requires completely renovation. Retiring rooms have to be provided, as also other facilities. During rains and summer months, the kind of ordeal through which passengers have to go, is something to be seen.

Last time also I mentioned about the Manmad Station, which is a junction. It is a station which does not vide any amenities at all. Hundreds and thousands of passengers are stranded. If they have to miss the connection, no one knows what ordeal they will have to go through. The kind of sanitation that we find there is something about which Railway authorities will feel ashamed. In fact, it is the dirtiest station I have come across. I have been persistently requesting the authorities for more rooms there, and to take steps to bring the malpractices down to the minimum. You cannot eradicate them completely. The minimum you can do is to see that the passengers are not harassed there.

These are my suggestions for the consideration of the Railway Minis-

ter. I am sure he will give sympathetic consideration to them.

SHRI JAIDEEP SINGH (Godhra):
Mr. Deputy-Speaker, Sir, in the Railway Budget that is being presented. I have got a couple of points that I would like to stress here. Before I go into them, I was listening to the very good speech made by Prof. Dandavate. One thing, I noticed, was that whatever else we may have to say about it, he has no objection to raising the passenger fares and the surcharge and all other fares that have been raised. So, I take it that he agrees with that fact. But, really speaking, this is inevitable because after the sort of situation which the railway administration has gone through in the last few years, I suppose, we will reach a stage where nothing else could have been done by our Minister. After all, whatever we may do, the railway has also to generate its own fund for its own development. Therefore, I personally think that this step that has been taken is taken in the right direction.

At this moment, I am not going into the details of figures and I am neither as good as Prof. Dandavate in juggling with figures either. One or two things he mentioned here about net tonnage-kilometers during his time which went up to 2,15,000 or 200 millions in 1977-78. I would like to point out to him also it is possible because of the impetus of 1976-77. I do not know whether he considers that fact. Then, of course, he very conveniently refused to mention that the very next year it dropped down to 1,46,000 which was less than the year previous to that. I do not know what point he was trying to prove on that. Talking about long distance traffic which should improve the operation, he has forgotten to mention that if the figures are to be looked at in the book, the operational ratio has gone up also as years go by, which really proves that the efficiency also in the railway operation has gone down. So, instead of going into all these things, I don't think it will take us to any conclusive situation.

I would like to say that in the railways we have one of the most sophisticated systems in the whole world. It has played a very important part in the development of this country and has yet got a lot to do with the future of this country and its development. Therefore, I think, we have to give a lot of importance to the development of railways in India. What I am trying to drive at is that every now and then when we talk in terms of not having adequate funds, I think the priorities whatever they are giving to the railways, are inadequate and more priorities should be given, because I know that in a State like Gujarat, for example, where a lot of industrial development is waiting to take place, it has got stuck for many reasons; and one of them is that there is no means of communication. There are vast tracts where the population is basically of adivasis. These areas have great potential for minerals and otherwise and the Kadana Dam on the Mhais River is going to be developed in a few years' time. It will be a very big complex of agriculture-based industry, petro-chemical industry and so on. One of the big problems in that area is that once these things begin to come up, Road traffic is not going to be able to take up transshipment of goods; it can at best meet the passenger traffic but goods will have to be moved by railways. You will be surprised that the nearest railhead is almost a hundred miles away from some areas. New railway lines will have to be thought of in such areas on a priority basis. Many years ago in some of these areas there were narrow-gauge lines but they have been terminated. I can understand the logic of not continuing the narrow gauge but I cannot understand how when it is necessary to have some form of railway nothing else has been taken up. Heavy materials cannot be moved. If narrow gauge is not to be continued, obviously the positive side would be to upgrade that railway for metregauge or broadgauge not to terminate the narrow gauge altogether, and have no programme whatsoever to have anything else instead. Personally, I think that it is

not going to help the development of that area at all... I should therefore make a suggestion that when certain railway lines are being expanded in Gujarat Godhra-Lonavla-Banaswara-Chittorgarh line may be taken up; it will reach the area which I have mentioned.

There are vast jungle areas, minerally rich areas. In the South, between Gujarat and Madhya Pradesh also there are no means of communication. The main roads of the Central Railway and the Western Railway have got connection between them only at two points at Surat and at Nagda and there is a distance of nearly 700 miles between them; there is no connection whatsoever to go from one thing to the other, though it is about 200 miles across or 150 miles. I suggest that another railway line somewhere in this region should be thought of and it should be taken right across and joined to the central road so that transshipment of goods and travel can be made easier.

I have knowledge that a carriage workshop is in the offing, is being planned. I do not think that Gujarat had been taken into consideration for the location of this workshop. If a carriage workshop has to be opened, I think Gujarat should be taken into consideration because most of the railways in the western section are in Gujarat area and most of the new extensions that are being made in the western section are also in Gujarat area. To consider the opening of a carriage workshop in an area other than Gujarat would also not be conducive from the point of view of locating it in a central position. In Gujarat there is less power shortage, plenty of water and the infrastructure is readily available for locating such a factory. If a survey of that has not been made, it may be made and a decision be taken in that respect; that is my request to the hon. Minister.

The general picture of Gujarat is that it was a whole lot of small independent states where lots of little

[Shri Jaideep Singh]

railways, narrow gauge railways were there, which were not connected with one another. Now there is a plant to set this broad gauge line from Ahmedabad to Porbandar from one side and Kandla—Kutch right up to Lakhpat. As I see from the statement of the Minister, the work is going at snail speed. I feel that these things could have been taken up on a priority basis.

MR. DEPUTY-SPEAKER: You must know that Panditji cannot walk very fast.

SHRI JAIDEEP SINGH: Every time these works are taken up. But they are taken up on paper. For one reason or another, the progress is so slow that in all these areas because new works have not finished, old ones are being terminated because they are waiting for the new ones to come. There is uncertainty prevailing for so long, no one knows what to do about it.

I personally think that this line in particular—Ahmedabad to Porbandar—should be taken in post haste because that would create a communication from all weather deep sea port at Porbandar and also in the open sea which could serve Northern India.

I hope the Minister will take my suggestion for consideration and take some steps in that direction.

श्री राम बिलास पासवान (हाजीपुर) :
उपाध्यक्ष महोदय, मार्च के महीने में जो अन्तर्ग्राम बजट पेश किया गया था और उस समय जब भाड़ों में वृद्धि नहीं की गई थी, तो उसी समय हम लोगों ने अपनी प्रतिक्रिया व्यक्त करते हुए कहा था कि आगे आने वाला जो बजट होगा, वह बजट निश्चित रूप से, चाहे वह सामान्य बजट हो या रेल विभाग का हो, जन-विरोधी बजट होगा। मंत्री महोदय ने जो बजट यहाँ पेश किया है, उससे यह स्पष्ट है कि अपने को लोकप्रिय सरकार कहलाने का दावा करने वाली हुकूमत लोकप्रिय कहलाने की हकदार नहीं है।

आप देखें द्वितीय श्रेणी के भाड़े ने वृद्धि की गई है और रेल विभाग की ओर से जो किताब हम लोगों को दी गई है उसके मुताबिक 97 प्रतिशत यात्री द्वितीय श्रेणी में सफर करते

हैं। प्रथम श्रेणी में जितने यात्री सफर करते यदि उनके भाकड़ों को देखा जाये तो उनमें आधे से अधिक पास-होल्डर मिलेंगे। इसी तरह से जो एअर-कंडीशन में सफर करते हैं, आपकी वातानुकूलित गाड़ियों में सफर करते हैं, उनमें 90 प्रतिशत लोग पास होल्डर होते हैं, जिनको आपने विशेष सुविधा दे रखी है। एम० पी० लोगों के लिये यह सुविधा नहीं है, लेकिन रेलवे के साधारण कर्मचारी जो आफिसर ग्रेड में हैं, वे सफर करते हैं। इन से आपको कोई राजस्व नहीं मिलता है, राजस्व तो आपको केवल द्वितीय श्रेणी से मिलेगा, लेकिन उन पर आपने भाड़े को बढ़ाने का बोझ डाल दिया है और वह भी एक या दो परसेंट नहीं है, बल्कि 10 परसेंट और साढ़े बारह परसेंट बढ़ा दिया है। ऐसी स्थिति में आपका यह बजट निश्चित रूप से जन-विरोधी है, जनता के हित में, गरीबों के हित में कतई नहीं है।

इन्होंने अपनी किताब में पिछली सरकार की बर्चा की है और कहा है—“पिछली सरकार स विरासत से मिली अर्थ-व्यवस्था को कितनी गम्भीर क्षति पहुंची है।” मैं जानना चाहता हूँ कि पिछली सरकार से विरासत में मिली अर्थ-व्यवस्था कैसे खराब है? प्रो० मधु दण्डवते जी यहाँ पर बैठे हुए हैं, जब जनता पार्टी की सरकार यहाँ बनी तो प्रो० मधु दण्डवते ने तीन साल रेलवे का बजट यहाँ पेश किया और तीनों सालों में मुनाफ़े का बजट यहाँ पेश किया, 126 करोड़ रुपया आपके खजाने में गया। इस लिये मैं पूछता हूँ कि आप के रेलवे डिपार्टमेंट को ऐसा क्या मिला जो आप बार-बार ऐसा कहते हैं, जैसे हर मजदूरी की एक ही दवा है—विरासत में मिली अर्थ-व्यवस्था विरासत में मिली अर्थ-व्यवस्था?

आप बच्चों के लिये बहुत शोर मचाते रहे हैं, हमेशा यह कहते रहे हैं कि वे राष्ट्रीय संपत्ति हैं, लेकिन मुझे दुख के साथ कहना पड़ रहा है कि आपके इस स्टेटमेंट में बच्चों के प्रति एक शब्द भी नहीं कहा गया है। हम को याद है—प्रो० मधु दण्डवते जी ने सब यहाँ रेल बजट पेश किया था, उसमें बच्चों के लिये मुफ्त यात्रा की आयु 3 साल से बढ़ाकर 5 साल कर दी थी। हम लोगों ने सुझाव दिया था कि कम से कम ऐसी व्यवस्था कर दीजिये कि बच्चों के लिये एक स्पेशल गाड़ी चला दीजिये जो कम से कम साउथ से लेकर नार्थ तक उनको ले जाये। यह जो कहते हैं कि भारत एक है, अब उसको कहने में हम लोगों को कुछ डाउट सा लगता है क्योंकि कुछ ऐसी परिस्थितियाँ उत्पन्न हो गई हैं, लेकिन मेरा कहना यह है कि कम से कम एक ऐसी गाड़ी की व्यवस्था तो कीजिए जो एक स्पेशल गाड़ी हो और जो बच्चों को लेकर सारे देश का भ्रमण करा दे, काश्मीर से लेकर कन्या-कुमारी तक और देश के एक कोने से दूसरे कोने तक के स्थानों के उन को दर्शन करा दे।

एक बात और मैं यह कहना चाहता हूँ कि यहां रोड किसानों का नाम आप लेते हैं लेकिन किसानों की सुविधा के लिए एक शब्द भी नहीं है। आपने कहा कि हम एग्रीकल्चर कोमोडिटीज के दाम नहीं बढ़ा रहे हैं लेकिन सब्जी है, दवाई है, कागज है, डीजल है, ये सारी की सारी ऐसी चीजें हैं, जिनका दाम आपने बढ़ाया है। आपने जो इन चीजों के ले जाने पर फ्रेट चार्ज बढ़ाए हैं, उन सबका इम्पैक्ट यह पड़ेगा कि महंगाई आएगी और जब महंगाई बढ़ेगी, तो कितानों के दाम बढ़ेंगे, स्कूल में पढ़ने वाले बच्चों के लिये और कालेज में पढ़ने वाले विद्यार्थियों के लिए कितानों के दाम बढ़ेंगे और महंगे दामों पर उन को कितानें मिलेंगी। इसी तरह से सब्जी की बात है। अगर कहीं साऊथ से सब्जी नार्थ को आती है, तो नार्थ तक आते-आते वह सड़ जाएगी और दाम भी उसके दुगने तिगुने हो जाएंगे। इसलिए जब आप इस बजट को पेश कर रहे थे, तो निश्चित रूप से आपको इन चीजों का ध्यान रखना चाहिए था।

आप अविकसित क्षेत्रों की बात कहते हैं लेकिन जो रेलवे बजट आपने पेश किया है, उसमें कहीं भी यह दिखाई नहीं देता है कि एक भी जगह ऐसी है जहां पर आप ने रेलें दी हों। आज जो सुदूर देहात हैं, वहां पर अभी तक इस बीसवीं शताब्दी में भी न तो कोई रोड है और न कोई आने जाने का दूसरा यातायात का प्रबंध है। वहां पर कच्ची सड़कें भी नहीं हैं। मेरा कहना यह है कि कम से कम आप एक ऐसी लाइन तो निकालें जो ग्रामीण क्षेत्रों और अविकसित क्षेत्रों को छूए। ऐसा कोई प्रोजेक्ट मुझे इस बजट में दिखाई नहीं दिया है।

मैं आपको बतलाता हूँ कि मैं अभी देख रहा था कि बिहार में कितने किलोमीटर रेलवे लाइन है। किलोमीटर के दृष्टिकोण से बिहार का स्थान जितने राज्य हैं, उनमें पांचवां है और सब सूबों से वह अविकसित राज्य है। मैं आपको बताऊं कि वहां पर छः डी० ए० यानी डिवाजनल सुपरिटेण्डेंट के कार्यालय हैं, अब डी० आर० एम० कार्यालय हो गये हैं लेकिन एक भी जोनल आफिस नहीं है। उत्तर प्रदेश में जोनल आफिस है, कलकत्ता में जोनल आफिस है लेकिन बिहार में जहां छः-छः डी० एम० के आफिस हैं, वहां पर एक भी जोनल आफिस नहीं है जबकि दूसरी जगहों पर जहां दो, दो और तीन, तीन डी० एम० आफिस हैं, एक जोनल आफिस है।

दूसरी बात मैं यह कहना चाहता हूँ कि पटना में गंगा पर रेलवे ब्रिज का काम अभी पूरा नहीं हुआ है। पद्मनाभन कमेटी बनी और न जाने कौन-कौन सी कमेटी बनी और उसके सर्वेक्षण का काम भी पूरा हो गया लेकिन अभी तक वह पुल नहीं बना है। क्यों नहीं बना है, इसके पीछे भी एक रहस्य है। रेलवे में वादा-गिरी चलती है एक-एक भावमी हर जगह बैठा

हुआ है। हमारे यहां नार्वन रेलवे है, ईस्टन रेलवे है और सर्वन रेलवे है लेकिन वहां पर सब जगहों पर एक ऐसा भावमी बैठा हुआ है जो बहुत दबंग है और जो सारी चीजों को अपने कब्जे में किये हुए है और मंत्री जी उसका कुछ नहीं बिगाड़ सकते हैं। हमारे यहां सोनपुर में एक प्राइवेट स्टीमर चलता है। उस प्राइवेट स्टीमर का मालिक खरबपति है, खरबपति है और जब तक वह जिन्दा रहेगा, वहां पर रेलवे का पुल नहीं बनेगा क्योंकि जिस दिन रेलवे का पुल बन जाएगा, उस दिन उसका स्टीमर मर जाएगा और उसका काम नहीं चलेगा। रुस्त बने हुए हैं कि रेलवे से कितनी स्टीमर की दूरी होनी चाहिए, प्राइवेट स्टीमर की दूरी होनी चाहिए लेकिन प्राइवेट स्टीमर द्वारा खुल्लमखुल्ला उनका उल्लंघन किया जाता है। मैं मंत्री जी से आग्रह करूंगा कि कम से कम वे यह देखें कि यह रेलवे ब्रिज क्यों नहीं बन रहा है और निश्चित रूप से उसे बनाने का प्रयास करें। हमारे यहां आरा-सासाराम लाइट रेलवे थी और मैंने रेलवे कंसल्टेंटिव कमेटी में इस सवाल को उठाया था कि वह बन्द पड़ी हुई है। पटना-इस्लामपुर लाइट रेलवे है, वह सारी की सारी बन्द पड़ी हुई है। मेरा आग्रह है कि उसको खुलवाने का कार्य आप कीजिए। मैं जहां से आता हूँ, मेरा घर जहां पर है, वहां पर 15 किलोमीटर रास्ते तक आप सिर्फ साइकिल से ही जा सकते हैं, वहां कच्ची सड़क भी नहीं है। हम लोगों का प्रोजेक्ट है कि कम से कम उसका सर्वेक्षण तो कराया जाए। ललित बाबू की बड़ी कृपा हुई है। मैं उनकी मानना हूँ कि उन्होंने बिहार में रेलवे के मामले में बहुत विकास करने का काम किया। उनकी बहुत बड़ी देन रही है। मैं आपसे कहना चाहूंगा कि जो लाइन आप दरभंगा से जयनगर, हसनपुर तक ले गये हैं उसे आगे खुदेरपुर आसन तक बढ़ाइये और फिर सीधे निकालिये कोसी बीधा तक जहां यातायात का कोई साधन नहीं है। फिर वहां से सहरबनी होने हुए खगरिया और सहर्सा में मिलाइये। यह कुल 40 किलोमीटर पड़ेगा। अगर आप टापू जैसे अविकसित क्षेत्र का विकास करना चाहते हैं तो यह कीजिए। तभी आप कह सकेंगे कि आपने कोई विकास का काम किया है।

रेलवे में सुरक्षा की बात को लीजिए। मंत्री महादय ने कहा है कि उन्होंने इस मामले में बहुत व्यवस्था की है लेकिन मैं समझता हूँ कि रेलवे में लोगों के जान-माल की बिल्कुल सुरक्षा नहीं है। जब बाबू जगजीवन रामजी रेलवे मंत्री थे तो हम लोग कहा करते थे कि जग का जीवन राम के हाथ में चला गया। जब मैं यहां से जाता हूँ और मुगलसराय से आगे निकलता हूँ तो आपको पता नहीं चलेगा कि कानून और व्यवस्था नाम की कोई चीज रेलवे में है। कोई भी लोग हों, चाहे इस सदन के माननीय सदस्य क्यों न हो कोई नहीं कह सकता कि वहां कानून और व्यवस्था

श्री राम विलास पासवान

है। मैं एक दिन प्रथम श्रेणी में जा रहा था मैंने एक पानी पिलाने वाले को बुला कर उससे गिलास लिया। उसने कहा कि डेढ़ रुपया निकालो। उसमें नींबू वगैरह कोई चीज नहीं, केवल पानी ही पानी था। जब उसे डेढ़ रुपया नहीं दिया तो उसने झगड़ा करना शुरू कर दिया। हमने कंडक्टर को बुलाया और उससे कहा तो वह बोला हम क्या कर सकते हैं। अगर हम इससे कुछ कहते हैं तो कल को यह हमें छुरा मार देगा। यह मैं प्रथम श्रेणी के यात्रियों की बात बता रहा हूँ, दूसरी श्रेणी के यात्रियों की बात तो आप छोड़ दीजिए। इस पर भी आप यह कहते हैं कि मैंने यह व्यवस्था कर दी वह व्यवस्था कर दी। उपाध्यक्ष महोदय मैं कहता हूँ कि इससे इस प्रकार की घटनाएं दूर नहीं होंगी। इस प्रकार का काम करने वालों पर आपके कर्मचारियों का कोई असर नहीं होता। आप इस मामले में स्टेट गवर्नमेंट पर निर्भर करते हैं। आप कहते हैं कि राज्यों में लोकप्रिय सरकारें कायम होने से इस समस्या का निदान होगा। मैं कहता हूँ कि सरकारें सभी एक जैसी ही होती हैं। मैं आप से आग्रह करूंगा कि आप ऐसी व्यवस्था कीजिए जिससे कि आप ऐसा काम करने वालों को सीधे पकड़ सकें। अगर हम आप से कोई शिकायत करें और आप यह समझ कर कि यह उत्तरप्रदेश का मामला है या बिहार का मामला है, वहां की सरकार को रेफर कर दें तो इस समस्या का निदान होने वाला नहीं है। आपको स्वयं इस समस्या से निपटना चाहिए।

उपाध्यक्ष महोदय, आरक्षण के सम्बन्ध में इन्होंने कहा कि संसद् के विगत सत्र में जैसा कि इन्होंने आश्वासन दिया था, उसके लिए बहुत से काउंटर खोल दिये हैं। आप काउंटर कितने ही खोल दीजिए लेकिन जब तक नीयत साफ नहीं होगी तब तक कुछ नहीं होने वाला है। आप किसी स्टेशन सुपरिन्टेन्डेंट के पास जा कर कहिये कि आरक्षण चाहिए तो भी नहीं मिलेगा अगर वही आदमी 25 रुपये आरक्षण के लिए दे देता है तो उसे टिकट लेने की भी जरूरत नहीं होती। बिना टिकट के वह यहां से पटना तक सोता हुआ जा सकता है। एक आदमी जो कि मेरे मित्र हैं उनके लिए मैंने एम० आर० कार्यालय से जहां कि आपका स्पेशल कोटा होता है, चार आदमियों का आरक्षण कराया। हमने पूरी जांच-पड़ताल कर ली और पाया कि रिजर्वेशन बिल्कुल ठीक है। लेकिन जब हम स्टेशन पर गये तो हम से कहा गया कि आपका नाम तो वेटिंग लिस्ट पर है। जब हमने टेलिफोन करके बात की तो हमको कहा गया कि सर गलती हो गयी यह है आपका रिजर्वेशन। मेरे कहने का मतलब यह है कि इस तरह से इस समस्या का निदान कैसे होगा? अगर कितने ही काउंटर खोल लीजिए। आपको इसमें कम्प्यूटर सिस्टम साइये, रेलवे को

मोडरेनाइज कीजिए। अगर पटना से दस सीटें खाली चलती हैं तो दूसरे स्टेशन पर फौरन पता चल जाना चाहिए कि पटना से दस सीटें खाली आ रही हैं। जब तक आप इस तरीके से नहीं करेंगे तब तक आप इस बुराई को दूर नहीं कर सकेंगे। काउंटर खोलने से इस समस्या का निदान होने वाला नहीं है। वहां तो रुपया चलेगा। लोग आपस में रुपया बांट लेंगे और यह सब ऐसे ही चलता रहेगा।

उपाध्यक्ष महोदय यात्रियों की सुविधा की बात भी है। यात्रियों की सुविधाओं के बारे में ट्रेनों में कोई चेक नहीं करता है। प्रथम श्रेणी में कोई चेक नहीं करता है कि उसमें पानी भी है, बिजली भी है या नहीं। इस में लाइट भी है या नहीं पंखा भी चलता है या नहीं कोई देखता ही नहीं है। एक ट्रेन सुपरिन्टेन्डेंट होता है। एक बार मैं पटना से आ रहा था। कानपुर तक आ गया। फिर भी न उस में लाइट थी और न पानी और न ही पंखा चल सकता था। बगल में बैठे हुए कंडक्टर को हमने कहा तो उसने बताया कि ट्रेन सुपरिन्टेन्डेंट भी होता है और हम ने कहा कि उसको बलाइये वह जब आए तो हमने देखा कि उन पर धूल बिल्कुल नहीं पड़ी हुई थी, उन के बाल भी सवरे हुए थे और हम लोग धूल से भरे हुए थे। वह हम से दूर से आ रहे और उनकी यह हालत थी और हमारी यह हालत थी। हम ने उनको कहा कि आपकी यह हालत है और हम लोग यहां धूल खा रहे हैं क्या आप इन चीजों का इंतजाम भी नहीं कर सकते हैं। लेकिन असल बात यह है कि कोई देखता ही नहीं है कि किसी डिब्बे में पानी है, बिजली है, पंखा चल रहा है या नहीं। आप यात्रियों की सुविधाएं प्रदान करना चाहते हैं तो आप निश्चित रूप से हिदायत दे कि जहां-जहां जंक्शन है वहां वहां से तभी गाड़ी चले जब उस गाड़ी के तमाम डिब्बों में पानी बिजली, पंखों की ठीक से सुविधा हो जाए। वर्ना गाड़ी नहीं चलनी चाहिये।

अखबारों में भले ही आप कह दें कि प्रथम श्रेणी और द्वितीय श्रेणी, ये ही दो श्रेणियां आप ने बना दी हैं लेकिन छः छः श्रेणियां आज भी चलती हैं। छत पर अलग यात्री सफर करते हैं, स्टैंडिंग क्लास अलग है, ट्रेन के नीचे धूस जाते हैं और वहां सफर करते हैं और इसी तरह से और भी तरीकों से लोग गाड़ियों में सफर करते हैं। ये सब क्लासिस बनी हुई है। इसका कारण यह है कि गाड़ियों की कमी है। इस कमी को आप कैसे पूरा करेंगे यह आपको देखना चाहिये।

MR. DEPUTY-SPEAKER: Mr. Paswan, you know why they are travelling on the top? There is no notice board there stating:

“Don't travel without ticket”!

श्री राम बिलास पासवान : उनके पास टिकट भी रहता है ।

घब में दुर्घटनाओं के संबंध में कुछ कहना चाहता हूँ । 1952-53 में 12783 दुर्घटनाएँ हुई थीं और 1978-79 में 11083 । जब आप नई नई तकनीकों का प्रयोग कर रहे हैं, नये-नये तरीके ईजाद कर रहे हैं, नये-नये एक्सपर्ट लगा रहे हैं इन दुर्घटनाओं को रोकने के लिये, इंजीनियरिंग लगा रहे हैं तब तो दुर्घटनाएँ बिल्कुल भी नहीं होनी चाहिये । जितनी होती हैं उनमें से अधिकांश कर्मचारियों की लापरवाही के कारण होती हैं । इन दुर्घटनाओं के बारे में दोनों सदनों में कई बार चर्चा भी चली है । मैं समझता हूँ कि इन को रोकने के लिए सरकार को कोई स्पेशल कदम उठाने चाहिये, कारगर कदम उठाने चाहिये और सदन को तथा देश को आश्वस्त करना चाहिये कि इनको नहीं होने दिया जाएगा । विगत कुछ महीनों में ये नहीं हुई हैं । लेकिन जब इनका ताता लगना शुरू होता है तो ये रुकती ही नहीं हैं और सारा सदन स्तब्ध रह जाता है । मैं मानता हूँ कि दुर्घटनाएँ बिल्कुल न हो ऐसी तो शायद हो नहीं सकती है लेकिन कम से कम हो, इस पर आपको गम्भीरता से विचार करना चाहिये ।

रेल कर्मचारियों और रेल यूनियनों के साथ आपका कैसा व्यवहार हो यह भी विचारणीय बात है । लोको स्टाफ की अभी स्ट्राइक चली थी तब यह चीज उभर कर सामने आ गई थी । लगता है कि रेल मंत्रालय और जो नीचे के कर्मचारी हैं या यूनियन के लोग हैं उनके आपस के सम्बन्ध अच्छे नहीं चल रहे हैं । निश्चित रूप से श्री मधु दंडवते जब रेल मंत्री बने थे तो लोगों को आशंका थी कि ये तो लेबर के पक्षधर हैं, यूनियन के पक्षधर हैं और इस तरह से तो कर्मचारियों का मनोबल बढ़ जाएगा और इसका नतीजा यह होगा कि रेल प्रशासन अस्तव्यस्त हो जाएगा । हमने तीन साल तक देखा कि जिम तरह से उन्होंने आर.स में भ्रमन्वय स्थापित किया और जिस ढंग से काम किया उससे रेलों को काफी मुनाफा हुआ । मैं चाहता हूँ कि कर्मचारियों का नीचे का जो तबका है और जो सबसे बड़े अफसर हैं इन दोनों के बीच में भाईचारे के सम्बन्ध हों, एक दूसरे की तकलीफ को ये समझें । छोटे छोटे गांव में हम जाते हैं तो देखते हैं कि वहाँ गैंगमैन बैठा रहता है ।

MR. DEPUTY-SPEAKER: Your Party has been allotted of minutes. If you take more time, the time of the other members of your party will be cut.

श्री राम बिलास पासवान : काट लीजियेगा । उस बेचारे को कितना पैसा आप देते हैं या नहीं देते हैं वह तो अलग चीज है लेकिन आप देखें कि रेलवे के पास फालतू जमीन पड़ी हुई है और आप कहते हैं कि आप वह जमीन शिड्यूल्ड कास्ट्स और ट्राइबुज को लीज पर देगे तो क्यों नहीं वह जमीन उसको दी जाती है जहाँ वह खेती भी कर सकता है और अपनी झोंपड़ी बना कर भी रह सकता है । मैं यह भी जानना चाहता हूँ कि कितने शिड्यूल्ड कास्ट्स और ट्राइबुज के लोगों को आपने यह जमीन लीज पर दी है ? अगर आप यह जमीन गैंगमैन को भी दे दे तो वह बेचारा उस पर खेती करेगा, परमानेंट तरीके से कोई झोंपड़ी बना कर उसमें रहेगा और आपकी सेवा भी करेगा और साथ-साथ अपना जीवन स्तर ऊँचा भी उठा सकेगा ।

रिजर्वेशन के संबंध में, जो कि अनुसूचित जातियों और जन जातियों के लिये, मैं कुछ शब्द कहना चाहता ।

इनकी रिपोर्ट के मुताबिक 'क' वर्ग में 1977-78 में 6.0 परसेंट और 1978-79 में 7 परसेंट शिड्यूल्ड कास्ट्स के कर्मचारी हैं । 'ख' वर्ग में 1977-78 में 9.5 परसेंट और 1978-79 में 11.9 परसेंट किये गये । इस तरह से 1977-78 में शिड्यूल्ड ट्राइबुज का परसेन्टेज 0.8 था 'क' वर्ग में जो कि 1 परसेंट भी नहीं है और 1978-79 में यह 0.9 परसेंट हो गया । अभी तक आपके पास 1 परसेंट भी उपलब्ध नहीं है । यह है आपके यहाँ शिड्यूल्ड कास्ट्स और ट्राइबुज के आफिसर्स की स्थिति । इसी प्रकार से 'ख' श्रेणी के जो कर्मचारी हैं वह 1978-79 में 2.1 परसेंट हैं और 'ग' श्रेणी में 2.2 परसेंट हैं । यह रेलवे में शिड्यूल्ड ट्राइबुज कर्मचारियों की संख्या है । रेलवे में हम समझते हैं कि शिड्यूल्ड कास्ट्स और शिड्यूल्ड ट्राइबुज का सबसे ज्यादा रिप्रजेन्टेशन है, लेकिन वहाँ ऐसी बात नहीं है । आप अगर चाहें, आपकी नियत साफ हो तो आप दो बातें कर सकते हैं । आप अपने विभाग में एक सैल खोलिये और उसको काम सौंप दीजिये कि वह पता लगाये कि कौन-कौन सी पोस्टें शिड्यूल्ड कास्ट्स और ट्राइबुज के लिये हैं । वह सैल स्कूल कालेज से विद्यार्थियों को निकालेगा, ट्रेनिंग देगा और आप उसके लिये स्पेशल रिज्यूटमेंट कीजिये । इस तरह से आप इनका कोटा पूरा कर सकते हैं । अगर आप चाहें तो एक दो साल में पिछला बकाया भी पूरा कर सकते हैं । लेकिन जब तक नियत साफ नहीं रहेगी, तब तक यह बढ़ता जायेगा ।

[श्री राम विलास पासवान]

आपके यहाँ शिड्यूल्ड ट्राइब्ज के लिये रिजर्व्ड पोस्ट हैं, लेकिन शिड्यूल्ड ट्राइब्ज का उम्मीदवार उपलब्ध नहीं होता है। हमने मंत्री महोदय से प्रश्न किया था, उन्होंने कहा कि 3 साल तक पोस्ट को कैरी फावर्ड करते हैं और 3 साल के बाद भी अगर उम्मीदवार उपलब्ध नहीं होता है तो इंटरचेंज करते हैं। इस बीच आप एड-हॉक एप्पाइन्मेंट कर लेते हैं और उस एड-हॉक एप्पाइन्मेंट को आप हटा नहीं पाते है इसलिये वह शिड्यूल्ड कास्टम और ट्राइब्ज का कोटा पूरा नहीं हो पाता है। मैं माननीय मंत्री जी से आप्रह कछुंगा कि वह देखें कि कम से कम 2 साल में इस कोटे को वह निश्चित रूप से पूरा कर दें और जो पिछले तर्क दिये जाते हैं रेलवे सर्विस कमीशन के एडवर्टाइजमेंट आने हैं, उसमें जो तर्क दिया जाता है कि—

If a scheduled caste or scheduled tribe candidate is not available, the post will be declared unreserved.

यह बिल्कुल धोखा है। यह धोखा आपको और पूरे देश को दिया जाता है। आज देश की आजादी के 31 वर्ष बाद भी शिड्यूल्ड कास्ट्स और शिड्यूल्ड ट्राइब्ज के कर्मचारियों की संख्या बहुत कम है। आप चाहे आई० ए० एस० को देखें, आई० पी० एस०, इंडियन फारेन सर्विस या ग्लाइड को देखें, यह लोग सब जगह इटरन्यू देते हैं पर जहा योग्यता की बात आती है, वहा छाप दिया जाता है कि योग्य है ही नहीं। इसलिये आप इसको जरूर देखें।

हिन्दी के विकास का मामला है। मैं राजभाषा समिति का सदस्य भी हूँ। आपकी रिपोर्ट के मुताबिक 80 प्रतिशत लोगों को हिन्दी का कार्य-साधक ज्ञान प्राप्त है। लेकिन आप पूरे रेलवे बोर्ड और इनके डी० एस० कार्यालय से लेकर जोनल आफिस तक, नीचे से ऊपर तक देखिये, इन्होंने तो अपनी रिपोर्ट में दे दिया है कि हिन्दी का विकास कितना है, लेकिन मैं समझता हूँ कि 1 परसेंट काम भी हिन्दी में नहीं चलता है। यह बात अलग है कि रामविलास पासवान या किसी और एम० पी० ने हिन्दी में पत्र लिख दिया तो उसका जवाब हिन्दी में ही दे दिया गया। लेकिन इससे हिन्दी की प्रगति नहीं होगी।

हमारी और आपकी जो मशा है, सविधान की मान्यता है, उसमें एक लाईन खींची गई थी कि 15 साल में स्वतः हिन्दी इस देश में चली आयेगी, किसी को कहने की जरूरत नहीं पड़ेगी कि अंग्रेजी हटाओ, मैं आपसे कहता हूँ कि इस देश में सभी के राज्य आये, मुगल पीरियड आया, अंग्रेजों का शासन आया, लेकिन कभी किसी ने नहीं पूछा कि तुमको उर्दू चाहिये कि नहीं, किसी ने नहीं पूछा कि तुमको अंग्रेजी चाहिये कि नहीं। मैं आपसे प्रार्थना करता हूँ कि अगर यही हम लोगों की मनो-

वृत्ति रहेगी तो इस देश से कभी अंग्रेजी नहीं जायेगी। आप जो भाषा चलाना चाहे, चलाइये, लेकिन इस देश से अंग्रेजी को विदा कीजिये।

आप अपने कार्यालय में, जब आप मंत्री बने हैं तो हमको गर्व है, हम चाहते हैं कि इस मामले में वहा प्रगति हो और किसी मामले में कुछ हो या न हो लेकिन निश्चित रूप से इस मामले में कुछ न कुछ होना चाहिये। आपके रेल मंत्रालय में कम-से-कम हिन्दी का कुछ मान है। हिन्दी हमारी माँ है, इसको किसी की चरी या गुलाम मत बनाइये। आप अंग्रेजी चलाइये या कुछ कीजिये लेकिन कम से कम हिन्दी के सम्मान को उसके स्थान पर रखने का प्रयास अवश्य कीजिये।

रेलो में कुछ समय तक गो समय की पाबन्दी चलती है, लेकिन फिर उन्नी बिल्कुल उपेक्षा की जाती है। मैं जितनी बार पटना गया हूँ, हमेशा ट्रेन लेट थी।

एक माननीय सदस्य "ट्रेन लेट" तो इंगलिश है।

श्री राम विलास पासवान : ऐसे शब्दों को पचाना चाहिये।

गाड़ियां विलम्ब से चलती हैं। मंत्री महोदय इस तरफ ध्यान दें।

मंत्री महोदय के अनुसार रेलवे कर्मचारी 12 2 लाख हैं, जिन पर 1978-79 में 1035 8 करोड़ रुपये का खर्चा हुआ है। इसके अतिरिक्त उन्होंने कंजुअल कर्मचारियों की संख्या 2 3 लाख बताई है। लेकिन मंत्री महोदय ने यह नहीं बताया है कि जो लोग डी० एस० कार्यालय या जी० एम० कार्यालय में डायरेक्ट रख लिये जाते हैं, क्यों उनमें भी हरिजन-आदिवासियों को लिया जाता है या नहीं।

मंत्री महोदय ने अपने बजट में द्वितीय श्रेणी के किराये में वृद्धि की है। यदि वह चाहते, यदि रेलवे मंत्रालय उनके साथ कॉन्फ़िडेंट करता और उन्हें सही जानकारी देता तो मैं दावे के साथ कह सकता हूँ कि रेलवे मंत्रालय में जो फिजूलखर्ची और प्रशासनिक अपव्यय होता है, उसको काटकर वह इस बढौतरी को रोक सकते थे और देश की गरीब जनता पर पड़ने वाले भार को कम कर सकते थे।

संमद भवन में रेलवे बुकिंग कार्यालय है और उसकी बगल में एयरलाइन्ज का बुकिंग कार्यालय है। एयरलाइन्ज के बुकिंग कार्यालय में टेलीफोन उठाने से सीधे एयरपोर्ट से बातचीत शुरू हो जाती है। लेकिन रेलवे बुकिंग कार्यालय में बेचारे कर्मचारी नम्बर घुमाते रहते हैं और कभी न्यू दिल्ली और कभी ओल्ड दिल्ली स्टेशनों से बात करने

की कोशिश करते रहते हैं । दस मिनट बाद कहीं लाइन मिलेगी । दूसरी जगह भी ऐसी व्यवस्था करनी चाहिए, लेकिन कम से कम संसद भवन के रेलवे बकिंग कार्यालय में ऐसी व्यवस्था कर दी जाये कि रेलवे स्टेशनों के साथ हाट लाइन स्थापित हो जाये, ताकि टेलीफोन उठाने से डायरेक्ट बात होने लगे ।

मैं मंत्री महोदय से भ्रायग्रह करूंगा कि वह इन सुझावों पर विचार करें और जवाब देते हुए इन पार्यट्स पर भी प्रकाश डालने का कष्ट करें ।

PROF. NARAIN CHAND PARASHAR (Hamirpur): Mr. Deputy-Speaker, Sir, I rise to support the Budget proposals submitted to this House by the hon. Minister for Railways, Shri Kamalapati Tripathi. In his illuminating speech, Prof. Dandavate has talked of national integration. But national integration is not so easy to achieve that it can be just brought into the picture by starting a train from Kashmir to Kanyakumari or from Trivandrum to some other part of the country. For that matter, the needs of each region of the country have to be looked into and for the first time, I find in this Budget, that there is something which is promised to each and every part of the country. Though it is not sufficient, keeping in view the limited resources Panditji has produced a Budget which provides a ray of hope to all the major States of India and the smaller States as well. I will just give an instance. While he has given a large number of railway lines, which are under construction, in major States of India like Maharashtra and Andhra Pradesh, he has also promised something to the States like Himachal Pradesh and north eastern States. I would like to point out that this is a very important thing that he has done, because so far the Railway Budget has been prepared in a distorted manner. I would like to invite Prof. Dandavate's attention to one fact that whereas in the Draft Sixth Five Year Plan, prepared by the Government, in which he was the Railway Minister, Rs. 200 crores had been provided for four metropolitan transport projects, only 100 and odd crores of rupees were provided for the entire

new railway line network of the country. Was it justice? Was it a step towards national integration? I brought to the notice of the then Prime Minister, Mr. Morarji Desai and wrote to the then Railway Minister also that this injustice need be undone.

Here, I want to read a portion of the Summary of the main Report of Rail Tariff Enquiry Committee which says in some of its recommendations, in Chapter XVII as follows:

"The route length of railway lines in India, whether in terms of population or land area, compares very unfavourably with that not only in the economically richer countries of the world, but even as compared to countries like Malaysia, Algeria or Egypt in terms of population of Sri Lanka in terms of land area."

What I meant to say is, as the Railway Minister has himself observed, in 126 years, we have only 67,000 or 68,000 kms. of railway lines which is a very limited investment. I want this investment to be increased. Unless you spend more on new railway lines, you cannot have national integration and you cannot have industrial growth. This report also lays stress on the fact that the railway infrastructure, the transport infra-structure, is a *sin qua non*, a primary condition, for the industrial development of the country. Therefore, I would plead that the areas which have been neglected so far should be taken up first. The Railways should take the picture of the entire country and see to it that in those regions of the country where not a single km. of railway line has been added since Independence, those regions should get the topmost priority. In this category would fall not only the north eastern region but also the north western region, like, that of Himachal Pradesh and Punjab.

In this very House, I would point out that Panditji in 1976 had promised that the Nangal-Talwara railway line would be constructed, the construction of which was inaugurated by late Shri

[Prof. Narain Chand Parashar]

L. N. Mishra with good wishes of the Prime Minister, Shrimati Indira Gandhi at that time, on 22nd December, 1974 at Amb in Una district of Himachal Pradesh after the State Government committed to give the entire cost of land within its territory. That has remained neglected so far. The then Railway Minister, Prof. Madhu Dandavate, would have done well had he also included it in his budget. But he never came near it. Although Mr. Morarji Desai tried to give an impression that he was working for the entire country, Himachal Pradesh was totally neglected by the Janata Party almost to a point where it can be said that, in their mind, there was no State like Himachal Pradesh in India. Similar was the case with Punjab. These are the two States, Himachal Pradesh and Punjab, where not a single railwayline has been constructed after the partition. Only one railwayline from Pathankot to Jammu that too for Jammu and Kashmir, was constructed.

The north-western region has been the subject of neglect by the Railways. I would request the hon. Minister of Railways, Panditji, to come to the rescue to this part of the country. Otherwise, a feeling is growing that this part of the country has never got its due.

I am grateful to the hon. Minister that he has promised the updating the cost of the survey for the Nangal-Talwara railwayline. But updating the cost of the survey is not enough. What is required is immediate construction of the Nangal-Talwara railwayline because the Chief Minister of Himachal Pradesh, Mr. Ram Lal, has now offered to Panditji to even bear the cost of earth work and also to provide wooden sleepers at half the cost. This is a part of the country which has sacrificed its green valleys and sacrificed their sons for defence and development of the country. I would urge upon the hon. Minister that next year this railway line should be constructed at least to half extent, if it is not possible to connect right upto Talwara, at least

upto Amb where the late Shri L. N. Mishra laid the foundation stone. It should be taken up for construction in right earnest.

The first survey for the railway line was started in 1956 and next year, I believe it will be the silver jubilee of the survey period, that is, 25 years would lapse after the first survey was started. I hope, at least in the 25th year of the starting of the survey, this railway line will be constructed. The Chief Ministers and the States have changed from Sardar Pratap Singh Kairon who was the Chief Minister of Punjab in 1956 to Dr. Parmar as the Chief Minister of Himachal Pradesh in 1966 and now to Mr. Ramlal as the Chief Minister of Himachal Pradesh in 1980. But the Railways continue to neglect this part of the country. This should be given the topmost priority.

Secondly, a small link from Kalka to Parwanoo which is a hub of industrial activity in Himachal Pradesh is very much needed. Our Chief Minister has proposed this also. Similarly, a railwayline from Jagadhari to Paonta being the location of a cement factory there, which would give cement to the country, should also be taken up. The proposal for Chandigarh-Ludhiana railway line has been there. There has been a demand made by the Punjab Government to bring Chandigarh-Ludhiana on the main line by connecting to Jagadhari. These are the two frontier States, one bordering China and the other bordering West Pakistan. This must be taken into consideration. I am very happy to learn that Panditji has been trying to do as much as possible. The talk of rise in fares is there. But may I request the hon. Members to read the report of the Railway Tariff Inquiry Committee. Panditji has done as much as possible to contain the fares within a reasonable limit. I would invite the hon. Members' attention to the basic recommendation of this Committee that transport in India should be cost based. If this principle is to be accepted *in toto*, if transport in India is to be cost-based, then the fares would have to rise far higher than what has been pro-

posed by Panditji. Panditji has produced a budget in which the rise has been to the extent to which we are offering services to the people. If you want railway lines in all parts of the country, if you want more amenities for passengers, if you want bonus for railwaymen, if you want five-day week and all that, if you want more reservation counters, if you want all types of cooling at railway stations, money will have to be found, and every good thing will cost.

Whereas the rise has been there, Panditji has exempted nine essential items from the levy of surcharge on freight. I would request that two or three more items be exempted from this like fruits and vegetables and also milk because they are perishable commodities and they are poor man's food. The poor man lives by fruits, vegetables and milk. For certain places, milk has to be carried by train; for example, for Simla, milk has to be carried from Amritsar by train. Unless milk, fruits and vegetables are exempted from the levy of surcharge on freight, the poor man's life will become more costly than we can expect.

With this, I would come further to the other points. We have to think of new trains. The previous Government has been talking of its efficiency. Mr. Paswan was speaking a little while ago. But there is one train in this country which has been slowed down by one hour. The other trains have been speeded up. The Himalayan Express which used to start at 9.55 in the night from Nangal Dam and reach Delhi at 8.15 in the morning, now starts at 9.10 in the night and reaches here at 8.50 in the morning. The result is that it has been slowed down by more than one hour. Also the number of criminal activities in this train has been increasing.

The Simla people have been demanding starting of a direct train from Bombay to Kalka. But not to speak of Bombay-Kalka, we recently had one new express from Ranchi to Chandigarh. The entire rake is taken to

Kalka for washing, maintenance and stationing. The Western Command people are also there in Simla and they have also been demanding that the train should be extended right upto Kalka from Chandigarh because the entire rake is taken to Kalka. But unfortunately this demand has not been met. I do not know what is the reason. You can name it as Chandigarh-Ranchi Express or whatever you want, but please start it from Kalka. The people of Himachal Pradesh and the entire country would be grateful to you for this because tourists go there; they will use it, as also the armed forces.

There is a gauge conversion programme. I do not know what had stopped Prof. Dandavate's hand at Sonapat, because the section from Delhi to Ambala needed doubling; it had to be doubled because there is less capacity on this railway track. I thought it would be completed and he would be looking towards north-west also. But he started looking towards other directions, and this programme was stopped....

MR. DEPUTY-SPEAKER: Prof. Dandavate is not the Railway Minister now.

PROF. NARAIN CHAND PARASHAR: I am talking of his days because he was glorifying his own achievements. He stopped at Sonapat and never went beyond. I would request Panditji to take into consideration the fact that this is a major section—Amritsar-Delhi—and the line from Ambala to Delhi needs his immediate attention. The earlier it is done, the better it would be.

Panditji did another good thing also. In the rising cost of diesel, he has proposed gradual electrification. Electrification will save diesel and as a result, the programme will be more successful than it would be otherwise.

Another point which Panditji has done well to bring to our notice is the fact that the amenities are being ex-

[Prof. Narain Chand Parashar]

tended in various forms—in one form or another. He has given three packets of gift to the three major cities: an electrified rail service for the suburban areas of Delhi, a fly-over for Bandra and an increased allotment for the metropolitan transport of Calcutta. I would request him to give one gift packet at least, when he replies to the debate, to each one of States in India which have been neglected so far. I would request him to see that the States which have sacrificed for the country are also given some dues. Otherwise, Bombay, Madras, Calcutta and Delhi are the queen cities of India and they attract the people. But what about those people who sacrifice every time and get little in return? (Interruptions). We do not grudge it. We like it but what should happen more is that those people who have been neglected so far should also be given their due.

I would also make another request to the Railway Minister. The Northern Railway is being re-organised and another division is going to be set up. But that should not be opened in Delhi or in a suburban of Delhi. It should be somewhere in Jullunder of Pathankot so that it is available to Himachal Pradesh, Jammu and Kashmir also.

Another long-standing demand of our State is the location of a sub-office of the Railway Service Commission for Northern Railway in these States—may be in Punjab, or Himachal Pradesh or in Jammu and Kashmir or at Pathankot. Now people have to go all the way to Allahabad. For central services, people have to come to Delhi but for service in the Northern Railway they have to rush to Allahabad which is beyond them. The sooner it is brought to this side the better it will be. The Northern Railway headquarters happens to be in Delhi but the Service Commission is in Allahabad so the people from this area are very poorly represented in the service of Northern Railway.

Then, Sir, there is a need for decentralising the recruitment system. Recruitment should be made in such a manner that all States of the Indian Union get their due share. Now it is the other way round. Wherever the Service Commissions are located and the headquarters are there, the people of that area get enough coverage but the people of those States which are far away, do not get enough coverage. Mr. Qureshi when he was railway Minister promised in the Fifth Lok Sabha that one of the offices of this Commission would be started right somewhere in Jammu and Kashmir, Punjab or Himachal Pradesh. But that has not happened so far and this should happen now and immediately.

Sir, I would then like to draw your attention to two sections of railway lines which are at present there in Himachal Pradesh—particularly the Kangra valley section and the Simla-Kalka section. There are two railway stations there which are still without electricity—Kinnaur and Kalkoti. They are without electricity. I wrote to every Railway Minister but electricity has not come. I request Panditji to electrify these two stations so that the Karmacharis who are working there stand benefited.

Similarly, I plead that two other crops viz. the potato and apple crops, which are the backbone of the economy of Himachal Pradesh should be included in the exempted items so that our economy does not suffer.

Another suggestion is that paper and stationery should also be included in the exempted category. Pupils from the younger group find it very difficult because the cost of paper has gone up. It should find a place in the exempted list.

I request the Minister for Railways to look to the fact that he is a person who has remained with us from the generation of Jawaharlal Nehru and Motilal Nehru. He is one of the stalwarts of that resurgent India which fought the British and got us freedom

and he is now engaged in the consolidation of the economic gains for the benefit of the poorer sections of our society and I request him to kindly see that the gains from the Railways flow out to Himachal Pradesh equally as it flows out to Uttar Pradesh and Andhra.

15.59 hrs.

[SHRI HARINATHA MISRA *in the Chair.*]

SHRI BIJU PATNAIK (Kendra para): I rise not to condemn the Railway Minister but to sympathise with him I was wondering if he could consider streamlining the railways in a manner that will commend itself, as urged by me to the previous Railway Minister also and my colleague who is sitting here, to increase the speed of the railways from 6 miles an hour to at least 8 miles an hour. Just now the average speed of movement on the Indian Railways is just 6 miles an hour—for all the trains taken together.

16.00 hrs.

Now, if this time could be saved and if 20 to 25 per cent more utilisation of the rolling-stock could be achieved, then, I am sure, the Railway Minister, if he calculates could have got his revenue increased by at least Rs. 200 crores. Along with that, if the Railways were to carry goods traffic as they were designed to do, then an extra 20 million tonnes would give him an increase in revenue of Rs. 70 or 80 crores. He need not have increased the fares at all, I had suggested this to my esteemed friend, former Railway Minister who also had many meetings with the Railway Board. They took the advice but could not perform. This was the sad story. Even to-day there is no performance. There is only an increase in railway fares. Sir, there is a saying in our State.

MR. CHAIRMAN: He gave a patient hearing to you.

SHRI BIJU PATNAIK: There is a saying in our State that if you want to raise the cost, and then match the budget, this any widow can do.

That is what is happening here. If you cannot improve the efficiency, then you raise the fares to match the cost. By doing that, what have you achieved? By so doing you have only raised the cost of all commodities—you have raised the cost of industrial goods, coal, steel and cement as well. Industrial activities will cost more and more. By so doing you have only brought about more and more inflation in this country. We have been hearing the old story that there is only a marginal increase in the cost of living of .04 per cent or .05 per cent. This is an old story told by Planning Commission and Finance. Actually, it comes to 10 times more, Only the decimal has to be shifted behind—not forward.

To-day the climate is this. When the cost goes up, the vegetable vendor will say that since the railway fare has gone up their cost has also gone up; similarly, the egg vendors will say that since the railway fare has gone up their cost also has gone up for the eggs. So, everytime when you raise the tax a little, there is a general upward movement in the index price. As a result, you have to pay dearness allowance to your employees. This is an old story and there is nothing new in it. It seems every Government is doing the very same thing. We thought that since you have got a government with two-thirds majority in the House, you would be bringing forward strong measures. That is not so now. Your measures are as weak as any other Government's. The same thing continues as it happened 10, 15 or 30 years back; there is no change at all. No new dimensions have been sought to be achieved at all. This I regret to say.

Similarly, even the previous speaker when he spoke he spoke about the neglect of his area. Neglected area continues to be neglected. The

[Shri Biju Patnaik]

same thing happened when the previous Government was in power. With the limited funds, the Minister-in-charge wanted to develop the metropolitan areas. Shri Parashar talked about Himachal Pradesh. I would talk about Orissa. If Orissa was not on the coastline when the British took over this country, there would have been no Railway line at all connecting Calcutta with Madras for imperial preference. Since then, Mr. Railway Minister, all the urges of the people of Orissa had fallen on deaf ears only. For example, there was a demand from the coalfield area of Talcher. The railways of course connected that from Cuttack to Talcher just to get their coal for running their own locomotives. We have been pleading for a line from Talcher to Sambalpur. If this had been done the whole of Western Orissa would have been served and Chhatisgarh region would also have been served. We had asked for a connecting line from Jagpura to Bansi so that the whole of Bihar could be served; we wanted Talcher and Rourkela to be connected through to the Paradip port so that the whole hinterland could be served. But nothing has been done. Everytime the demand is raised the Railway Minister had been saying that they were surveying it. My hon. friend said previously that one survey had seen a silver jubilee. It may probably see a golden jubilee. Take the case of Ganga bridge. 15 Railway Ministers over the last thirty years had laid new foundation stones at the same place. But the bridge has not been constructed. (Interruptions). Some Central Ministers would have been laying the foundation stones for the same bridge but the bridge has not yet been constructed. I know Panditji is a devout man. At one time he was thinking of going and settling down at Jagannath Dham and I had promised to give him a 'math' there. In the name of Jagannath, may I appeal to Panditji to ensure that some new railway lines

which I have enumerated earlier come up in Orissa not only for the sake of Orissa but also to service the entire hinterland of South Madhya Pradesh and South Bihar which are rich in minerals.

THE MINISTER OF RAILWAYS
(SHRI KAMLAPATI TRIPATHI): I have joined Delhi with Puri. There is Neelachal Express.

SHRI BIJU PATNAIK: That was the arrangement done before. Only thing is you have now switched it on and from 48 hours delay it has now been reduced to 32 hours. (Interruptions).

People of that area must get some service from the Indian railways which they have not. Similarly, the urgent needs of the people of Orissa have been denied even by my colleague, the erstwhile Railway Minister. Sir, the major portion of South Eastern Railway passes through Orissa, that is, Calcutta-Madras and Calcutta-Bombay route. I know that if the British could take the railway line over the sea they need not have crossed Orissa but since major portion of South Eastern Railway passes through Orissa, the South Eastern railway headquarters should move into that area. That also is not there. Sir, if Assam people say something for their own good, then some neighbouring States clamour against it. If Orissa people want the headquarters to be in their State, the Calcutta people will not agree to it. This is not the dispersal of wealth or dispersal of jobs or dispersal of opportunities. I hope the hon'ble Minister will consider these points and especially when their colleague, the new Chief Minister of Orissa, who has just taken over has said probably on the Floor of the House or somewhere that the new railway lines will be built, at least to keep up his face—if not my pleadings—you will construct these lines.

श्री शिव प्रसाद साहू : (रांची) : सभापति महोदय, . . .

सभापति महोदय : आप कितना समय लेंगे ।

श्री शिव प्रसाद साहू : मैं आधा घंटा लूंगा । सभापति महोदय, मैं आप के माध्यम से रेलवे मंत्री जी का ध्यान बिहार के सुदूर पहाड़ी इलाके छोटा नागपुर की ओर दिलाना चाहता हूँ ।

कल जो बजट पेश किया गया मैं उस का समर्थन करता हूँ । वह बजट काफ़ी सुन्दर, काफ़ी अच्छा और काफ़ी प्रभावशाली बजट है लेकिन उसमें कुछ ऐसी बातें हैं जो हमारे गरीब लोग हैं, आदिवासी लोग हैं, उन की जिन्दगी के साथ वे जुड़ी हुई हैं । मंत्री जी को सब से पहले अपनी ओर से यह धन्यवाद देना है कि पिछले महीने हटिया से चंडीगढ़ के लिए तथा पुरी से दिल्ली तक निलाचल एक्सप्रेस गाड़ी उन्होंने चलाई है और कल अपने बजट में रांची से हजारों बाग होकर गिरिडीह तक बड़ी लाइन बिछाने का प्रावधान किया है । इन के लिए मैं उन को धन्यवाद देता हूँ लेकिन पिछले कई वर्षों से रांची से लोहरदगा और लोहरदगा से टोरी तक बड़ी लाइन बिछाने की बात चल रही है । आप के माध्यम से मैं मंत्री जी से कहना चाहता हूँ कि वह क्षेत्र हरिजन और गरीब आदिवासियों का क्षेत्र रहा है । रांची जिले से तथा पलामू जिले से तब रीबन दो लाख आदमी अपनी रोजी और रोजगार की तलाश में हर वर्ष, कानपुर इलाहाबाद, आसाम और पंजाब की ओर भागते हैं ।

हमारे जो आदिवासी भाई जंगलों में रहते हैं, वे काम के लिए भाग कर दूसरी जगह पर जाते हैं । वहाँ पर उनके पास रोजगार न होने की वजह से उनके साथ बड़ा अन्याय होता है । यह एक विचारणीय प्रश्न है । वे लोग काम करने के लिए कानपुर, इलाहाबाद जाते हैं । वहाँ पर झूठ बोल कर, उनको भुलावे में रूढ़ कर ले जाया जाता है । जो मजदूरी उनसे तय की जाती है, वह मजदूरी उन गरीब हरिजन और आदिवासी भाइयों का नहीं मिलती है । रांची और पलामू जिले से जो हरिजन और आदिवासी भाई-बहिन बाहर काम करने जाते हैं उनमें से सैकड़ों बहने गुम हो जाती हैं । उनको कौन ले जाता है, वे क्यों गुम हो जाती हैं इनको हम जानते हैं । अभी चंद महीने पहले, अप्रैल के महीने में बंगाल में 22 लड़कियों को पकड़ा गया जिनसे अनैतिक संबंध असामाजिक तत्व करवा रहे थे । सरकार ने उनको रांची भेजा और इस तरह से उनकी अस्मिता को बचाया । यह सब क्यों होता है ? क्योंकि वहाँ बेरोजगारी है ।

मैं मंत्री महोदय का ध्यान आकृष्ट करना चाहता हूँ कि रांची जिला एक ऐसा क्षेत्र है जहाँ एशिया का सब से ज्यादा ब्रोक्साइड का,

भंडार लोहरदगा में मिलता है । अगर वहाँ रांची से लोहरदगा, टोरी तक का कनेक्शन बड़ी लाइन से हो जाए तो वहाँ की बेरोजगारी दूर करने में बड़ी मदद मिल सकती है । वहाँ पर ब्रोक्साइड होने की वजह से इंडियन एल्युमिनियम कंपनी अपना कारखाना खोलना चाहती है लेकिन बड़ी लाइन के अभाव में वह नहीं खोल पा रही है । हिष्बालको वाले भी कारखाना खोलना चाहते हैं लेकिन नहीं खोल पा रहे हैं । इनके कारखाने मुरी तथा रेनुकुट में हैं । वे चाहते हैं कि लोहरदगा में भी कारखाने खोलें लेकिन बड़ी लाइन के अभाव में वे ऐसा नहीं कर पा रहे हैं । हम चाहते हैं कि वहाँ एल्युमिनियम का कारखाना खुले, चाइना ब्ले का कारखाना खुले । हमारी सरकार और हमारी पार्टी की भी यह घोषणा है कि सब से पहले हरिजन और आदिवासियों के जीवन स्तर को उठाने के लिए हम लोग काम करेंगे । जिन क्षेत्र में हरिजन, आदिवासी और गिरे हुए भाई-बहिन रहते हैं उस क्षेत्र को बड़ी लाइन देने का एक विचारणीय प्रश्न है ।

मैं माउथ इस्टर्न रेलवे वाई र्पा तब मेम्बर रहा हूँ । रांची, लोहरदगा और टोरी का बड़ी लाइन देने पर कोई 11 करोड़ रुपये का खर्च बैठेगा । अगर यह लाइन हो जाती है तो जो हमारे भाई-बहिनो को हर साल जो काम की तलाश में भागना पड़ता है और जिसमें हमारी सैकड़ों बहने गुम हो जाती हैं, वह नहीं होगा । मेरा दावा है कि उनके भविष्य के लिए, उनके आर्थिक उत्थान के लिए रांची से लोहरदगा, टोरी तक की लाइन को यदि बड़ी लाइन से जोड़ना दिया जाएगा तो वह क्षेत्र तरा-भरा हो जाएगा और हमारे भाई-बहिनो को वहाँ से दूसरी जगह काम की तलाश में नहीं जाना पड़ेगा ।

लोहरदगा में हर साल दस लाख टन ब्रोक्साइड का लदान होता है । वहाँ से 24 किलोमीटर की दूरी पर टोरी से भी 15 से 20 लाख टन का लदान होता है । इसलिए भी इस लाइन को बड़ी लाइन से जोड़ने की बड़ी जरूरत है । अगर यह इलाका बड़ी लाइन से जोड़ दिया जाता है तो यह मारे हिन्दुस्तान से जुड़ जाएगा तथा रांची से दिल्ली तक की दूरी भी 200 कि० मी० कम हो जायेगी । इसलिए मैं मंत्री महोदय से आग्रह करूँगा कि वे इस काम को करें । हमारी सरकार की भी यह नीति रही है कि गिरे हुए, आदिवासी लोगों के जीवन स्तर को उठाने के लिए कदम उठाये जाएँगे । मैं प्रार्थना करता हूँ कि वहाँ बड़ी लाइन दे दी जाए । हमारे इलाके में जहाँ ब्रोक्साइड के भंडार हैं, वहाँ बांस के भी जंगल हैं । वहाँ पर पेपर मिल भी लगायी जा सकती है क्योंकि उस इलाके में कई नदी बह रही हैं और पानी काफी मिलता है । वहाँ पेपर फैक्ट्री की भी काफी गुंजाइश है । लोहरदगा से हजारों टुक सागवान तथा साखु की लकड़ी

[श्री शिव प्रसाद साहू]

मध्य प्रदेश, उत्तर प्रदेश और दूसरी जगहों पर जाती है। इसलिए वही वहां बड़ी लाइन की बड़ी जरूरत है।

यदि एक साल में इस लाइन को खोल दिया जाए तो कम से कम तीस चालीस हजार लोगों को वहां रोजगार मुहैया हो सकता है। आज वे लोग बाहर काम की तलाश में मारे-मारे फिरते हैं और उनके साथ वहां अन्याय होता है। दर-दर के वे भिखारी हो गए हैं। यदि यह लाइन बन जाए तो उनके जीवन में खुशहाली आ सकती है। मैं विशेष आग्रह करूंगा कि रांची से लोहरदगा तक जो छोटी लाइन है इसकी इसी बजट में बड़ी लाइन में परिवर्तन करने के लिए व्यवस्था करे।

सरकार का एक मास्टर प्लान भी बना था और उस में इस लाइन को रांची से लोहरदगा तक और वहां से मध्य प्रदेश के इलाके में होते हुए कोरवा तक जोड़े जाने की बात थी। यदि ऐसा हो जाता है तो लोहरदगा एक जंक्शन हो जाता है। रांची में इतनी जगह नहीं है कि वहां जंक्शन बनाया जा सके। एक और मध्य प्रदेश का कोरवा का इलाका और दूसरी ओर से रांची का लोहरदगा और लोहरदगा से भुवनेश्वर तक का चारों ओर का इलाका इस तरह से जुड़ जाएगा और यह एक औद्योगिक केन्द्र बन जाएगा। इस वास्ते यह प्रश्न गंभीर विचारणीय प्रश्न है और मैं चाहता हूँ कि आप का परम पर ध्यान देकर विचार करे और इन क बातों में हमारा पक्ष में निर्णय ले।

स्वर्गीय लालन नारायण मिश्र जब भूमनापुर की ग्राम नभा में भाषा देने के लिए गए थे और वहां ईश्वर के प्यारे हो गए थे तो उनके जो आखिरी शब्द थे और जिन को यह भाषण समाप्त करने से पहले बोलने की भूल गए थे और न मालूम बाद में किस तरह से उनकी यह चीज याद आई और उन्होंने उठ कर जो शब्द कहे, वे शब्द भी मैं आपसे बताना चाहता हूँ। उन्होंने उठ कर एलान किया कि मैं कहना भूल गया था कि छोटा नागपुर के पहाड़ी क्षेत्र में उन्होंने इस लाइन का जिक्र किया था और हम रांची से लोहरदगा तक जो छोटी लाइन है उसकी अब बड़ी लाइन में परिवर्तित करने जा रहे हैं। यह उनके आखिरी शब्द थे और इन शब्दों के बाद हन्यारों ने उन पर बम चनाया और वह ईश्वर के प्यारे हो गए। वह आज हमारे बीच में नहीं है। लेकिन यह हमारा कर्तव्य है कि स्वर्गीय लालन नारायण मिश्र के हृदय से निकली हुई आखिरी आवाज और कहे गए उन के शब्दों की हम प्रति करें और उनकी आत्मा को शान्ति दें। हमने गरीब आदिवासी और हरिजनों के जीवन में खुशहाली लाने में हम उनकी मदद करेंगे।

बिहार राज्य के लगभग 29 एम पीए ने प्रधान मंत्री जी तथा रेल मंत्री जी को स्मरण पत्र भी दिए हैं कि कम से कम जो यह गरीब इलाका है और जैसे हमारी सरकार तथा दूसरे सब लोग हरिजनों के कल्याण की बात करते हैं, आदिवासियों के लिए काम करने की बात करते हैं, उनके उत्थान की बात करते हैं, उनके जीवन में खुशहाली लाने की बात करते हैं, उनके जीवन को आगे बढ़ाना चाहते हैं, यह सब तभी हो सकता है यदि इस इलाके की इस लाइन की ओर ध्यान दिया जाए और जो हम कहते हैं, उसको इस तरह से प्रमत्ती जामा पहनाया जाए।

रांची एक बहुत बड़ा औद्योगिक केन्द्र बन गया है। वहां की लाखों की आबादी है। मैं चाहता हूँ कि रांची से एक और गाड़ी कलकत्ता के लिए चलाई जाए। साथ ही साथ रांची से पटना के लिए एक अलग ट्रेन दी जाए।

समापति महोदय : रांची से कलकत्ता के लिए ट्रेन नहीं है ?

श्री शिव प्रसाद साहू एक ही ट्रेन है जो बिल्कुल अपर्याप्त है।

मुरी हो कर नीलाचल एक्सप्रेस गाड़ी जाती है। हटिया से सटा दुम्रा इलाका है। वहां पर कोल फील्ड है और काफी वहां की आबादी भी है। मैं आग्रह करूंगा कि कम से कम पांच मिनट के लिए वहां पर गाड़ी को रोकें जाए ताकि वहां के लोग, हटिया कारखाने में काम करने वाले लोग, कोल फील्ड में काम करने वाले लोग इस रेल से फायदा उठा सकें। मुरी एक बहुत ही महत्वपूर्ण स्टेशन है।

रांची जिले की टाटी सिलवे एक औद्योगिक बस्ती है। वहां लोहे का कारखाना है, उष्ण मार्टिन बनाने का रोप बनाने का कारखाना है तथा और भी छोटे-मोटे बहुत से कारखाने हैं। वहां बरसात के दिनों में तथा गर्मियों के दिनों में लोगों को बहुत ज्यादा कठिनाइयों का सामना करना पड़ा है। यह रांची से सटा दुम्रा है। मैं चाहता हूँ कि वहां पर यंत्री शैड का निर्माण किया जाए ताकि लोगों को सुविधा हो सके।

पलामू जिले में टोरी है। यहां पर बीक-साइट का लदान बहुत होता है, बनोट्यावन होता है, बास लकड़ी, कोयला, खनिज पदार्थों के विशाल भंडार हैं। लाखों टन के भंडार वहां हैं। इनको पहाड़ों से लाया जाता है। यहां पर रेलवे बैगन पर्याप्त संख्या में नहीं मिलते हैं जिससे इस सब सामानों को वहां से लाया जा सके। वहां जो व्यापारी वर्ग है, उसकी लाखों रुपये की संपत्ति और माल है, जो खराब होता है, उसमें अंग लगता है, जो सड़ जाता है। इस को बचाने के लिए यह जरूरी है कि वहां पर पर्याप्त संख्या में डिब्बों की व्यवस्था की जाए।

मैं आपको धन्यवाद देना हूँ कि आप ने मुझे बोलने का मौका दिया और मैं प्रार्थना करता हूँ कि प्राविवासी भाइयों और बहनों की भलाई का का खयाल करते हुए रांची से लोहरदगा और लोहरदगा से टोरी को एक साथ मिला दिया जाए और दूसरी ओर रांची से लोहरदगा और लोहरदगा से कोरबा (म० प्र०) को मिलाने की व्यवस्था कर दी जाएगी और ऐसा यदि किया गया तो तारे हिन्दुस्तान से इस इलाके का संपर्क हो जाएगा और यह क्षेत्र एक औद्योगिक नगरी बन जाएगा और प्राविवासियों और हरिजनों के कल्याण में आपको काफी सहायता मिलेगी।

SHRI S. B. P. PATTABHI RAMA RAO (Rajahmundry): I congratulate the Railway Minister for the good Budget that he has presented this year. Of course, fares and freight charges have been increased. This is inevitable, because the Plan outlay has been increased by more than Rs. 110 crores, for laying new lines, surveying new lines etc. We in Andhra Pradesh are fortunate. We are getting new lines this year. I must thank the Minister for the small mercies shown to us at least now, though not in the past

No doubt the fares are being increased for I Class and I Class A. C. by 20 per cent; but the increase for the II Class and for travel of less than 50 Kms. is comparatively less. If the fares and freight are being increased, particularly when there is provision for increase in Plan outlay by more than Rs. 110 crores, we should not grudge it. We cannot have it both ways. We want improvements on the one hand for which he requires money. Where from will we get money, except from these sources? We should not grudge the increase. What the Minister has done is correct.

I would, however, mention something about the first class compartments in which we the Members of Parliament travel. They are in a hopeless condition. Not even the taps

are repaired. There is no electricity. Things are in such a bad shape. When they are increasing the fares, they must see that things are put in order in these compartments.

Secondly, whatever others might say about it, I personally feel that Emergency has done us real good. Emergency has done good to this country. I boldly say it, and I believe it. (Interruptions). During the period of the Emergency, how many trains were running late? They were running punctual to the very second. There were no strikes. The Opposition members also know it, but they will not say it. Every train was running to time to the very second. (Interruptions). Today, how much penalty are we paying because of the strike! Till yesterday, the loco-men's were on strike. No doubt, there has been a compromise. But at what cost? I find from the papers that 2 persons have lost their eyes for being loyal. (Interruptions). In spite of their doing all this, the strikers are being pampered; and probably their mistakes have been excused. I do not know who has done it. It should not be done. Proper action should be taken against all those people who have committed misdeeds.

What is the position today of the fast running trains? In the case of my State, Andhra Pradesh, where we mostly have the South Central Railway, there are 3 important diesel trains. No. 1 is the Godavari Express starting at Waltair and going up to Hyderabad. That train was keeping time to the very second all these years. Probably not even on a single day in a month, you could find it running late. But today the position is reverse. Let us see whether there is any single day when it reaches in time. The second train is the Circar Express. It is supposed to be very slow. That train starts at Kakinada and goes to Madras. Between Madras and Kakinada, this is the only Express train. This train takes so much time. It is run with a diesel

[Shri S. B. P. Pattabhi Rama Rao] engine and always runs late, even though running time is very much there. As far as Andhra Pradesh Express is concerned, it is supposed to start at one O'clock in the afternoon from Secunderabad to reach here at the same time the next day. How many days in a month does it reach in time? It is generally late unlike the Tamil Nadu Express and K. K. Express. They must be made to run in time because they are fast trains. These Express Trains are late by several hours not for a day or two but for several weeks and months. Hardly there is a day when they run in time. So, I would like the hon. Minister to see that the Railway Board directs them to see that these trains run in time.

I am glad that he has exempted certain commodities from the freight surcharge because it is necessary for the poor man to get his due. The prices will go up unless they are exempted from the freight surcharge. But what is the position today? The other day, in the Consultative Committee meeting, the hon. Railway Minister said that now the position of wagons is better than before. It is probably so. But it is not a question of better position; the question is: is it adequate at least for the essential goods? That is necessary if you want to maintain the prices at the proper level.

What is happening today? I can give you my own experience. My district is predominately an agricul-

tural development district, agricultural produce producing district. There are agro-industries, rice mills, sugar mills and all that. The product of these agro-industries come under essential commodities. Both the people of sugar mills and the rice mills came to me and said that there was no wagon supply to them. I passed on the communication to the hon. Minister of State. There was a communication issued by the Divisional Office Commercial Branch, Vijayawada wherein they had allotted a certain number of wagons on each day for each commodity from each station. I quote from the communication. It says as follows:

"Any appreciation for every 10 days' period should be sent by the SMs concerned about the compliance of the Quotas fixed. In case any difficulty is faced the same should be brought to the personal notice of Sr. DOS/SR.DCS and letter addressed to them by name.

On the 25th of last month, when it was brought to my notice that the quota of sugar had to go to West Bengal and no wagon was being supplied even though two wagons were to be supplied every day from Kakinada Fort station, I requested the A.T.S., Rajahmundry, who is in charge, to see that this was complied with. He pleaded his inability and told me that I should speak to his seniors at Vijayawada. I did speak to his senior, D.C.S. at Vijayawada on telephone. He also said that they were helpless as they did not have enough wagons. What is to happen to the stock held by the mills? How will it reach the other end? If it does not reach the other end, the prices will go up there. Is it not also the responsibility of the railways to see that prices are maintained

at reasonable levels? I can tell you they wanted 11 wagons and with great difficulty, before the end of the month they were able to supply three wagons—they were supposed to supply 2 wagons per day. Then I am told that the remaining stocks were lifted by trucks. What does it mean? It means higher prices. Unless adequate wagon supply is made for essential commodities, there is no point in saying that we have not increased the freight.

I now come to my constituency—Rajahmundry. It is necessary for the hon. Minister to instruct them to have a look at that station. Perhaps it was built during the British days; not much has been done after that except to touch it up here and there. It has not even been covered fully. Important trains come there; during rainy season the people feel a lot of difficulty to get into the trains. They are completely drenched before getting into the train.

There are not enough seats or accommodation for passengers going from that station in the trains. Rajahmundry is an important station. It is a business and commercial centre. A number of industries are there. For some of the important trains at least, the Howrah Mail, Circar Express, Godavary Express and Coranoadl Express there must sufficient number of berths allotted from that station. The public, the commercial concerns and other associations, such as the President of Lions Club and Rotary Club, have been writing about this, but they got only a 'no' from the administration. Not that I am not aware of what good the Administration is, for whatever I have spoken now, I am sure, they will yet send me a very polite reply tomorrow, for everything 'no' 'no', and nothing else. I do not want them to repeat that. Now that able and experienced Minister Kamalpathiji is there, he being a good administrator and being in the

company of two other good Minister colleagues who are capable people and with the good name that the Chairman of the Railway Board has, I am sure that they will improve the system and I hope by the time I have to speak in the next budget I will not be made to repeat these things, which I have been doing for the last two or three years. With these words I support the budget.

SHRI SAMAR MUKHERJEE
(Howrah): At the beginning I thank the Railway Minister, Railway Administration and the Loco workers for coming to a settlement of the loco-strike, at least just on the eve of the debate on the railway budget. The strike started on some small issues but that is an expression of the growing discontentment among the railway workers. That is why the strike spread and continued. I thank the Minister and the Railway administration for intervening and for having brought about a negotiated settlement. I hope this spirit will be maintained in resolving the problems of the workers in the future also. Negotiations took long hours. Negotiations went on for two days. In the course of negotiations, it looked as if there will be no reconciliation. Negotiations were dropped. Again there was an appeal. There was an intervention. Subsequently, a settlement has been arrived at. But still there is some hitch at Ambala. I reported the matter to the Minister—when the loco staff were going to join work, in a demonstration someone who worked as a black leg, got frightened. He felt that they were going to attack him. The matter was reported by him to the police. Police behaved in such a way that there was lathi charge and so stoppage of work at Ambala. Anyway, the Minister has assured that he will intervene immediately. My point is that this discontentment has accumulated for various other reasons; it is not only simply on the question of their service conditions in Railways. However, to that I will come later on.

[Shri Samar Mukherjee]

In this Budget there has been extra rise in fares and freights. This was normally expected. We told this before interim budget, because it is election time, it is being postponed, otherwise votes will go against the ruling party. These will be coming. So, these have come. Just before the starting of the Session also another hike came on fertilisers, petrol, diesel and chemical products. Another is coming. To-morrow, this will come on a bigger scale in the Budget proposals. All this should not be looked in isolation. That is my main point.

These are the expressions of serious crisis in our economy and day by day it is accentuating. The crisis has reached a stage, whichever measures you may take, remaining within this of the present system, you cannot solve it because it is a vicious circle now. The price of coal increases. Generally we expect that it will lead to an increase in the expenditure of the Railways. Price of diesel increases. We feel that it will have its effect. Since there has been an increase in railway freights, it will have effect on the consumer prices. This is so, because businessmen are quite competent to shift the burden on to the common people. Naturally there will be a large wave of demands for increase in wages, bonus and dearness allowances. If you concede, then your cost will further increase. So, you have reached a dead end, the solution has to be thought very seriously. How to come out of it? It should not be the main concern of the Railway Minister. This is the responsibility of the entire Central Government to tackle this crisis. This imposition of further rise in freights and fare will lead to further inflation and general price rise.

In your Budget speech you have said that there has been extra allot-

ment of Rs. 110 crores in the Plan allotment. It has been raised from Rs. 660 to Rs. 770 crores. Last year it was Rs. 660 crores. Now there is 20 per cent inflation. Calculations will reveal this 20 per cent means further rise of 20 per cent. This additional Rs. 110 crores means even less than the original amount Rs. 660 of last year. So in real terms of purchasing power it is not an increase in the amount. Really the purchasing power of the money which was last year is not even fully covered by additional increase of Rs. 110 crores. This is the nature of the crisis. If you add some more money, because the value of the money is going down, the purchasing power of the money is eroded. So, whatever amount you may add, actually this is not adding to the real requirement of the Budget. Actually, if you consider the role of railways in the context of the total economy of our country, the Economic Survey in the very first page says that railway is one of the very important infrastructures, along with coal and power. It says in the first para:

“Owing to the poor performance of power, coal and railway transport, the infrastructure emerged as a severe bottleneck on production.”

This is what is happening. The entire economy is being very seriously affected. On 4th June, our Minister made a speech in the consultative committee meeting where I was present. He said that nearly 80 per cent of the freight traffic is borne by railways. This means the railway occupies a very vital place in our economy as an infrastructure. The railway is in a very serious condition of deterioration. He said,

“However, I cannot help mentioning that there was general deterioration in rail operations when the new Government assumed office in January this year.”

In his speech yesterday also, he has mentioned that there has been general deterioration. The only difference is, he laid the entire blame on the past Government. I think that is not proper. This was our criticism against the past Government also that they were also pursuing the same old policy which earlier the ruling Congress Government was pursuing. You know the British separated the railway budget in 1924 from the general budget. Since that time the railway is bearing the burden of giving dividend to the general revenue. That burden is not yet lightened. You are carrying on this tradition since 1924, whereas the railways require huge amounts of investment and for that you are searching for funds. Now you are coming with a solution, viz., more and more burden to be placed on the passengers and the poor man by increasing fares and freight charges. Our party has been telling repeatedly from the very beginning that the role of the railways should be that of a public utility service. Here you are running the railway as a commercial concern. The railway cannot play this double role in today's Indian economy. The railway should be more and more a public utility service. It is an infrastructure demanded by the entire economy of the country. The railway should serve that purpose for developing national integration. That is why the demand on the railway is growing at a rapid pace and the railway is only limping behind.

In that speech, the Minister stated:

"Indian Railways carry over 350 crores of originating passengers annually, i.e. about 1 crore passengers a day. In the last three years alone, the increase has been 36 per cent. Our aim is to provide more passenger trains and to ensure quicker, safer and more comfortable journey."

If the increase in passengers within 3 years is 36 per cent, you cannot increase the number of trains by 36

per cent to cover this increase. You may introduce some new trains and you may attach some more bogies to the existing trains. But the increase in passenger traffic is taking place at such a rapid rate that the railway is not able to meet it. That is why, we see the unusual scenes. The entire roof is covered by the passengers. Some day I was at Lucknow Station and I saw there that when a train reached the station the inside passengers would try to come out and those who were outside, were trying to go in. The result was that there was exchange of blows. This is a regular feature. How long will this situation continue? At the platform there is no place even to stand. It is so jampacked with the incoming and outgoing passengers.

Similarly, you have to send food-grains and other commodities to distant places. You have to cover the entire market of the whole of India. If 80 per cent of freight is dependent on Railway, you cannot reach there. Then develops the crisis. Two months before, in eastern part, there was absolute stoppage of power plants. Why? Because there was no coal. If coal does not reach power plants, there is no power. Why was there no coal? Because there was no power. So, one is affected by the other. Then the argument came that there were no wagons. So, here the question of infrastructure is very important in our economy. In the Budget speech, he has mentioned that they have made improvements in wagon supply. But that you are doing as an emergency measure. This should not be considered to be the general feature. You said that there is accumulation of coal in the power plants. But that you have done at the cost of other sectors.

When the number of passengers is increasing—36 per cent in three years i.e. 12 per cent in three years—the load on each coach is increasing. But there is no commensurate increase in the staff. Their workload is now double or treble. They are

[Shri Samar Mukherjee]

very much discontented. The maintenance of the trains is seriously neglected. I am giving an overall picture of the position in which the Railways have now reached. The solution suggested here, according to me, is no solution because, again, it will increase the price of other commodities. Then after the General Budget, the price of those commodities will further rise. Further rise in the price of diesel will affect the Railway's economy. Further rise in the price of coal will affect the Railway's economy. You run the Railways on commercial basis. So, again, you will raise the passengers' fares and freights. This is a vicious circle.

Actually, what is the importance given by the Government to the Indian Railways? I have got with me the report of the Rail Tariff Enquiry Committee. They have made some suggestions. On page 5 they say:

"The development of route length of the Indian Railways in the whole period of almost thirty-five years since Independence has been halting. Beginning from 53,596 route Kms. in 1950-51, the route length today hardly exceeds 60,000 kms., thus showing an average annual increase of less than 10.34 per cent."

So, you don't blame simply the Janata Government. This is the overall review of the progress of our railways.

"... This may be compared with a country like China which inherited a Railway route length of 22,000 kms. in 1949 which has increased to over 50,000 route kms. by 1978. The route length in India, whether in terms of population or land area, compares very unfavourably with not only the economically richer countries of the world, but even when compared with countries like Malaysia, Algeria or Egypt in terms

of population of Sri Lanka in terms of land area."

This is the neglect which the Government has shown to the Railway.

In another place, it is stated on page 5 of this Report:

"The outlay for Railways as a percentage of total Public Sector outlay declined from 20, 21 and 19 per cent in the first three Plans to 8.8, 7 and 4.8 per cent during the fourth, fifth and sixth Plan (proposed) periods. Outlay for Railways as a percentage of outlay for Transport and Communication Sector declined from 58.5, 66 and 68.2 per cent during the first three Plan period to 40, 30.2 and 30.4 per cent during the fourth, fifth and sixth Plan (proposed) periods."

So, this is the cumulative result today of this gross neglect of the Railways. That is why serious thought is necessary on the part of the Government to change the present policy and to give the Railway that much priority which the most important infrastructure deserves.

There is a clamour for development in the backward areas, the most just demand, years after years, but there is no remedy because there are no resources. We cannot blame the Railway Minister for that. That is the only solace. That is why I was jokingly telling that there has been Silver Jubilee of the laying of foundation after 25 years. But does this confirm the requirement of a developing country the economy of which is growing and developing? Can economy grow and develop if the most important infrastructure is in a state of such chaos and crisis? It cannot develop. That is why....

PROF N G. RANGA (Guntur):
There should be more strikes?

SHRI SAMAR MUKHERJEE: If there is no strike, will everything be solved? If you think that if there is no strike, all these are solved....

PROF. N. G. RANGA: There will be more strikes. (*Interruptions*).

SHRI SAMAR MUKHERJEE: The over utilisation of the railway tracks requires. . . (*Interruptions*).

AN HON. MEMBER: There will be more strikes.

SHRI SAMAR MUKHERJEE: All right, I am coming to that point, my friend. You are well settled. For a casual labourer whose cost of living is rising or jumping—in one year 20 per cent rise in prices—will he not demand rise in wages?

PROF. N. G. RANGA: Locomen are not casual workers.

SHRI SAMAR MUKHERJEE: Is it that because of the strike, inflation is growing (*Interruptions*). This is anti-working class psychology. This is the outlook of the bourgeois exploiting classes. I am bound to say this because strikes come when prices rise, strikes follow the rise in prices. It is not that because of the strike prices rise. So long you did not give bonus to railwaymen, but did that mean that there was no rise in prices? Prices were rising, you did not give bonus. Bonus you have accepted only very recently, and that is also tagged with production. Now you will give the alibi that because Rs. 13 crores have been given, there is a jump in prices. It is a lie. You must try to understand the character of the society in which we are living. It is a capitalist society. It is based on exploitation, and the ruling party and the Government are helping and depending on the monopolies, big business houses and feudal forces. That is why there is polarisation. That is why the whole economy is now landed in the present position. It is bound to crash. (*Interruptions*)

MR. CHAIRMAN: Order, order. How much time will you take?

SHRI SAMAR MUKHERJEE: I will finish in ten minutes.

MR. CHAIRMAN: You have taken 20 minutes. Thirtyseven minutes have been allotted to your party, and there are three more Members from your party who want to speak.

SHRI SAMAR MUKHERJEE: I know.

MR. CHAIRMAN: You can take all the time if you want, I have absolutely no objection.

SHRI SAMAR MUKHERJEE: This is a book called Year Book circulated by the Railway Ministry. I am reading from pages 120-121:

"In many of the foreign countries the gaps in revenues are made up by the Government in the form of revenue grants or subsidies. In most of the countries, the railways are now compensated for the losses they incur in consequence of their public service obligations such as operation of uneconomic services, complying with price restraint orders and carrying certain traffic at concessional rates. The practice in this regard varies from country to country, but the reliefs are mainly in the following forms:

"... Recognising the need to compensate the railway undertakings for such losses, for instance in 1976, the West Government subsidised their railways to the tune of DM 10.5 billion, the British £ 27.5 million and Dutch dollar 250 million. American (Control) Dollars 3.3 billion. The subsidy expressed in terms of percentage of the total receipts comes to 63 per cent for Belgium, 61 per cent for Luxemburg, 60 per cent for Italy, 50 per cent for West Germany, 30 per cent each for France, Denmark. Holland and Britain and 20 per cent for Ireland."

This is how the Railway is treated in many other countries. I want that our Government should consider the Railway to be a very important infrastructure. It is a very important public

[Shri Samar Mukherjee]

utility service. That is why, all attention must be given to it, to develop it and to improve it and whatever may be the loss, the social burden should be borne by the Government and that burden should not be placed on the passengers, on the poor people by raising the fares and freights. That is my main point.

17 hrs.

Then comes the question of strikes. Strikes came in Railways very late. It was only in 1974 that there was an all-India Railway strike. Strike in industrial establishments is a normal thing and it is a trade union activity throughout the world. Whenever the workers failed to get their demands fulfilled, when all other avenues are exhausted, they resort to strike. Strike is not a pleasant thing to the workers. Strike means starvation to them. If the strike continues for three months, the worker's whole family will starve. Police force is used and the workers are even beaten. The workers have this experience. But when they have no other alternative, if the management or the administration or the Government is not responsive to their genuine demands, they have to resort to strike. In the Railway strike in 1974, six demands were placed before the Government and all these demands were trade union demands and one of the demands was the one to which Prof. Dandavate referred viz., parity with the public sector undertakings, pending fulfilment of the demand for need-based minimum wage. He has given some comparison. I have also some facts for comparison. Today we follow a particular principle viz., similar wages for similar work, same wages for same work. But that principle is not being applied in the case of Railway workers. I will give an example.

A loco driver who brings in a load of 40 box wagons to the doors of the steel plants driving a locomotive with 2200/2600 horse power covering gradients of 1.30 or steeper in Dangooa poshi-Noamundi area to Durgapur Steel

Plant is placed in the scale of Rs. 330—560 and his Assistant in the scale of Rs. 200—350. But the loco operator and Assistant of Durgapur Steel plant who takes the 40 box wagons in the plain area with locomotives with varying horse power between 275 to 1400 horse power which is much less — (and only 1400 hp locos can draw 40 box wagons) are fixed in the pay scale of Rs. 650—1140. This is the difference. They do the same job. What about that theory—equal pay for equal work? That does not operate. That is why the discontent is there. Because the cost of living is daily increasing, because the real income of the worker is daily eroding, they resort to agitation for their survival. If the Government is sympathetic to the workers and if the Government is very much alive to their demands, then the strikes can be easily avoided. Nobody wants strike. Strike is the last weapon in their hands.

The question of casual labourers has been repeatedly raised. But still that system is there. What is mentioned in Part IV of our Constitution viz., the Directive Principles? It is stated that the Government should pursue such policies whereby a man has the right to work. The right to work in a socialist country is a fundamental right. But in our Constitution, the right to work is a directive principle.

The reports are coming daily that even loco casual labourers who are working for years together are not registered. They are not given the privilege of semipermanency; they are not absorbed. They are only casual workers. Some of them have absorbed but a large number of them are still outside.

The contract system is still in existence. Now, because you are withdrawing steam locomotives, those who work for loading and unloading coal are very much afraid. Whenever we go to them, they come to us making, "What will be our fate if steam locomotives are completely abolished?" If you switch over to

electrification, where is the security of job for these men? What will be their future? That guarantee must be given to them. The contract system must be abolished. The Government had got passed an Act for the abolition of the contract system. According to that Act, a body has been formed. That body has also recommended that for railwaymen also the contract system must be abolished. But it is the Railway administration which is opposed because, according to their principle, the railways should be run on a commercial basis. So, there should be no principle, no human aspect, through contractors, you give them less wages and you take more work from them. So, a contractor, a middleman, is exploiting them tremendously. There are no principles or directive principles or objectives or anything else except a commercial basis. That is why the question of contract system, the question of casual labour, the question of apprentices, the question of other sections of workers such as canteen and Catering Workers etc., are yet hanging in the air. About the six demands which were raised during 1974 strike, nothing has been done. They have repeatedly said that railways should be considered as an industry. But that has not been conceded.

The locomen work under extreme heat; they work in steam engines which are very old. I have got even a photostate copy of an engine which was run by that loco drivers in Sampla Station incident on that day. That was manufactured in Canada in 1945. The Canadian company which manufactured that engine gave a guarantee of 5 years. These locomen are still driving that type of out moded engines. More than 25 per cent of the rolling stock has become completely unusable. But they are still being used. These locomen are being forced to take out those engines because the wage has been fixed according to their mileage. Unless they bring out the engine they will not get the mileage. 75 per cent of their

income comes out of that mileage. Even the loco incharge who certifies whether an engine is fit or unfit is bound to certify as "fit". Otherwise, the family of locomen will have to starve. These are the hazards with which the railwaymen are to work now. I hope the hon. Railway Minister will give serious consideration to all these things and try his level best to improve the relations inside the railways. For the improvement of the railways, a basic change in the policy is absolutely essential. Without that, you cannot solve this problem and you cannot extend the railway throughout India and you will harm the economy. The economy is in the midst of a deepening crisis. The railways cannot fulfil its role.

I totally appose the imposition of extra passenger fares and freight levies.

श्री बुद्धि चन्द्र जैन (बाड़मेर) : सभापति महोदय, माननीय रेल मंत्री ने 1980-81 का जो बजट प्रस्तुत किया है, मैं उसके सम्बन्ध में अपने विचार सदन के समक्ष रखना चाहता हूँ।

जब महंगाई अपनी चरम सीमा तक पहुँच गई हो, उस समय रेलवे का किराया और माल-भाड़ा बढ़ना जनता को तो स्वीकार नहीं लग सकता है। अभी पेट्रोल और डीजल के दामों में वृद्धि के कारण महंगाई बढ़ी है। उसके बाद रेलवे के फेयर और माल-भाड़े के बढ़ने से कीमतें अवश्य ही बढ़ेंगी और उनका स्तान वृद्धि की तरफ होगा। मूल्य-वृद्धि हमारे लिए एक परेशानी का विषय है और उस पर नियंत्रण करना आवश्यक है। हम जो कदम उठा रहे हैं, वे इस प्रकार के हैं कि उनमें मूल्यों की वृद्धि का स्तान बढ़ता जा रहा है।

जहाँ तक विकसित क्षेत्रों का सम्बन्ध है, मैंने रेलवे बजट का पूरी तरह से अध्ययन किया है, राजस्थान और अन्य प्रान्तों के बारे में उसका अध्ययन किया है, और पाया है कि विकसित क्षेत्रों की अभी भी उपेक्षा की गई है और घोर उपेक्षा की गई है। हमारे यहाँ बाड़मेर और जैसलमेर एक रेलस्थानी क्षेत्र है और बहुत पिछड़ा हुआ क्षेत्र है, मगर बराबर उसकी अवहेलना तथा उपेक्षा की जा रही है। राजस्थान में कोटा से नीमच तक जिस रेलवे लाइन का प्रोजेक्ट है, वह भी विकसित क्षेत्र में है। कोटा राजस्थान का सबसे विकसित क्षेत्र है। वहाँ एक

[श्री वृद्धि चन्द्र जैन]

नई रेलवे लाइन खोलने का प्रस्ताव है। इसके अलावा और कोई नई लाइन बनाने का प्रस्ताव नहीं है।

इसका मतलब यह है कि हम रिजनल इम्बैलस, असंतुलन, पैदा करते हैं और अविकसित क्षेत्रों को अविकसित रहने देते हैं। जब तक किसी क्षेत्र में रेलवे की व्यवस्था नहीं होती है, तब तक वह विकास नहीं कर सकता है। रेलवे बोर्ड और रेलवे मिनिस्ट्री ने कहा है कि हम नई रेलवे लाइनें खोलने के सम्बन्ध में अविकसित क्षेत्रों को प्राथमिकता देंगे। उन्होंने इस सम्बन्ध में उत्तर-पूर्वी जेज को प्राथमिकता नहीं दी थी, जिसके नतीजे हमें आज भुगतने पड़ रहे हैं। अब वहां पर कुछ रेलवे लाइनें खोली जा रही हैं। हमारे क्षेत्र रेगस्तानी क्षेत्र हैं, सीमावर्ती क्षेत्र हैं और वे भी पिछड़े हुए क्षेत्र हैं। अगर उनकी भी घोर उपेक्षा की गई, तो वे भी रिवाल्ट करेंगे, संघर्ष करेंगे और उसके बाद सरकार कदम उठाएगी उससे अच्छा है कि सरकार पहले ही स्थिति को समझ ले और समय की पहचान कर ले। आज की दुनिया में कोई भी अविकसित नहीं रहना चाहता है, सभी प्रगति और विकास करना चाहते हैं, सभी इम दौड़ में आगे बढ़ना चाहते हैं। हम लोग भी क्यों न आगे बढ़े क्यों न विकास करें?

मैंने पहले ही सुझाव दिया है और उनको दोहराना चाहता हूँ कि गंगानगर से गांधीधाम तक ब्राडगेज रेलवे लाइन होना आवश्यक है। अभी जो राजस्थान नहर का निर्माण हो रहा है जिस में यह संभावना है कि यह नहर जैसलमेर और आगे के क्षेत्र में भी बढ़ेगी तो इस क्षेत्र का भी विकास हो और इसलिए अगर हम उस क्षेत्र में रेलवे लाइन के बारे में अभी नहीं सोचेंगे तो बाद में जब विकास हो जाएगा और तब रेलवे लाइन की बात सोचेंगे तो उससे विकास की गति धीमी पड़ जाएगी।

कांछला का जो पोर्ट बना था उस समय यह सोचा गया था कि यह पोर्ट पंजाब, हरयाना और राजस्थान को फीड करेगा। उस समय ऐसा समझा गया था लेकिन उसके बाद भी अभी तक वहां रेलवे लाइन बनाने के बारे में हमारी थिंकिंग कतई नहीं चल रही है। प्रश्न किमा गया तो कहा गया कि इतनी बड़ी लाइन पर 50 करोड़ रूपए खर्च होंगे। मैं यह सुझाव देना चाहता हूँ कि पहले आप बीकानेर को जैसलमेर से मिलाइए। गंगानगर और बीकानेर मिले हुए हैं। बीकानेर को जैसलमेर से मिला दीजिए। फलोदी से कोलायत अगर रेलवे लाइन बना देते हैं तो बीकानेर से जैसलमेर मिल जाता है। फिर बाड़मेर का हिस्सा लीजिए। बाड़मेर से पालनपुर तक लेंगे तो फिर बाद में कांछला अपने आप रेलवे लाइन से जुड़ जायेगा। पहले इसके सर्वेक्षण

का काम हाथ में लीजिए। पहले तो यह मान लीजिए कि यह स्कीम लेनी है। अभी तक तो यह माइंड ही नहीं बना और सर्वेक्षण का काम भी शुरू नहीं हुआ। इसलिए मैं यह आज आप से कह रहा हूँ कि यह फिर बाद में आप को सोचना पड़ेगा और पछताना पड़ेगा कि हमें यह कदम उठाना चाहिए था लेकिन हम ने यह कदम नहीं उठाया जिसके कारण यहां पश्चाताप करना पड़ रहा है।

एक बात में विशेष तौर से ध्यान में खाना चाहता हूँ जो हमारे 8 जौन बने हुए है उनमें उत्तरी जौन सबसे बड़ा जौन है और उसके अन्दर हमारे राजस्थान का काफी हिस्सा आया हुआ है। उस जौन में हमारे यहां राजस्थान में सब मीटर गेज ही मीटर गेज है, ब्राडगेज की कोई लाइन नहीं है। सारी मीटर गेज रेलवे लाइन होने के कारण अक्सर रेलवे अधिकारी उसकी तरफ कोई ध्यान नहीं देते। रेलवे बोर्ड मीटर गेज की तरफ कतई ध्यान नहीं देता। उन लाइनों की स्थिति बड़ी ही सोचनीय है। आप देखें बाड़मेर में जोधपुर और जोधपुर से जैसलमेर लाइन बनी हुई है। बाड़मेर से जोधपुर की लाइन सौ वर्षों से बनी हुई है। उसके जो स्टेशन है। उन स्टेशनों में कोई भी तरकीबी आज तक नहीं की गई है। सौ वर्ष पहले जो बने हुए है उनमें कोई भी परिवर्तन नहीं किया गया है। अब आप एमेनिटीज दे रहे हैं, सेकंड क्लास के पैसजर्स को एमेनिटीज दी जा रही हैं, और लोगों को दी जा रही है लेकिन हमारे यहां तो बहुत से स्थानों में प्लेटफार्म ही नहीं है और वर्षों अगर हा जाय तो वहां कतई किसी तरीके का कोई कवर नहीं है। गर्मी के दिनों में भी जब कि वहां पानी की बहुत आवश्यकता होती है, सबसे बड़ा संकट पीने के पानी का है। इस प्रकार की स्थिति मीटर गेज पर है। तो मैं सुझान के रूप में यही कहना चाहता हूँ कि मीटर गेज का एक नया जौन थियेट किया जाना चाहिए। यह पांच छ. हजार किलोमीटर का क्षेत्र है जिस के अन्दर राजस्थान का क्षेत्र आता है, सौराष्ट्र का क्षेत्र आता है और मध्य प्रदेश का क्षेत्र आता है। अगर मीटर गेज का अलग जौन बना दिया जाता है और उसका हेडक्वार्टर जोधपुर में बन जाता है तो कुछ सुविधाएं, कुछ एमेनिटीज वहां के पैसजर्स को भी मिल सकती है।

जो सर्विस वाले है उन का भी हेडक्वार्टर नार्दन रीजन का इलाहबाद में है। सर्विसेज के अन्दर राजस्थानियों को कोई भी सुविधा उसके कारण नहीं मिलती। एक परसेंट या दो परसेंट से ज्यादा उनका स्थान उस में नहीं मिलता। बड़ी बड़ी सर्विसेज में कोई स्थान है ही नहीं। बड़ी बड़ी सर्विसेज में अगर स्थान है तो यू पी का है, पंजाब का है लेकिन राजस्थानियों के लिए

कोई स्थान नहीं है। इसका धरर कोई निवारण हो सकता है तो वह तभी हो सकता है जबकि औरगेज जोन की व्यवस्था वहाँ की जाय।

मैं कुछ सुझाव प्रस्तुत करना चाहता हूँ। मैं पहले रेल मंत्री जी को धन्यवाद देना चाहता हूँ कि जब पहले मैंने जनवरी में भाषण दिया था उस समय ऐसी स्थिति थी कि हमारे यहाँ रेल की रात्रि सेवार्थे नहीं चलती थी, उस समय देश में 122 ट्रेन्स नहीं चलती थी लेकिन आपने प्रयास करके सभी ट्रेन्स को चलाना शुरू किया। आपने कोयले की व्यवस्था की, डीजल की व्यवस्था की और सारी व्यवस्थाएँ करके गाड़ियों को शुरू किया। आपने एक सबसे बड़ा काम यह किया कि जोधपुर से जयपुर मरुधर एक्सप्रेस चलाई जिससे हमारी जनता को बहुत लाभ हुआ। इसी सम्बन्ध में मैं निवेदन करना चाहता हूँ कि मरुधर एक्सप्रेस जो चलती है वह बुधवार को नहीं चलती है। इसलिए नहीं चलती है कि वेस्टर्न रेलवे कोआपरेट नहीं करती। कोई भी एक्सप्रेस ट्रेन जो चलाई गई है वह अगर हफ्ते में एक दिन न चले तो उसकी यूटिलिटी में बड़ी बाधा आती है। इसलिए मेरा निवेदन है कि वह ट्रेन जो आपने चलाई है वह रेग्युलर चलती रहे, उसमें बुधवार की छुट्टी न रहे। कितना भी खर्चा आये, वेस्टर्न रेलवे का कोआपरेशन लेकर उसको रेग्युलर चलाना चाहिए। नार्दर्न रेलवे तो पूरी तरह से कोआपरेट करती ही है। इसलिए इसकी व्यवस्था की जानी चाहिए। मैंने यह भी देखा है कि मरुधर एक्सप्रेस जोधपुर से फलेरा तक टाइम से पहुँचती है लेकिन उसके बाद जयपुर तक वेस्टर्न रेलवे किसी न किसी कारण से उसको लेट कर देती है। कभी कोई बड़े अधिकारी गूड्स ट्रेन में आगे चले जाते हैं। वह गाड़ी पीछे रह जाती है और छोटे-छोटे स्टेशन्स पर रुकती है। मैं खुद अभी 3-6-80 को उसी ट्रेन पर सफर कर रहा था, मैंने देखा कि वह एक घंटे चार मिनट लेट रही जिससे पाच मी पमेजर्भ को नुकसान पहुँचा। वेस्टर्न रेलवे के नान-कोआपरेशन के कारण या किसी अधिकारी को लाभ पहुँचाने के कारण इस ट्रेन को लेट कर दिया जाए—इसको हम कभी पसन्द नहीं करते।

मैं अपने क्षेत्र के सम्बन्ध में दो चार सुझाव देकर समाप्त करूँगा।

सभापति महोदय : क्या कभी आपके दो चार सुझाव बावो हैं ?

श्री बृद्धि चन्द्र जैन : पाच मिनट में समाप्त कर रहा हूँ। अहमदाबाद से दिल्ली के लिए औरगेज का प्रश्न बहुत पहले से चल रहा है, जो भी मंत्री आते हैं वे आश्वासन देते हैं.....

सभापति महोदय : आप केवल सुझाव देते चले जायें, व्याख्या करेंगे तो बड़ा समय लगेगा।

श्री बृद्धि चन्द्र जैन : मेरा निवेदन है कि औरगेज की स्वीकृति देकर जल्दी से जल्दी कार्य शुरू किया जाना चाहिए ताकि हम राजस्थान के लोग भी औरगेज का कुछ लाभ उठा सकें, हम भी इण्डस्ट्रियल प्रोडक्शन में कुछ आगे बढ़ सकें तथा कुछ तरक्की कर सकें।

जो मरुधर एक्सप्रेस जोधपुर से जयपुर चलती है, उसमें मेरा सुझाव है कि बाड़मे ५ जयपुर तक एक कोच लगाई जानी चाहिए। इससे टाइमिंग में कोई अन्तर नहीं आयेगा। इस प्रकार बाड़मेर के पैसेंजर सीधे जयपुर जा सकते हैं। इसलिए इसके बारे में एक कोच की बाड़मेर से जयपुर तक के लिए व्यवस्था होनी चाहिए।

जोधपुर-दिल्ली एक मेल चलती है, उसमें भी बाड़मेर से दिल्ली के लिए कोच लगना चाहिए। बाड़मेर एक महत्वपूर्ण स्थान है, सीमावर्ती नगर है, जिले का मुख्यालय है और इसकी इम्पोर्टेंस भी है। सिर्फ एक कोच की व्यवस्था करने से बाड़मेर को दिल्ली से मिलाया जा सकता है। आजादी के बाद मुनावा, हिन्दुस्तान के क्षेत्र में आया और खोखरोपार पाकिस्तान में आया। खोखरोपार और मुनावा के बीच में दस माल पहले गाड़ी चलती थी, जिससे राजस्थान और गुजरात के यात्री पाकिस्तान जाते थे, जो गुड्स ले जाते थे। वहाँ पर बराबर आना-जाना होता था। पिछले दस माल से यह व्यवस्था बन्द कर दी गई, जिसकी वजह से राजस्थान, गुजरात, महाराष्ट्र और मध्य प्रदेश के यात्रियों को बहुत ही नुकसान और बहुत ही कठिनाई का सामना करना पड़ रहा है। मेरा निवेदन है कि इसके सम्बन्ध में व्यवस्था की जानी चाहिए।

इन शब्दों के साथ जो बजट प्रस्तुत किया गया है, ममयन करते हुए कहना चाहता हूँ कि रेलवे में जो खाने की व्यवस्था है, उस व्यवस्था में बहुत ही इन्फ़ीरियर क्वालिटी का खाना दिया जाता है। मैं पिछले दिनों पूर्व को और गया था और पूर्व के अन्दर उत्तर पूर्वी क्षेत्रों में—मेघालय, आसाम आदि इन क्षेत्रों में तो खाना बहुत ही इन्फ़ीरियर क्वालिटी का है। दाल के अन्दर सिर्फ पानी ही पानी है और कुछ नहीं बिखाई देता है। इसलिए पैसेंजरो की सुविधा के लिए जो खाना दिया जाता है, उसमें सुधार किया जाना चाहिए। रेलवे मंत्री महोदय, मुझे आशा है कि इस सम्बन्ध में देखेंगे क्योंकि इस प्रकार की व्यवस्था से यात्रियों पर बहुत बुरा प्रभाव पड़ता है।

इन शब्दों के साथ रेलवे मंत्री महोदय को धन्यवाद देते हुए, जो बजट उन्होंने प्रस्तुत किया है, उसका मैं ममयन करता हूँ।

DR. A. KALANIDHI (Madras Central): Respected, Sir, at the outset I offer my sincere thanks to the hon'ble

[Dr. A. Kalanidhi]

Minister for Railways and Finance for having extended the tenure of the office attending the rapid transit system at Madras till 30-6-1980. I request the hon'ble Minister to extend the term of the project upto 31-12-1980. With the present set-up this extension is an absolute must. In case the project office is disbanded on 30-6-1980 it implies that the scheme for Madras is abandoned and Madras city will not have this for years to come.

I hope that this RTS project which is a must for Madras city will be included in the ensuing Five Year Plan even if the air from the World Bank is not forthcoming. At this juncture it is to be noted that the Rs. 450 crores Calcutta project is expected to be completed at a cost of Rs.600 crores. Moreover, it is reported that a sizeable sum allotted for the last year has been surrendered whereas the project cost of the Madras city will be only 73 crores to be spent in five years. Though the length of the scheme is reduced, this can effectively meet the needs of the commuters in the southern sector of the city from Madras beach to Luz, and beyond that the roads can take care of the traffic. Hence the Planning Commission, the Finance Ministry and the Railways should take up positive steps to ensure that at least this small scheme for Madras which is only surface-can-elevated one not involving any foreign exchange is included in the Plan and in the meantime a token provision is made so that preliminary work such as detailed designing and planning etc. could be completed and construction works started immediately, the green signal has been given by the Planning Commission. At the last Session of Parliament the Finance Minister and the Planning Commission had stated that a decision with regard to the rapid transport system for Madras could be taken only after submission of the report of the 'committee on national transport.' As per press reports this committee has submitted its report to the Prime Minister. It is observed they have very strongly stressed the

need for rapid transport system for Madras. An extract from there reads as follows:

"A new railway line will have to be taken up soon from Beach to Bharathi Salai to meet the growing needs of the Madras commuters. It is the first phase of the Madras rapid transport system estimated to cost Rs. 24 crores.... The Committee has also recommended optimisation of the metre gauge railway line from Beach to Guindy on a priority basis."

The Committee have also added that—

"Electricity should as far as possible constitute the motive power for transport. In this context the Committee favours rapid transit rail systems for metropolitan towns. The traffic density is beyond the capacity of any road-based transport systems."

These rapid transit systems should, as far as possible, be above the ground, as underground railways are prohibitively expensive."

The scheme suggested for Madras meets all the stipulations of the Committee. Also, the Pallavan Transport Corporation have stated in very clear terms that they will not be able to cater to the future traffic which is increasing day by day.

An article that has appeared regarding the increase in fares by the Pallavan Transport Corporation consequent on the increase in diesel cost from 12-6-1980 say this:—

"The metropolitan wing of the PTC which consumes 90 kilo-liters of diesel a day, will have to pay Rs. 2.50 crores more a year. Consequently, its fuel bill will go up to Rs. 7.75 crores and its total expenditure about Rs.30 crores in a full year."

This explanation strengthens the case for rapid transit system such an increase in fares would only attract trips

to the public transport system from the private sector, car scooter etc. and to the commuter problems.

Incidentally I would like to bring to the hon. Minister's notice the Prime Minister's hint on the hike in the price of petroleum products.

"Prime Minister Indira Gandhi to day (June 5th, 1980) hinted at a possible hike in the prices of petroleum products.

Talking informally with newsmen Mrs. Gandhi remarked that the Government cannot go on subsidising the prices of petroleum products.

India, whose need for oil is great, was being 'double-squeezed,' Mrs. Gandhi said.

India could not afford to pay the prices which developed countries paid after raising a hue and cry.

Mrs. Gandhi said, because of its size and population, the oil exporting countries considered India as a developed country. 'So we get squeezed both sides. There is nothing we can do about it.'

Taking into consideration the traffic potential the need for a project, the cost involved, availability of land, manpower, materials and expertise, this project will be the cheapest and which could be completed within the stipulated period without much difficulty.

This will, if implemented at right earnest, go a long way in relieving the traffic congestion and aid the expansion of the extended areas.

Traffic studies of the metropolitan project and the increase in the rate of growth of population of the Madras City and the suburbs had revealed that the rapid transit system only could meet the demand of the future.

Considering the cost of the Calcutta project and the need of the Madras Project, the finance required for the

Madras rapid Transit System could be accommodated within the plan allocation without waiting for the World Bank aid.

I also request you, Sir, that the existing railway line to ICF from Villivakkam may be extended upto Arumbakkam and energised to meet the demand of the day, arising due to the proposed shifting of kothawal market situated at present in George Town and the setting up of small scale industries and the population in the extended areas. This project may please be taken up immediately, to be in phase with the growing Madras City jurisdictions.

To induce people to move away from urban areas, the extended areas have to be taken care of in all respects. The uppermost need of the extended areas is communication. But this aspect is not at all looked into at the appropriate time and implemented systematically. The commuters up to and beyond Tambaram and up to Chengalpattu and Kancheepuram are experiencing lot of difficulties for want of proper and timely Electric Multiple Units in adequate numbers. The out-moded E.M. Units now running at present from Madras Beach to Tambaram have to be replaced immediately and additional units have also to be added to cope up with the growth of the commuters. Indents placed by Southern Railway for the supply of additional E.M. Units have not yet been supplied for the past ten years.

Action must be taken at the earliest to supply the required E.M. unit coaches immediately to relieve the congestion, before the system breaks down, due to over-loading of commuters, etc. and enormous pressure exerted on this system. Even though the hon. Minister has promised to do something in the interim budget, there is little progress achieved in this direction.

Regarding the welfare measures for the employees, I want to stress the

[Dr. A. Kalanidhi]

need for a proper machinery to look after the interests of the staff employed in the "Personnel Branch" of the different Railways under the Railway Board. The Personnel Branch staff looking after the interests of other railway personnel could not get their grievances redressed, since they could not approach anybody else. Attention must be paid in this direction and the General Manager's personnel staff must be made responsible for the redressal of the grievances of the personnel branch staff.

I thank on behalf of the DMK party and the people of Tamil Nadu the hon. Minister for Railways for having provided sufficient funds in the Budget for the Tirunelveli-Nagarkoil line so that these could be opened to traffic during the current year. The long awaited demand for the provision of new railway lines between Karur - Dindigal-Madurai-Tuticorin-Tirunelveli should be taken up immediately, though you have said that it is under consideration. Consideration alone is not enough, it should be taken up immediately.

Yet, another scheme for which the people have been awaiting eagerly in the context of high petrol and diesel prices is the electrification of the Arakonam-Jolarpet line. The new line from Samraj Nagar to Palani via Sathyamangalam, Mettupalayam, Tiruppur, Dharapuram-Palani should also be taken up, as the hon. Minister is a very religious and orthodox man. It will not only help at the inter-State level, but at the inter-district level also.

With these words, I conclude my speech.

सभापति महोदय : श्री राम स्वरूप राम ।

श्री राम स्वरूप राम (गया) : माननीय सभापति महोदय

श्रीधरी मुलतान सिंह (जलेश्वर) : सभापति महोदय, हमारा नाम क्यों नहीं आ रहा है ।

सभापति महोदय : आप को बारी से बुलाया जाएगा । अब इसकी व्याख्या करने लूँ कि क्यों नहीं बुलाया गया, तो ठीक नहीं है ।

श्रीधरी मुलतान सिंह : क्या कारण है ? क्यों नहीं बुलाया गया है । (अवधान) आप सदन की अध्यक्षता कर रहे हैं या अध्यक्ष कर रहे हैं ?

सभापति महोदय : आप को जरूर बुलाया जाएगा । यह आप सभापति के विवेक पर छोड़ दें ।

श्री राम स्वरूप राम : सभापति महोदय, माननीय रेल मंत्री जी ने जो गतिशील विकासोन्मुख बजट सदन के सामने प्रस्तुत किया है, इस के लिए मैं रेल मंत्री जी को हार्दिक बधाई देता हूँ । अभी तीखी से तीखी आलोचना हमारे विरोधी दल के माननीय सदस्य कर रहे हैं । किसी ने कहा कि भाड़े बढ़ गए और किसी ने कहा कि तरह तरह की चीजें उस बजट में उभर रही हैं लेकिन मैं कहना चाहता हूँ कि श्री मधु दंडवते जैसे लोगों की खोखली अर्थ नीति के चलते ही आज हिन्दुस्तान में यह स्थिति आई । रेलों के किराये भाड़े बढ़े । रेल में जो ऐसी स्थिति पैदा हुई है, उसकी मुख्य जिम्मेदारी जो हमारी प्रीवियस गवर्नमेंट थी, उस की है । यह दशा जो हुई है, उसके लिए हमारे श्री मधु दंडवते, जो पहले रेल मंत्री रह चुके हैं, जिम्मेदार हैं और इस बात को हिन्दुस्तान की सारी जनता जानती है । उन्होंने यह कहा कि हमने तीन मालों में कोई किराये नहीं बढ़ाये लेकिन मैं उनसे पूछना चाहता हूँ कि क्या उन्होंने कोई एक भी विकासोन्मुख योजना देश में चलाई ? मैं माननीय पंडित जी का बहुत शुक्रगुजार हूँ कि जब मैं जीत कर आया और पहले पहले इस लोक सभा में आया तो मैंने पंडित जी से अनुरोध किया था कि हमारे यहां जनता को काफी परेशानी है, तो पंडित जी ने निलाचल एक्सप्रेस दिल्ली से पुरी तक एवं रांची चंडीगढ़ एक्सप्रेस चलाई जिससे आदिवासी और बीकर से सेकशंस के लोग लाभान्वित हो रहे हैं । क्या यह विकासोन्मुख योजना नहीं कही जा सकती ? अगर यह विकासोन्मुख योजना नहीं हो सकती, तो वे अपने हृदय पर हाथ रख कर बताये, कि उन्होंने तीन सालों में क्या किया । उन्होंने अपने तीन साल के शासन में देश में अराजकता और देश में पथकतावादी ताकतों को बढ़ाने का एक तरह का साहम किया । मैं इस सम्बन्ध में और कुछ नहीं कहना चाहता हूँ लेकिन एक ही चीज कहना चाहता हूँ कि जो रेल बजट देश के सामने आया है उसका मैं हार्दिक समर्थन करता हूँ ।

इस के साथ-साथ मैं पंडित जी से एक निवेदन करना चाहता हूँ और वह यह है कि आज देश में 68 परसेंट पापूलेशन ऐसी है, जिस की आमदनी एक रुपए से लेकर 500 रुपया महीना

है और वह प्रथमो क्लास में सफर करता है। मैं प्रथम के साथ आप के सामने यह बात रखना चाहता हूँ कि 68 परसेंट जो पापुलेशन है, जिस की आयदनी 1 रुपए से लेकर 500 रुपए तक है, उस पर आप किसी तरह का धोर भार मत डालिए। बूँकि ये काफी गरीब हैं, उसको पांच पैसे की बढ़ातरी प्रखरेगी और उस पर काफि आर्थिक दबाव पड़ेगा।

मैं एक दूसरी बात कहना चाहता हूँ कि जो आपने फर्स्ट क्लास और ए० सी० सी० पर बीस परसेंट किराया बढ़ाया है, उसको आप 25 परसेंट कर दीजिए और एक सी किलोमीटर ट्रेवलिंग करने वाले को आप एग्जम्प्ट कर दीजिए। हिन्दुस्तान में फर्स्ट क्लास और ए० सी० सी० में ट्रेवल करने वाले लोग काफी उदार हैं। वे पांच परसेंट की और बढ़ातरी से इंकार नहीं करेंगे। इस तरह से आपकी योजनायें और आपको परिकल्पनायें भी पूरी हो जायेंगी। आप 5 परसेंट किराए बढ़ाने की बात छोड़ दीजिए।

आपकी योजनायें काफी विकासोन्मुख हैं। मैं कुछ बिहार की ओर भी ध्यान आकृष्ट करना चाहूँगा। हमारे स्वर्गीय ललित नारायण मिश्र जी रेल मिनिस्टर में तो उन्होंने बिहार के विकास के लिए रेलवे की बड़ी-बड़ी योजनायें विभाग को सौपी थी। उनकी योजना बिहार के आदिवासी, हरिजन क्षेत्रों में स्थित वीकर सेक्शन को ज्यादा से ज्यादा रेल सुविधायें पहुंचाने की थी। लेकिन दुर्भाग्यवश वे हमारे बीच न नहीं रहे। अब आप उनकी योजनाओं को देखें और उन योजनाओं को लागू करने के लिए आप कोई न कोई कदम अवश्य उठाये।

सभापति जी, आप के माध्यम से रेल मंत्री जी से मैं एक ओर निवेदन करना चाहता हूँ कि पिछले सत्र में हम ने दी-तीन सवाल मदन के समक्ष पूछे थे। मैंने उन सवालों में कहा था कि पटना-गया रेलवे लाइन बड़ी पुरानी रेलवे लाइन है। जब जब दुर्घटना होती है, ग्रांड ट्रंक लाइन पर या मेन लाइन पर तो उसकी उपयोगिता काफी बढ़ जाती है। माननीय रेल मंत्री जी जानते हैं कि उस लाइन को डबल करने का प्रस्ताव था। मैंने मेम्बर ट्रेफिक से मिलकर भी उनका सारी बातों की ओर ध्यान आकर्षित किया था। पांच-सात सदस्यों के हस्ताक्षर से एक मैमो-रैंडम भी मैंने मंत्री जी को दिया था। सोचा था कि आने वाले बजट में पटना-गया लाइन को डबल करने की कोई योजना होगी लेकिन दुःख की बात यह नहीं है। दूसरा सवाल मैंने किया था कि राजगृह से बोद्ध गया को लिंक करने का। उस बजट में बड़ी आशा की थी। क्योंकि वह एक हरिजन और आदिवासी क्षेत्र है और वहाँ के लोग काफी गरीब हैं। उस जगह की हिस्टारिकल, पोलिटिकल और इन्टरनेशनल दृष्टि

से भी बड़ी इम्पार्टेंस है। वहाँ पर जातीय सुभावना, श्री लंका और दूसरे मुल्कों से लोग भगवान बुद्ध के दर्शन करने के लिए आते हैं। वहाँ पर एक रेलवे लाइन होनी चाहिए। पिछले बजट को मैंने देखा था। उसमें सर्वे की बात कही गयी थी। माननीय मंत्री जी ने एक लिखित प्रश्न के उत्तर में भी राजगृह और बोद्ध गया को लिंक करने की बात की थी। पता नहीं उस योजना को जो कि एक पिछड़े हुए क्षेत्र की योजना है आपने क्यों छोड़ दिया?

एक बात मैं ओर आपसे कह देना चाहता हूँ और वह एक बहुत ही सिम्पल बात है। रेलवे देश का एक बहुत बड़ा उद्योग है जहाँ पर ज्यादा से ज्यादा एम्प्लाइमेंट दी जाती है। अभी हमारे माननीय रामविलास पासवान जी ने सदन के समक्ष आंकड़ा दिया है जो कि हरिजनों की रिजर्वेशन के सम्बन्ध में है। हमारे मंत्री जी गरीब परवर हैं और गरीबों के लिए उनके दिल में दर्द है। हरिजनों का जो कोटा है वह काफी दिनों से पूरा नहीं हो रहा है। दुर्भाग्य है कि पिछली सरकार ने हरिजनों के नाम पर आंसु तो बहुत बहाये लेकिन किया कुछ नहीं। मैं अब मंत्री जी से कहना चाहता हूँ कि हमारा जो रिजर्वेशन का कोटा है चाहे वह फॉर्थ ग्रेड का हो, रतीय ग्रेड का हो, या पदाधिकारी वर्ग का हो, उनको बड़ी तेजी से पूरा करें। मैं आपसे नम्र निवेदन करूँगा कि आप एक पावर फुल कमेटी बनायें जो इस बात की जांच करें कि हरिजनों और आदिवासियों के लिए जो रिजर्वड कोटा है उसको भरने के लिए हमारे पदाधिकारी गंभीरता से कोशिश कर रहे हैं या नहीं। जिन पदाधिकारियों के बारे में यह पाया जाये कि उन्होंने रिजर्वेशन के मामले में उपेक्षा बरती है है या वे बाधक रहे हैं उनके सी धार में उसके बारे में एंटरी की जाये और उनके खिलाफ एक्शन लिया जाये।

अन्त में मैं चन्द मांगें ही आपकी सेवा में पेश करना चाहता हूँ। एक तो यह है कि एक डबल लाइन गया पटना को दी जाए और डबल लाइन से इस को लिंक किया जाए साथ ही राजगीर और बोद्ध गया लाइन बहुत दिनों से लंबित है उसे कार्यान्वित किया जाये। पटना से गया तक एक एक्सप्रेस गाड़ी चलाएँ। इसका कारण यह है कि आज से बीस बरस पहले से तीन गाड़िया आती जाती थीं और वही आज भी हैं। जबकि गया जिले की ही आबादी 46 लाख हो गयी है यह 1971 के सेंसस में लिखी गई है और अब तो और भी बढ़ है। इस वास्ते आप एक एक्सप्रेस गाड़ी चलायें जो पटना और गया को टच करे।

सौ किलोमीटर तक की जर्नी पर आपने पांच प्रतिशत किराया बढ़ाने की बात कही है। इसको न करके फर्स्ट क्लास के यात्रियों पर आप बीस के

[राम स्वल्प पाम]

बजट 25 प्रतिशत किराया बढ़ा दें तो ज्यादा अच्छा होगा। ऐसा आपने किया तो आपकी योजना ज्यादा गतीशील हो सकेगी।

अन्त में मैं पूज्य पंडित जी को धन्यवाद देता हूँ कि उन्होंने एक गतिशील और विकासोन्मुख बजट प्रस्तुत किया है।

चौधरी मूलतान सिंह (जलेश्वर) : जो रेल बजट आया है इसका विरोध करने के लिए मैं खड़ा हुआ हूँ। विरोध करने के साथ साथ मैं कुछ सुझाव भी देना चाहूँगा। विरोध करने का मतलब यह है कि मैं विभाग की कमियाँ बताना चाहता हूँ। मैं समझता हूँ कि यह बजट जन विरोधी और खास करके गरीब विरोधी है। यह जनता की कमर तोड़ने वाला बजट है। मैं समझता हूँ कि टैक्स और किराया बढ़ाने से काम चलने वाला नहीं है। काम तभी चलेगा जब रेलों की कार्यक्षमता को बढ़ाया जायेगा। मेरा ख्याल है कि जो पहले रेलों में चौकीदार रखे जाते थे वे जी० आर० पी० के मातहत रखे जाते थे और अब आपने सुरक्षा दल बना दिया है। इससे पचास गुना चौरियाँ बढ़ गई हैं। इन चौरियों को अगर रोक दिया जाये तो शायद टैक्स और किराया बढ़ाने की आपको जरूरत महसूस नहीं होगी।

34 साल की आजादी में जितनी भी ट्रेने बढाई गई है वे एकमूत्र और मेल ट्रेने ही बताई गई हैं। पंडित जी बैठ गए हैं। वह पहले भी रेल मंत्री रह चुके हैं और आज भी हैं। वह बताए कि दिल्ली में टडला के बीच में सन 1937 में जो गाड़ी चलती थी पैसेजर क्या आज भी वही एक गाड़ी नहीं चल रही है? टडला से कानपुर जो गाड़ी चल रही थी 1940-45 में क्या वही आज भी चल नहीं रही है? टडला से फरखाबाद जो चल रही थी पैसेजर वही क्या आज भी नहीं चल रही है? दिल्ली से अहमदाबाद पैसेजर ट्रेन चल रही थी और वही आज भी चल रही है। यह हालत अस्सी प्रतिशत जनता के काम आने वाली पैसेजर गाड़ियों की है और उनके लाभ के लिए कोई गाड़ी नहीं बढ़ाई गई है। 51 किलोमीटर तक के सफर पर आपने पांच प्रतिशत किराया बढ़ा दिया है। लेकिन इन गाड़ियों में जितनी भीड़ रहती है अगर बड़े आदमी को इन में मुफ्त में भी बिठा दिया जाए तो भी वह शायद बैठना पसन्द नहीं करेंगे। यह हालत इन गाड़ियों की है और इस पर भी आप ने पांच प्रतिशत किराया उन पर बढ़ा दिया है। मेल और एक्सप्रेस गाड़ियों की तादाद आप बढ़ाते चले जा रहे हैं शायद इस आधार पर कि आबादी शहरों, व्यापारियों, नेताओं की बढ़ रही है जो इन मेल ट्रेनों में सफर करते हैं। मैं पूछता चाहता हूँ कि देहातों की क्या आबादी बढ़ नहीं रही है। उन लोगों के फायदे के लिए आपने 1940 से अब तक कोई

भी पैसेजर ट्रेन नहीं बढ़ाई है। पैसेजर ट्रेन में झाड़ू देने वाला कोई नहीं होता है, पखे नाम के लिए लगा दिए गए हैं और वे चलते नहीं हैं। यह सही बात है। इन डिब्बों में टट्टियों की यह हालत है कि अगर मंत्री जी उन में खले जाएं तो मेरे ख्याल में एक महीना नहीं तो 15 दिन तक तो जरूर अस्पताल में इलाज करायेंगे। इन गाड़ियों में भूसे की तरह आदमियों को भरा जाता है। इतना होने पर भी सैकड़ों आदमी इन गाड़ियों में चढ़ने से वंचित रह जाते हैं, प्लेटफार्मों पर ही खड़े रह जाते हैं।

देहात के स्टेशनों के प्लेटफार्मों की हालत यह है कि उन पर खड़ा होने वालों के लिए घूप, पानी तक से बचने के लिये कोई छाया का प्रबन्ध नहीं रहता है। आपने यह बिखा दिया है कि एयर कंडिशनड और फर्स्ट क्लास वालों के बास्ते भी आपने किराया बढ़ा दिया है। लेकिन इन में कौन चलता है? लोक सभा के सदस्य, विधान सभाओं के सदस्य, इनकम टैक्स देने वाला व्यापारी बग या पास होल्डर या अफसर लोग ही चलते हैं। वही से आपको सारे का सारा घाटा होता है। सारा बोझा उसका शासन पर पड़ता है। मैं सुझाव दूँगा कि पूरी की पूरी ट्रेन को आप सैकिड क्लास कर दें। ऐसा आपने किया तब आपको पता चलेगा कि कैसे लोग इन में यात्रा करते हैं और गरीब लोगों की क्या हालत हो रही है।

यह कह दिया जाता है कि ढाई तीन साल में सारी व्यवस्था बिगड़ गई है। मैं पूछना चाहता हूँ कि इन तीन सालों में हम ने क्या जुल्म किया है? कौन सा टैक्स हम ने बढ़ाया है। कौन सी ट्रेन घटाई है और कौन सी ट्रेन आपने हमारे लिए बढ़ा दी है?

आपने कहा है कि गरीबों के काम आने वाले वस्तुओं पर भाड़ा नहीं बढ़ाया गया है। इन सब को इस बढ़ोतरी से मुक्त रखा गया है। मैं पूछना चाहता हूँ कि कौन सी चीज पर आपने भाड़ा नहीं बढ़ाया है? क्या पत्थर सफेदी बनाने के काम नहीं आता है जिस पर भाड़ा बढ़ा दिया गया है? क्या गरीब आदमी को ईंटों की जरूरत गांवों में नहीं होती है जिसको बनाने के लिये काम आने वाले कोयले पर भाड़ा बढ़ाया गया है। यह जो नाटक है यह आप कब तक इस तरह से रचते रहेंगे? 34 साल आपको नाटक रचते हुए हो गए हैं। कुछ गरीबों की तरफ भी आपको देखना चाहिये। (इंटरप्राज) कोई भी पैसेजर ट्रेन नहीं बढ़ी है। सभी मेल और एक्सप्रेस बढ़ी हैं। एयर कंडिशनड में जहाँ बीस आदमी आराम से बैठ सकते हैं, वहाँ एक आदमी बैठता है। लेकिन दूसरे दर्जे का यह हाल है कि वह टसाठस भरा रहता है और तिल धरने की भी उस में जगह नहीं रहती है। भूसे की तरह आदमी उस में ठूँसे रहते हैं। जब बैठने के लिए गाड़ियों में जगह नहीं होती है तो क्या जरूरत है इन एयर

कॉन्डिशन गाड़ियों की ? रोमन्टी एक्सप्रेस जो दिल्ली से लखनऊ जाती है मैं चाहता हूँ कि आप हिचाक लगा कर बतायें कि इस को एयर-कॉन्डिशन डिब्बों में कितने टिकट वाले जड़ से वह कली है अब तक बैठे हैं और कौन फीस है जो बैठे हैं ? बिबाय रेल अफसरों के सा सुरक्षा दल के सिपाहियों के और कौन है जो उन में जाते हैं । मिनिस्टरों के लिए, एम पीज के लिए, बड़े आदमियों के लिए आप ने इनको बना रखा है । एक आदमी जो छत पर बैठ कर चलता है उसकी हाबत को आप देखें । आप ने थर्ड क्लास को सीकड क्लास कर दिया है । लेकिन जो आदमी छत पर बैठ कर चलता है उसको आप क्या नाम देंगे ? थर्ड क्लास ? जो अन्दर बैठ कर चलता है वह तो सीकड क्लास ही गया लेकिन जो छत पर बैठ कर चलता है वह कौन सी क्लास हुई ? जो जमीन पर बैठता है उसकी तो कोई श्रेणी ही नहीं है ।

जितनी भी ट्रेने बढ़ाई गई हैं मेल और एक्स-प्रेस ही बढ़ाई गई हैं, पैसेंजर नहीं । 1937 से आज तक प्रहमदाबाद से दिल्ली एक ही पैसेंजर ट्रेन चलती आ रही है, दिल्ली से टुडला, टुडला से कानपुर, शिकोआबाद से फरखावाद एक एक ही ट्रेन है । उन में कोई बढ़ोत्तरी नहीं की गई है । क्या कारण है कि अस्सी प्रतिशत जनता की तरफ प्रापका ध्यान नहीं जाता है । फर्स्ट क्लास में जो अफसर जाते हैं वह गवर्नमेंट से किराया ले लेते हैं । उसकी गांट से कुछ नहीं जाता है । इसी तरह से एयरकॉन्डिशन का हाल है । इस दर्जे में चलने वाले अधिकांश बड़े लोग जो खर्च करते हैं वह इनकम टैक्स में से सुविधा प्राप्त कर लेते हैं । इस सब का जो भार है वह गरीबों पर ही पड़ता है, जो अस्सी प्रतिशत लोग रेलों में लटक कर चलते हैं उन पर ही पड़ता है . . .

एक माननीय सदस्य : आपने सीकड क्लास का पास बनवा लिया है ?

जोधरी मूलतान सिंह : आपकी सरकार है बनवा दीजिये । आप तो महात्मा गांधी के भगत हैं । लेकिन वह थर्ड क्लास से चला करते थे । आप भी चलिये । मैं चाहता हूँ कि जितनी भी ट्रेने बढ़ाई जाएं, पैसेंजर ट्रेने बढ़ाई जाएं ।

अगर कोयले की कमी होती है, तो एक्सप्रेस और मेल गाड़िया नहीं रोकੀ जाती हैं, बल्कि पैसेंजर ट्रेन्ज रोक दी जाती है । जिस दिन पैसेंजर ट्रेन रोक दी जाती है, उस दिन ब्याह-भादी करने के लिए जाने वाले गरीब आदमी कैसे जायेंगे ? यह कह कर आपने बहुत तीर मार दिया कि हमने कोयले को कुछ कमी पूरी कर दी है । कुछ क्यों, सारी कमी को पूरा करना चाहिए ।

यह देखना चाहिए कि पेटा बस्कर का डिब्बा कितने दिन खड़ा रहा और कितने दिन उसने काम किया । मैं समझता हूँ कि डिब्बे याई में 15-20 दिव खड़े रहते हैं, लेकिन उनकी तरफ ज.ई ध्यान नहीं दिया जाता है । जितने डिब्बे हमारे पास हैं, अगर उनकी सही अरम्भत हा तो फिर गाड़ियों की कोई कमी नहीं होगी । अगर हमारे देश में टाटा-महेंडीज ट्रक माल लाने ले जाने के लिये न हों, तो दिल्ली के लोगों को रेलों के आसरे तो रोटी भी मयस्सर न हो । पिछले 34 सालों में जितनी भी अहलियत दी गई है, वे सब बड़े आदमियों को ही दी गई है, छोटे आदमियों को नहीं । दिल्ली में हिन्दुस्तान से नहीं से भी फल आये, उनके लिए रेल किराये में रियायत दी गई है । क्या आगरा और कानपुर के लोग फल खाना नहीं जानते हैं ? जो भी रियायत होती है, वह राजधानी को ही दी जाती है ।

आप कहते हैं कि गाड़िया ठीक टाइम पर आ रही हैं । बनारस से दिल्ली आने वाली ट्रेनों को टुडला या कानपुर से दिल्ली तक एक घंटे का फालतू टाइम दे रखा है, ताकि यह कहा जा सके कि गाड़ियां समय पर आ रही हैं । लेकिन आने वाली गाड़ियों का कोई समय नहीं है । पैसेंजर गाड़ियों का कोई समय नहीं है । वे छत, आठ घंटे लेट हो सकती हैं । कानपुर की पैसेंजर ट्रेन टुडला होने हुए आगरा जाती है । वह कभी भी सत आठ घंटे से कम लेट नहीं होती है ।

पैसेंजर ट्रेनों में जितनी डकैतियां होती हैं, एक्सप्रेस और मेल गाड़ियों में शायद उनसे एक-चौथाई भी नहीं होती है । दिल्ली से लखनऊ वाली ट्रेन को की० आई० पी० ट्रेन कहा जाता है । उसकी सुरक्षा इतनी बढ़िया है कि जगह जगह राइफल ले कर सिपाही खड़े हैं । क्या बड़े आदमियों को ही कोई खतरा है, गरीबों को खतरा नहीं है ? पैसेंजर गाडी में गरीबों की लड़ाकियों और बहन-बेटियों के हाथ पैर काट कर जेवर छीन लिये जाते हैं । डकैत पांच सात आदियों को कट्टों से मार कर भाग जाते हैं । मगर उसकी तरफ कोई ध्यान नहीं देता है ।

मैं मंत्री महोदय को कुछ सुझाव देना चाहता हूँ । एक तरफ आगरा, इटावा और कालपी और दूसरी तरफ ग्वालियर, भिंड, भरतपुर और धौलपुर-बीच का एरिया दैत्यों का डल का कहलाता है । और यह आज की बात नहीं है, इतिहास बताता है कि बाबर को भी वहाँ अमन कायम करने के लिए दस हजार घोड़े रखने पड़े थे । पहले आगरा से बाह एक ट्रेन चलती थी । वह लाइन उखाड़ दी गई । एक लाइन गुना से इटावा आ रही है । उसको इटावा से बाह होते हुए शिकोआबाद, भिंड व आगरा से मिला दिया जाये, जो कि पुरानी रेल की लाइन है ।

[बौधरी मुसतान सिंह]

एक लाइन टुंडला से एटा गई है। उससे न सरकार का कोई हिस्सा होता है और न जनता का। उसको एटा से कासगंज तक बढ़ा दिया जाये ताकि उसकी पूरी उपयोगिता हो सके।

छोटे-छोटे पुल डके हुए हैं, लेकिन टुंडला का यात्री पुल आज तक कवर नहीं हो सका है। पैसेंजर भीग कर बीमार हो जाते हैं। वह बहुत लम्बा पुल है। उसपर चादर डाल कर कवर कर दिया जाये।

18 hrs.

तीसरा सुझाव टुंडला के सैकेंड क्लास बेटिंग रूम के बारे में है। टुंडला में घागरा के पैसेंजर आते हैं। फस्टक्लास बेटिंग रूम की हालत तो यह है कि आप के रेलवे कर्मचारी और सुरक्षा विभाग के लोग उस में पड़े रहते हैं, कोई पैसेंजर उसमें ठहर नहीं सकता। इसलिए मैं चाहूंगा कि सैकेंड क्लास बेटिंग रूम के ऊपर थोड़ा सा पुल बढा कर के रेस्ट रूम बना दिए जाय। उस से आप को किराया भी आएगा।

चौथा सुझाव यह है कि टुंडला में जो एन्क्वायरी है वह प्लेटफार्म पर है, प्लेटफार्म टिकट लिए बिना कोई वहाँ नहीं जा सकता, इसलिए एन्क्वायरी को बाहर कर दिया जाय और 24 घंटे के लिए कर दिया जाय।

टुंडला के नजदीक एक स्टेशन है एतमादपुर। वह इलाहाबाद डिवीजन में है। आप के पूरे एटा डिस्ट्रिक्ट की और घागरा डिस्ट्रिक्ट की शम-

मान भूमि वहाँ जमुना पर है और वह तीर्थस्वाम भी है। उस के लिए जो फाटक बना हुआ है वह काफी पुराना है वह स्टेशन के पास है। अब वहाँ का रेलवे यार्ड काफी बढ़ा दिया गया है जिस की वजह से दिन दिन भर वह फाटक बन्द रहता है। गाड़ियां खड़ी रहती हैं। घाट छोड़ जाने के बाद ड्राइवर गाड़ी छोड़ कर चला जाता है, भागे उस को जगह नहीं मिलती। इसलिए मैं चाहूंगा कि उस रेल फाटक को पश्चिम की तरफ कर दिया जाय। सात साल से इस का सुझाव चल रहा है लेकिन रेलवे अफसर एक कारखाना मालिक से मिले हुए हैं, इसलिए उस फाटक को हटाना नहीं चाहते और वहाँ की हालत यह है कि दिन भर मुझे गाड़ी में पड़े रहते हैं और जमुना पर जाने का रास्ता नहीं मिलता।

मोहमदाबाद और रघऊ ग्राम के बीच में रेलवे का एक फाटक था। यार्ड बढ़ाने की वजह से वह बन्द कर दिया गया। अब किसानों को बड़ी दिक्कत उठानी पड़ती है। इसलिए मैं यह चाहूंगा कि पश्चिम की तरफ यार्ड छोड़ कर टुंडला व एतमादपुर के बीच एक रेल फाटक बना दिया जाय।

इन शब्दों के साथ मैं सभापति महोदय को धन्यवाद देता हूँ।

18.02 hrs.

The Lok Sabha then adjourned till Eleven of the clock on Wednesday, June 18, 1980/Jyaishta 28, 1902 (Saka).