

The Kharagpur incident of 16th April, 1979 in Monghyr Distt. is still fresh in our minds where Father Francis Mattathilary and his companions were badly beaten up, church property looted and house set on fire. Has any action been taken?

I urge upon the Home Minister to take adequate measures to stop the rising incidents of attacks on Christian institutions, church personnel and other minority communities in Bihar in particular and other parts of the country in general

(iv) **SCARCITY OF RAW CASHEW NUTS**

SHRI B. K. NAIR (Quilon): Sir, about one hundred and fifty thousand workers employed in the cashew processing industry in Kerala are in acute distress. They have remained largely unemployed during the past several months now owing to lack of the essential raw material, raw cashew nuts. Over the years, the industry has been depending, to a large extent, on imports of this commodity, our normal requirement being over a lakh of tonnes to make up the short fall in indigenous production. The Cashew Corporation of India has been functioning as the authorised agency for importing cashew as well as to ensure its equitable distribution to qualified units. But during the recent past, imports have been falling steadily and this year, for reasons unknown, the Cashew Corporation of India has not so far entered the market although the season is well advanced. This has caused grave misgivings amongst all concerned, especially the workers about the bleak prospects ahead since the factories are likely to remain closed for a long time to come.

I have, therefore, to appeal to the Government to issue necessary directions to the Cashew Corporation of India to get on to the job of arranging for the import of cashew nuts to the maximum extent possible in an expeditious manner.

(v) **SHIFTING OF ORDNANCE DEPOT
FROM CALCUTTA**

SHRI KRISHNA CHANDRA HALDER (Durgapur): Sir, nearly 600 employees of Ordnance Depot, Calcutta, a defence installation (Registered under the Factories Act) under the Command of Director of Ordnance Services, have been shocked to learn that the oldest organisation of Army Ordnance Corps established in Calcutta in 1765 has been ordered for disbandment by 30-6-1980. The disbandment of this depot and shifting it outside Calcutta would invite a lot of hardship and misery to 600 employees and their families, besides monetary loss to them in the shape of HRA and CCA and also in maintaining double establishments. The Chief Minister and the Labour Minister of West Bengal have already taken up the matter with the Defence Ministry. The employees are on peaceful agitation by DHARNA in batches and mass hunger strike on duty, from time to time, to save themselves as well as the depot from ruination. This depot is in pivotal position, having the advantage of railways, ships, aerodromes and highways available at a stone throw. A considerable bulk of troops is deployed at and around Calcutta and their requirement of stores is only possible from Calcutta. It would be uneconomical to shift this depot outside Calcutta. In the past also this depot has effectively met the challenge of logistic supplies to the troops.

12.29 hrs.

RAILWAY BUDGET, 1980-81—GENERAL DISCUSSION, DEMANDS* FOR GRANTS ON ACCOUNT (RAILWAYS), 1980-81 AND SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 1979-80.

MR. SPEAKER: The House will now take up item Nos. 10, 11 and 12 relating to the Railway Budget and the Supplementary Demand_s for Grants (Railways). Hon. Members whose cut

*Moved with the recommendation of the President.

[Mr. SPEAKER]

motions to the Demands for Grants have been circulated may, if they desire to move cut motions, send slips to the Table within fifteen minutes, indicating the serial number of the cut motions they would like to move.

Motions moved:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India on account, for or towards defraying the charges during the year ending on the 31st day of March, 1981, in res-

pect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 16."

"That the respective Supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India, to defray the charges that will come in course of payment during the year ending the 31st day of March, 1981 in respect of the following demands entered in the second column thereof:

Demand Nos. 1 to 4, 7, 9, 11 to 13 and 16."

Demands for Grants on Account (Railways) for 1980-81 submitted to the Vote of Lok Sabha.

No. of Demand	Name of Demand	Amount of Demand for Grant on Account submitted to the vote of the House
1	2	3
		Rs.
1	Railway Board	96,22,000
2	Miscellaneous Expenditure (General)	5,61,27,000
3	General Superintendence and Services	43,82,97,000
4	Repairs and Maintenance of Permanent Way and Works	74,54,96,000
5	Repairs and Maintenance of Motive Power	66,41,74,000
6	Repairs and Maintenance of Carriages and Wagons	82,88,39,000
7	Repairs and Maintenance of Plant and Equipment	39,57,68,000
8	Operating Expenses—Rolling Stock and Equipment	82,68,24,000
9	Operating Expenses—Traffic	88,02,46,000
10	Operating Expenses—Fuel	140,11,15,000
11	Staff Welfare and Amenities	29,07,30,000
12	Miscellaneous Working Expenses	40,79,76,000
13	Provident Fund, Pension and other Retirement Benefits	35,06,92,000
14	Appropriation to Funds	105,18,15,000
15	Dividend to General Revenues, Repayment of loan taken from General Revenues and Amortization of Overcapitalization	5,89,45,000
16	Assets—Acquisition, Construction and Replacement	Revenue 3,99,90,000
		Other expenditure 568,78,85,000

Supplementary Demands for Grants (Railways) 1979-80 submitted to the Vote of Lok Sabha.

No. of Demand	Name of Demand	Amount of Demand for Grant to be submitted to the vote of the House
1	2	3
		Rs.
1	Railway Board	5,00,000
2	Miscellaneous Expenditure (General)	9,14,000
3	General Superintendence and Services	3,24,33,000
4	Repairs and Maintenance of Permanent Way and Works	9,28,24,000
7	Repairs and Maintenance of Plant and Equipment	4,04,93,000
9	Operating Expenses—Traffic	6,26,87,000
11	Staff Welfare and Amenities	2,02,96,000
12	Miscellaneous Working Expenses	3,15,90,000
13	Provident Fund, Pension and other Retirement Benefits	16,79,70,000
16	Assets—Acquisition, Construction and Replacement	66,35,62,000

SHRI G. M. BANATWALLA (Pon-nani): Sir, on a point of order. I have also written to you that I wish to raise a point of order.

You have just announced that Items 10, 11 and 12 are to be taken up together for the purpose of discussion. I wish to submit three points, which relate to the violation of rules 207, 208(1) and (2) and 212, as also to the suffocation and strangulation of the voice of this august House, as a result of improper and harsh curtailment of the rights of the Members to discuss, for a proper length of time, and also the improper hustling of this House in the matter of discussion of Financial Business.

Sir, take Rule 207(1), which says:

"On a day to be appointed by the Speaker subsequent to the day on which the Budget is presented and for such time as the Speaker may allot for this purpose, the House shall be at liberty to discuss the Budget as a whole or any question of principle involved therein."

But no motion shall be moved in order to say that the Budget be submitted to the vote of the House and therefore, I make my first submission. I will be making three submissions. My first submission is that the general discussion on this Budget of Railways and also the discussion and voting on Demands for Grants on Account cannot be taken up together. This is very clear because the rule I have just quoted says that at the stage of discussion of the Budget, the present Budget of Railways, no motion shall be moved and you have also called upon us to move our cut motions. This, therefore, is not the stage where any motion whatsoever can be moved. Let us first have the general discussion. Let the general discussion conclude. We shall then go over to the stage of moving the motions, viz, our cut motions according to Rule 208(1). I, therefore, submit that the general discussion on the Budget and the discussion and voting on the Demands for Grants which includes. At motions, are two separate process. At present according to Rule 207 there can be only a general discussion and this discussion cannot be obsessed by any motion including cut motions according

[Shri G. M. Banatwala]

to the wording given in Rule 207 which clearly says that no motion shall be moved when the general discussion is going on. That is one point I have to submit for your consideration.

MR. SPEAKER: You have taken too much time now.

SHRI G. M. BANATWALLA: You may rule that you are not prepared to listen to my second and third points. Why do you want to hustle me? As it is we are being hustled.

MR. SPEAKER: No.

SHRI G. M. BANATWALLA: The second point that I wish to submit is with respect to Rule 208(1) and Rule 208(2). Sub-rule (1) of Rule 208 says:

"The Speaker shall, in consultation with the Leader of the House, allot so many days"—

not a day or a few hours, but so many days—

"as may be compatible with the public interest for the discussion and voting of demands for grants."

Therefore, Sir, you are required and called upon to allot separately more than one day for the discussion and voting of demands for grants. Not only you have merged the discussion and voting of demands with the general Budget, but you also required every process, general discussion, voting of demands for grants and then Supplementary budgets, everything to be passed in a matter of just a few hours. I therefore say that the voice of this House is being strangled and there is an improper curtailment of the rights of Members to discuss the opinion of the people.

Then, more serious is the situation with respect to Rule 208(2).

(Interruptions).

MR. SPEAKER: No discussions, no meetings.

(Interruptions)

SHRI G. M. BANATWALLA: Rule 208(2) says:

"On the last day of the allotted days at 17.00 hours or at such other hour as the Speaker may fix in advance, the Speaker shall forthwith put every question necessary to dispose of all the outstanding matters in connection with the demands for grants."

This also applies for demands for grants and Vote on Account. Therefore, you will have to fix separate days for the discussion and voting on the Demands for Grants and Vote an account. On the last day at 17.00 hours and at 17.00 hours alone, all other Demands for Grants have to be submitted to the vote of the House. Therefore, this rule is also violated.

The third and the last point that I submit for your calm, cool and sympathetic consideration refers to Rule 212, which says:

"If notice of a motion to reduce any demand for grant has not given one day previous to the day on which the demand is under consideration, any member may object to the moving of the motion, and such objection shall prevail, unless the Speaker allows the motion to be made."

The purport of this rule is that all the cut motions are to be given to you a day before the discussion is taken up in the House. The Railway Budget was presented yesterday and we have not been given sufficient time. This means that the Railway Budget cannot be discussed on the very next day. Where is the time for us to give the cut motions so that they reach you a way Budget? This rule clearly contemplates that the Railway Budget cannot be discussed on the very next day, after its presentation. I, therefore

submit that there is an unjust, harsh hurrying with all these financial business. I do not know, perhaps, for certain reasons, best known to the Government...

MR. SPEAKER: You know the reasons.

SHRI G. M. BANATWALLA: But then, this is not the way. Till 2 A.M. today, we were reading the papers. Where is the time to draft cut motions? There was not time for giving notice.

MR. SPEAKER: I have received a number of cut motions.

SHRI G. M. BANATWALLA: A still large number of cut motions would have come, but you are strangulating the voice of the House. Therefore, I plead with you that the letter and spirit of all these rules, which I have read, are seriously violated. We cannot have this phenomenon of a budget being presented one day and the very next day everything connected with regard to the Budget is contemplated to be finished.

MR. SPEAKER: When the full Budget comes, you will have enough time.

SHRI G. M. BANATWALLA: We may have enough time then, but that does not mean that our rights should be curtailed now.

You consider this very calmy. Reserve your ruling. Let us rise for the day. Here is a question of the rights of the House. In one day, general discussion, discussion on grants and voting, discussion on supplementary demands for grants—it looks as if, I should say, an Emergency has been imposed. I submit with great respect that it is not the way in which this House should be treated. We, the humble hon. members of this House should be given enough time to study. (Interruption) I am not trying to attach the Government or any party whatsoever. I am only pleading with you for the rights of this august House in order to ventilate the views, the

opinions and the public reflection and the thinking on all these items adequately, sufficiently, compatible with public interest. I hope you will uphold my point of order.

MR. SPEAKER: Shri G. M. Banatwalla raised a point of order relating to items 10, 11 and 12 regarding the Railway Budget. I have gone through them.

In regard to the point that these three items should not be taken up together, I have to inform him that I have already looked into the matter. There have been several occasions in the past when connected items relating to the same subject have been discussed together. In 1971, items relating to Railway Budget were discussed in the same way. In subsequent years also connected items relating to Budget have been discussed together.

As regards the point regarding time for discussion these items, I would like to inform him that at the meeting I had with the Leaders on March 10, 1980, it was agreed that 3 hours might be devoted to these items.

Now, let us proceed with the discussion.

SHRI G. M. BANATWALLA: Which leaders? As far as I understand, the leader of the Muslim League was not invited to the discussion. We are not a party to it, Why should these leaders curtail our rights?

MR. SPEAKER: The parties which have got more than 5 members in the House were called.

SHRI G. M. BANATWALLA: How can these leaders curtail members' rights? Are the leaders to take decisions involving the rights of members?

MR. SPEAKER: I would call you also. I have called the leaders according to the rules and regulations laid down. There was a full and frank discussion and with complete unanimity we decided this thing. The House will now proceed with the discussion.

श्री जगपाल सिंह (हरिद्वार) : अध्यक्ष महोदय, रेल मंत्री ने जिस तरीके से रेलवे बजट को रखा है, उससे पता लगता है कि उन्होंने कुछ राजनीतिक कारणों से प्रेरित हो कर ऐसा किया है। अब तक हाउस में जितने भी रेलवे या जनरल बजट रखे गये हैं, उन्हें नियमित रूप से रखा गया है। लेकिन मंत्री महोदय ने हाउस की पिछली ट्रेडीशन्ज को उलट कर इस बजट को जिस तरीके से रखा है, उससे साफ जाहिर होता है कि उन्होंने नई प्रदेशों में होने वाले चुनावों को प्रभावित करने के लिए नियमित रूप से यह बजट नहीं रखा है। मैं इसकी घोर निन्दा करता हूँ।

इस बजट में रेल मंत्री ने किराये और भाड़े में कोई वृद्धि नहीं की है। अगर वह इस बात की गारंटी दे कि इन प्रदेशों में चुनावों के बाद वह यात्रियों पर नये टैक्सों का भार नहीं थोपेंगे, तो हम उसका स्वागत करते हैं। लेकिन अगर इन चुनावों के बाद उन्होंने यात्री-करों को बढ़ा दिया, तो हम उसका विरोध करेंगे।

यह बजट बहुत निराशाजनक है। आज हमारे मुल्क में यात्री-गाड़ियों की जो दुर्दशा है, उसके सम्बन्ध में कदम उठाना बहुत आवश्यक है। मंत्री महोदय ने इस बजट को रखते हुए जनता की आवश्यकताओं की अवहेलना की है और गाड़ियों के डिब्बे बढ़ाने की कोई बात नहीं कही है और न ही कोई सालिड प्रोग्राम रखा है कि डिब्बों के निर्माण के लिए कोई नया कारखाना लगाया जायेगा। आज स्थिति यह है कि फर्स्ट क्लास के डिब्बे तो खाली होते हैं और सैकंड क्लास के डिब्बों में सांस लेना भी मुश्किल होता है। इस लिए सैकंड क्लास के यात्रियों को सुविधा देने के लिए डिब्बों की संख्या ज्यादा से ज्यादा बढ़ानी चाहिए।

जब तक माल ढोने के लिए वैगन्ज की संख्या नहीं बढ़ाई जायेगी, तब तक सरकार पूरे मुल्क में कोयला, अनाज या चीनी की सप्लाई नहीं कर पायेगी। मुल्क की हालत में सुधार करने के लिए डिब्बों को बढ़ाना बहुत जरूरी है।

जहाँ तक रेल कर्मचारियों के रहने के लिए मकान बनाने का सम्बन्ध है, मैं क्लास वन और क्लास टू को छोड़ देता हूँ, लेकिन

क्लास थ्री और क्लास फोर के कर्मचारियों के मकान बनाने के लिए जो पैसा बढ़ाया गया है, वह बहुत कम है। थर्ड क्लास और फोर्थ क्लास के कर्मचारियों के लिए फ्लैट्स के निर्माण के लिए ज्यादा पैसे की व्यवस्था होनी चाहिए।

दूसरी बात जो उन्होंने उत्पादकता से सम्बन्धित बोनस की नीति रखी है। रेलवे कर्मचारियों के लिए उसमें 50 करोड़ 30 लाख रुपये का जो प्राविजन है उसके सम्बन्ध में मेरा यह कहना है कि जब तक आप नियमित बजट नहीं रख पा रहे हैं तब तक यह आप ने कैसे एस्टीमेट बना लिया कि 50 करोड़ 30 लाख रुपया बोनस के तौर पर देंगे? मेरा यह कहना है कि जब आप अपना बिल रखें तो उसमें कम से कम 100 करोड़ रुपये कर्मचारियों के बोनस के लिए रखें। 100 करोड़ रुपये के बगैर आप उन को यह बोनस नहीं दे पाएंगे। यह रकम उसके लिए बहुत ही कम है।

क्राइम्स के सम्बन्ध में मैं कहना चाहता हूँ रेलों में जो क्राइम्स होते हैं उनकी स्थिति पहले यह होती थी कि औरतों को लूटने की बात होती थी, आज तो पूरी की पूरी गाड़ी लूटी जाती है। अभी गोमती एक्सप्रेस के अंदर जो कुछ हुआ है वह आप के सामने है। इन चीजों को देखते हुए, आज चाहे आदमी हों, बच्चे हों या औरतें हों जब तक उनकी सुरक्षा की व्यवस्था रेल मंत्री जी नहीं बढ़ायेंगे तब तक उनकी सुरक्षा की कोई गारंटी नहीं है। इस बजट के अनुसार हमारे रेल मंत्री जी ट्रेनों के अंदर सुरक्षा की कोई व्यवस्था कर पायेंगे, इसमें सन्देह है।

दूसरी बात मैं यह कहना चाहता हूँ कि चाहे राष्ट्रीय व्यापार हो या अन्तरराष्ट्रीय व्यापार हो जब तक कन्टेनर व्यवस्था नहीं करेंगे व्यापारी वर्ग के लिए तब तक व्यापार नहीं बढ़ पाएगा। इसलिए आप इस तरह के कन्टेनर डिब्बों की व्यवस्था करें, तभी आप का राष्ट्रीय और अन्तरराष्ट्रीय व्यापार बढ़ सकेगा।

यह बजट जिस तरह से रखा गया है उसमें हमारे जो बैंकवर्ड इलाके हैं जिन में आज तक सड़के भी नहीं पहुँच पाई हैं उनमें नई

लाइन बिछाने की व्यवस्था नहीं है। मैं प्रार्थना करूंगा रेल मंत्री जी से कि वह उन पिछड़े इलाकों में नई लाइनों बिछाने की प्राथमिकता दे, ऐसे इलाकों को बिलकूल न दे जहां पर आलरेडी लाइन बिछी हुई है और उनको डबल करने की योजना है। मैं उसका विरोध करता हूँ। जहां सिंगल लाइन है वहां डबल लाइन तब तक नहीं करना चाहिए जब तक हमारे बैकवर्ड इलाकों के अंदर नई लाइनें न बिछ जाएं। सड़कों भी जिन इलाकों के अंदर है उनको भी प्राथमिकता नहीं देने चाहिए। जो बैकवर्ड इलाके हैं चाहे वह तराई के इलाके हों या साउथ इंडिया के ट्राइबल इलाके ही उनको प्राथमिकता देने चाहिए उन लाइनों के बिछाने के लिए। इन सुझावों के साथ मैं अपनी बात खत्म करता हूँ।

अन्त में फिर एक बात कहता हूँ कि जिन करों को हमारे मूलक के ऊपर नहीं थोपा गया है मैं यह नहीं चाहूंगा कि हमारे रेल मंत्री जी विधान सभाओं के चुनावों के बाद उन करों को फिर से बढ़ाएं। हाउस को यह गारंटी मिलनी चाहिए कि विधान सभाओं के चुनावों के बाद हमारे मूलक वालों पर यात्री कर या दूसरे कर को रेल मंत्री जी नहीं थोपेंगे।

SHRI G. M. BANATWALLA: Sir, several of my Cut Motions have not been circulated. How am I to move them.

MR. SPEAKER: As a special case, because you pleaded so well, you can move them up to 1.00 p.m.

SHRI G. M. BANATWALLA: They may be considered as moved because I do not know what numbers have been given to them.

MR. SPEAKER: All right, you can do so up to 2.00 p.m.

SHRI KRISHNA CHANDRA HALDER (Durgapur): I beg to move:

"That the demand for grant on account under the head Railway Board be reduced to Re. 1"

[Failure to declare Burdwan-Asansol as suburban section of

Eastern Railway and to introduce E.M.U. services in Burdwan Asansol section. (1)]

"That the demand for grant on account under the head Railway Board be reduced to Re. 1"

[Failure to construct new Rail line from Raniganj via Mejia Coal-field to Bankura and a Railway-cum-road bridge over the river Damodar. (2)]

"That the demand for grant on account under the head Railway Board be reduced to Re. 1"

Failure to convert narrow guage Burdwan-Katwa and Ahamdpur-Katwa Railway to broad guage line and to order equality of passenger fare in B. K. and A. K. Railway like other Railways. (3)]

"That the demand for grant on account under the head Railway Board be reduced to Re. 1"

[Failure to convert narrow guage Bankura-Damodar (from Raina to Bankura) Railway into broad guage line. (4)]

"That the demand for grant on account under the head Railway Board be reduced to Re. 1."

[Failure to introduce a pair of Howrah-Asansol Express trains with limited stoppages leaving Howrah in the morning and reaching Asansol well before office hours and on the reverse direction leaving Asansol well after office hours. (5)]

"That the demand for grant on account under the head Railway Board be reduced to Re. 1."

[Failure to construct double line Railway tracks of Khana-Sainthia and Bandel-Katwa Sections and to declare Bandel-Katwa section of Eastern Railway as suburban section. (6)]

SHRI G. M. BANATWALLA: I beg to move:

"That the demand for grant on account under the head Railway Board be reduced to Re. 1."

[Failure to treat minimum bonus as deferred wage. (7)]

"That the demand for grant on account under the head Miscellaneous Expenditure (General) be reduced to Re. 1."

[Failure to treat minimum bonus as deferred wage. (14)].

"That the demand for grant on account under the head General Superintendence and Services be reduced to Re. 1".

[Failure to treat minimum bonus as deferred wage. (15)].

"That the demand for grant on account under the head Repairs and Maintenance of permanent way and works be reduced to Re. 1."

[Failure to treat minimum bonus as deferred wage. (16)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Sudden and unfortunate recent upward revision of suburban fares in Bombay by the Central Railway. (137)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to reintroduce train Nos. 65 and 66 between Shoranur and Calicut (Southern Railway) despite popular demand. (138)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Continuous neglect to provide adequate passenger amenities at stations in the Olavakkot Division

of Southern Railway especially between Shoranur and Mangalore. (139)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need for a rail link connecting Kuttipuram, Ponnani, Guruvayoor, Kunnankulam and Trichur. (140)].

"That the demand for grant on account under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Immediate and pressing need for a second platform at the important tirur Railway station (in Olavakot Division, Southern Railway. (141)].

"That the demand for grant on account under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Failure to provide adequate cover to railway platforms in Kerala, where there is heavy monsoon. (142)].

"That the demand for grant on account under the head Operating Expenses—Traffic be reduced by Rs. 100".

[Need for more express trains between Shoranur and Mangalore (Southern Railway. (143)].

"That the demand for grant on account under the head Operating Expenses—Traffic be reduced by Rs. 100".

[Persistent unpunctuality of Madras-Mangalore Mail (Southern Railway. (144)].

"That the demand for grant on account under the head Operating Expenses—Traffic be reduced by Rs. 100".

[Persistent unpunctuality of trains between Shoranur and Mangalore (Southern Railway). (145)].

"That the demand for grant on account under the head Operating Expenses—Traffic be reduced by Rs. 100".

[Large number of defective and condemned bogies in trains in Kerala. (146)].

"That the demand for grant on account under the head Operating Expenses—Traffic be reduced by Rs. 100".

[Pressing need to increase the number of general coaches in Madras—Mangalore Mail. (147)].

श्री मुकुन्दा मण्डल (Mathurapur): I beg to move:

"That the demand for grant on account under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to convert Barnipur—Lakshmikantapur single line section into double one. (17)].

"That the demand for grant on account under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to convert the single line section of Barnipur—Diamond Harbour into double line. (18)].

"That the demand for grant on account under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to extend Sealdah Lakshamikantapur section up to Kulpi. (19)].

"That the demand for grant on account under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to convert Sonarpur—Canning single line section into double line section. (20)].

"That the demand for grant on account under the head Assets—

Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to construct a new railway line from Mathurapur to Raidighi in the Sealdah Division. (21)].

"That the demand for grant on account under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need for construction of a new railway line from Mathurapur to Pathar Pratima in the Sealdah Division. (22)].

"That the demand for grant on account under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to electrify Mathurapur and Dhap Dhapi stations in the Sealdah Lakshmikantapur section. (23)].

"That the demand for grant on account under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to reconstruct/repair the bridges near Suryapur and Mathurapur stations in the Sealdah South section. (24)].

"That the demand for grant on account under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Need to repair the bridges near Suryapur and Mathurapur stations. (45)].

"That the demand for grant on account under the head Operating Expenses—Traffic be reduced by Rs. 100".

[Failure to construct a shade at the Down Platform of the Dakshin Barasat station in the Sealdah Lakshmikantapur station. (46)]

"That the demand for grant on account under the head Operating

Expenses—Traffic be reduced by Rs. 100”.

[Failure to supply drinking water to the commuters in most of the stations in the Sealdah South section. (47)].

“That the demand for grant on account under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100”.

[Failure to construct a new railway line from Budge Budge to Namkhana. (49)].

SHRI RAMAVATAR SHASTRI
(Patna): I beg to move:

“That the demand for grant on account under the head Railway Board be reduced to Re. 1”.

[Failure to extend Railway lines in proportion to the needs. (50)].

“That the demand for grant on account under the head Railway Board be reduced to Re. 1”.

[Unsatisfactory extension of Railways. (51)].

“That the demand for grant on account under the head Railway Board be reduced to Re. 1”.

[Failure to pay special attention towards extension of Railways in backward States. (52)].

“That the demand for grant on account under the head Railway Board be reduced to Re. 1”.

[Need to convert Ara—Sasaram and Phatuha—Islampur Light Railway into main lines. (53)].

“That the demand for grant on account under the head Railway Board be reduced to Re. 1”.

[Need to bring about a change in the policy of officials opposed to extension of Railways. (54)].

“That the demand for grant on account under the head Railway Board be reduced to Re. 1”.

[Failure to put an end to bureaucracy controlling the Railway Board. (55)].

“That the demand for grant on account under the head Railway Board be reduced to Re. 1”.

[Failure to make Railway Board a instrument of public service. (56)].

“That the demand for grant on account under the head Railway Board be reduced to Re. 1”.

[Failure to put an end to anti-railway worker policy of Government. (57)].

“That the demand for grant on account under the head Railway Board be reduced to Re. 1”.

[Need to grant bonus as deferred wage to Railway workers. (58)].

“That the demand for grant on account under the head Railway Board be reduced to Re. 1”.

[Need to grant 8.33 per cent minimum bonus to Railway workers without imposing any condition. (59)].

“That the demand for grant on account under the head Railway Board be reduced to Re. 1”.

[Need to abolish the condition of productivity linked with bonus to Railway workers. (60)].

“That the demand for grant on account under the head Railway Board be reduced to Re. 1”.

[Failure to accept 8 point demands put forward by Indian Railways Workers Federation. (61)].

“That the demand for grant on account under the head Railway Board be reduced to Re. 1”.

[Failure to form one union by merging all Railway Labour Unions. (62)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to accept 6 point demands put up during the 1974 strike. (63)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Need to find solution of labour problems by holding consultations with all Railway Labour Unions from time to time. (64)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Need to recognise Indian Railways Workers Federation. (65)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure in declaring the substitute employees permanent after ending the substitute system. (66)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Need to give the remaining two dearness allowance instalments at an early date to the railway workers. (67)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Arbitrary attitude and irregularities in the allotment of Railway wagons. (68)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure in providing accommodation facilities to all the railway workers. (69)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Collusion of Railway Administration with capitalists in the allotment of railway wagons. (70)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to stop the big industrialists from detaining the railway wagons for a long time and using them as godowns. (71)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure in giving recognition to the All India Loco Running Staff Association. (72)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure in eradicating the irregularities in the allotment of railway wagons. (73)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Need to re-instate all those railway employees who were victimised during 1974 Railway strike or later on by withdrawing the action taken against them. (74)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure in regularising the services of casual labourers by abolishing the system of casual labour. (75)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to provide need based wages to Railways employees. (76)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Need to prescribe pay scale to Railway Employees equivalent to the pay scale given to the labourers in the Government owned factories. (77)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to exclude Gaya Jn. of Eastern Railway from Mugalsarai Division and include it in Danapur Division. (78)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure in establishing head-quarter of Zonal Railways in Bihar. (79)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100"

[Need to increase the numbers of Zonal Railways by re-organising them. (80)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to expand Jamalpur Railway Workshop. (81)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure in checking irregularities in the workshop of Jamalpur Railway Factory. (82)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to establish a Railway factory in Patna. (83)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure in improving the poor catering arrangement in the Railway (86)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure in making permanent the waiters working under Railway catering. (87)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to lay down a policy to provide employment to at least one son/daughter of a railway employee (88)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to abolish contract system in Railways for good. (89)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to give bonus to the personnels of Railways Security Force (RPF) like other employees of the Railways. (90)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Unnecessary delay and practising deception in construction of railway bridge on the river Ganges at Dighaghat in Patna (Near Sada-kat Ashram). (91)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to declare ticket checking staff as running staff. (92)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to introduce totally departmental catering in Railways. (93)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to keep clean the inner and outer premises of Patna Junction of Eastern Railway. (98)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to expand Patna Railway Junction Station. (99)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to introduce a fast train from Patna to Delhi. (100)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to introduce a fast train from Patna to Calcutta. (101)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to introduce another fast train from Patna to Ranchi. (102)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need for reservation of sleeping berths in Tinsukia for the passengers of Patna. (103)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to run Deluxe train via Patna more than twice a week. (104)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to run Jayanti Janata Express between Muzzaffarpur and Delhi more than twice a week. (105)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to run Jayanti Janata Express via New Delhi. (106)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to double Patna Gaya line, Eastern Railway. (107)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to construct a new railway line from Rajgir to Gaya, Eastern Railway. (108)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to construct a new railway line from Bihta to Anugarh Narain Road via Vikram Paliganj Arwal, on Eastern Railway. (109)].

"That the demand for grant on account under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Failure to make the services of gangmen permanent. (122)].

"That the demand for grant on account under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Failure to accept the 21 point demands of Eastern Railway Engineering Kamgar union. (123)].

"That the demand for grant on account under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Need to grant CPC scales to all gangmen. (124)].

"That the demand for grant on account under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Failure to provide uniform to gangmen. (125)].

"That the demand for grant on account under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Need to improve the pitiable lot of gangmen. (126)].

"That the demand for grant on account under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Need to take action against officials who suppress and harass the gangmen. (127)].

"That the demand for grant on account under the head Repairs and Maintenance of Motive Power be reduced by Rs. 100".

[Failure to replace old steam engines with new ones. (128)].

"That the demand for grant on account under the head Repairs and Maintenance of Motive Power be reduced by Rs. 100".

[Failure to provide necessary equipment for repairing locomotives. (129)].

"That the demand for grant on account under the head Repairs and Maintenance of Motive Power be reduced by Rs. 100".

[Need to make officials responsible for deterioration in running of trains. (130)].

"That the demand for grant on account under the head Operating Expenses—Traffic be reduced by Rs. 100".

[Supply of inferior coal to Railways. (131)].

"That the demand for grant on account under the head Staff Welfare and Amenities be reduced by Rs. 100".

[Inadequacy of male and female doctors in Danapur Railway Hospital, Eastern Railway. (133)].

"That the demand for grant on account under the head Staff Welfare and Amenities be reduced by Rs. 100".

[Paucity of vital medicines in Danapur Railway Hospital. (134)].

SHRI K. T. KOSALRAM (Tiruchendur): I beg to move:

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to implement the assurance that Nagercoil-Tirunelveli-Tuticorin broad gauge railway line will be completed along with Trivandrum-Nagercoil-Kanyakumari broad gauge railway line (148)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to construct broad gauge railway line between Tuticorin and Tiruchirapalli. (149)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to convert metre gauge track in Southern Railway. (150)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to implement the assurance of Rapid Transport system in the metropolitan city of Madras. (151)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to run more trains between Madras and Tirunelveli. (152)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to have gates in unmanned railway crossings in Southern Railway where frequent fatal accidents take place, for example the much needed gate at Nalumavadi in Tirunelveli District. (153)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to provide passenger amenities like covered sheds and drinking later in the stations of Southern Railway. (154)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to provide covered shed, weighing machines in Arumughaneri Station of Southern Railway, which is a prominent salt loading station. (155)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to complete the expansion scheme of Madras Central Station. (156)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Continuing thefts in goods under transshipment. (157)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Inordinate delay in the transshipment goods from Metre gauge to Broad gauge in Southern Railway (158)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100."

[Need to construct under-bridges and over-bridges and also rail gates at unmanned railway crossings. (159)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100."

[Unsatisfactory service and poor quality of food in many stations of Southern Railway. (160)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100."

[Need to provide more wagons for transporting salt from Turi-corin to eastern regions. (161)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100."

[Failure to declare ticket-examiners as running staff. (162)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to replace old steam engines with new ones on the Southern Railway. (163)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to provide uniform to Gangmen. (164)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to form one union by merging all Railway Labour Unions. (165)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to grant 8.33 per cent minimum bonus to Railway workers. (166)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to provide necessary equipment for repairing metre gauge locomotives of Southern Railway. (167)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to abolish contract system on the Railways. (168)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to absorb casual labour in their own zonal railways. (169)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to streamline the reservations for long-distance trains, particularly from Delhi to Madras, Delhi to Trivandrum, Delhi to Bangalore. (170)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to check robberies on long distance trains. (171)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to provide medical attention in the long distance trains. (172)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to provide emergency medical kits in AC and I class compartments of long distance trains. (173)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to stop the practice of using wagons as godowns by industrialists. (174)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to keep the long distance carriages in good sanitary conditions. (175)]

SHRI MOOL CHAND DAGA
(Pali) I beg to move:

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100"

[Failure of Railway Board to achieve its object because of the old Railway Act in force. (192)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100"

[Large scope for reduction in infructuous expenditure being incurred by the Railway Board. (193)]

"That the demand for grant on account under the head Miscellaneous Expenditure (General) be reduced by Rs. 100".

[Need to enquire into the problem of over staffing and reduction in the infructuous expenditure. (194)]

SHRI VIRDHI CHANDER JAIN
(Barmer): I beg to move:

"That the demand for grant on account under the head Repairs and Maintenance of Carriages and wagons be reduced to Re. 1".

[Need to supply more wagons to small entrepreneurs manufacturing salt at Bokaran in district Jaisalmer of Rajasthan as salt industry there is facing closure and labourers are being rendered jobless. (195)]

"That the demand for grant on account under the head Operating Expenses—Traffic be reduced to Re. 1".

[Need to introduce a new train proposed by Northern Railway Jodhpur to Jaipur between 6 AM to 1 PM and from Jaipur to Jodhpur between 2.30 PM to 9.30 PM. (196)]

"That the demand for grant on account under the head Assets-Acquisition, Construction and Replacement be reduced to Re. 1"

[Need to convert Delhi-Ahmedabad line into a broad gauge line. (197)]

SHRI N. E. HORO (Khunti): I beg to move:

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100"

[Failure to convert narrow gauge line from Ranchi to Lohardaga and Muri to Purulia into broad gauge. (198)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100"

[Failure to connect Lohardaga station with Tori station in order to minimise the distance between Ranchi and New Delhi. (199)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100"

[Need of a first class waiting room at Bano station in South Eastern Railway. (200)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100"

[Question of filling up all seats reserved for Scheduled Tribes in Railway Service. (201)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100"

[Setting up of a Railway Service Commission at Ranchi to serve the Tribal population of mid-Eastern India. (202)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100"

[Constituting a Zonal Railway to be called "Mid-Eastern Railway" with headquarters at Ranchi comprising Chakradharpur and Asansol Divisions of South-Eastern Railway and Dhanbad Division of Eastern Railway. (203)]

"That the demand for grant on account under the head Repairs and Maintenance of motive power be reduced by Rs. 100"

[Failure to replace old steam engines with new ones in South-Eastern Railway. (204)]

"That the demand for grant on account under the head Operating Expenses-Traffic be reduced by Rs. 100"

[Failure to construct a Passenger Shed at Govindpur Road station in the South-Eastern Railway on Hatia Rourkela section. (205)]

"That the demand for grant on account under the head operating Expenses Traffic be reduced by Rs. 100".

[Failure to provide a passenger shed at Pokia, Kurkura, Karra, Lodhma and Bano stations on Hatia-Rourkela section on South Eastern Railway.(206)]

"That the demand for grant on account under the head staff Welfare and Amenities be reduced by Rs. 100".

[Need of a full-fledged Railway Hospital at Ranchi in S. E. Railway. (207)]

'That the demand for grant on account under the head Miscellaneous working expenses be reduced by Rs. 100''

[Allotment of work to Co-operative Societies of Scheduled Tribes. (208)]

"That the demand for grant on account under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100''

[Failure to construct a new Railway line between Ranchi and Gaya via Hazaribagh. (209)]

SHRI G. M. BANATWALLA: I beg to move:

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 3,24,33,000 in respect of General Superintendence and Services be reduced to Re. 1''

[Failure to treat minimum bonus as deferred wages. (1)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 9,28,24,000 in respect of Repairs and Maintenance of permanent way and works be reduced to Re. 1''

[Failure to treat minimum bonus as deferred wages. (2)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 4,04,93,000 in respect of Repairs and Maintenance of Plant and Equipment be reduced to Re. 1''

[Failure to treat minimum bonus as deferred wages. (3)]

"That the demand for Supplementary Grant of a sum not exceeding Rs. 6,26,87,000 in respect of Operating Expenses—Traffic be reduced to Re. 1''

[Failure to treat minimum bonus as deferred wages. (4)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 2,02,96,000 in respect of Staff Welfare and Amenities be reduced to Re. 1''

[Failure to treat minimum bonus as deferred wages. (5)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 3,15,90,000 in respect of Miscellaneous Working Expenses be reduced to Re. 1''

[Failure to treat minimum bonus as deferred wages. (6)]

श्री एस. बी. चव्हाण (नांदेड) : अध्यक्ष महोदय, रेल मंत्री ने कल जो रेलवे का बजट इस सदन के अंदर पेश किया है उसका समर्थन करने के लिए मैं यहां पर खड़ा हूँ। जो फिगर्स रेलवे मंत्री के भाषण के अंदर दी गई हैं उन को देखा जाए तो पेज नं. 6 पर ग्रास ट्राफिक रिसीट्स 2545.35 करोड़ और एक्सपेंडीचर 3583.47 करोड़ दिया गया है। यानी नेट डीफिसिट 38 करोड़ 12 लाख रुपये का 1980-81 साल जब खत्म होगा उस के लिए उन्होंने बताया है। मुझे इस बात का पूरा एहसास है कि यह बोट आन एकाउंट का डिस्कशन होने के कारण इसकी बहुत ज्यादा तफसील में जाने का मौका नहीं है। लेकिन फिर भी तीन चार चीजों की तरफ मैं खास तौर पर मंत्री महोदय का ध्यान खींचना चाहूंगा। उन्होंने यह सारा कारोबार संभालने के बाद जिस ढंग से इसके अंदर बहुत तेजी के साथ सुधार करना शुरू किया है उसके लिए मैं उन्हें बधाई देना चाहूंगा। एक तो थर्मल पावर स्टेशंस के पास कोयले की बहुत जबर्दस्त कमी है

जिसका असर पूरी इण्डस्ट्री पर होना लाजमी बात है। मुझे खुशी है कि रेल मंत्री ने अपनी स्पीच में कोयले के ट्रांसपोर्ट को बहुत बड़ी प्रायटी देकर बहुत बड़ी संख्या में वैगन्स की उपलब्धि इस काम के लिए कर दी है जिससे थर्मल पावर स्टेशंस के लिए जो कोयला चाहिए वह वहां पर पहुंच सकेगा। इसका असर होगा कि इण्डस्ट्री और एग्रीकल्चर दोनों के काम के लिए बिजली की जो जरूरत है उसके पूरा करने में बड़ी आसानी होगी।

पेट्रोलियम प्रोजेक्ट्स के लिए भी जो उन्होंने प्रबन्ध किया है उसका भी हम स्वागत करते हैं। रेलों में पंचवर्षीय आर्थिक के सम्बन्ध में जो उन्होंने कहा है कि यह 84 प्रतिशत तक पहुंच गई थी लेकिन वे इसके 95 प्रतिशत तक लाना चाहते हैं—यह प्रोजेक्शन जो उन्होंने किया है इसके लिए भी हम उनको बधाई देते हैं। जो ट्रेन्स कंसिल की गई थी उनको रेस्टोर करने की बात भी उन्होंने कही है लेकिन 65 पेयर ट्रेन्स को ही उन्होंने रेस्टोर करने की बात की है जबकि कुछ और ट्रेन्स भी हैं। मंत्री जी ने इस महीने के आखिर तक सारी ट्रेन्स को फिर से शुरू करने का वायदा किया है जो स्वागत-योग्य है। लांग डिस्टेंस ट्रेन्स के लिए भी मैं उनको बधाई देता हूँ। लेकिन इससे ज्यादा बधाई उनको इस बात के लिए देनी चाहिए कि नाइजीरिया, बंगलादेश और ईराक में रेलवे की तरफ से जो काम किया गया है वह बहुत अच्छा है जिसकी दूसरे देशों ने भी सराहना की है। इसके लिए जितनी भी बधाई दी जाये वह कम है।

मैं मंत्री जी का ध्यान खास तौर पर इस बात की ओर खींचना चाहूंगा कि रेल बजट में रवेन्यू अर्निंग्स की जो प्रोजेक्शन्स दी गई हैं वह बहुत ही डिस्वायट हैं, जिनको हम अच्छा नहीं समझते हैं। 1976-77 के बाद बजट में जो प्रोजेक्शन्स दिए गए उसमें अगर 222 मिलियन टन की जगह पर रिवाइज्ड एस्टीमेट 194 मिलियन टन का रहता है तो फिर रेलवे मिनिस्टर चाहे दण्डवत साहब हों या त्रिपाठी जी हों, यह फर्गस तो रेलवे बोर्ड की तरफ से आती है और अगर इसमें इस तरह से कमी होती है तो उसका मतलब है कि इसमें कहीं कोई गड़बड़ है और उनकी तरफ से ठीक ढंग से एस्टीमेट नहीं किया जाता है। मैं समझता हूँ यह बहुत सीरियस किस्म की बात है। रेलवे बोर्ड को प्रापर असेसमेंट करना चाहिए। अगर दो-चार मिलियन टन की भी कमी हो तो भी उनके कौलकलेशन्स ठीक नहीं हैं लेकिन यहां पर तो भारी फर्क नजर आता है जो बहुत सीरियस बात है। इस सम्बन्ध में मैं यह जानना चाहूंगा कि रवेन्यू अर्निंग्स ट्रीफिक ले जान की कॅपैसिटी कितनी है, उसके मुकाबले में बजट में क्या प्रोजेक्शन था और उसका कितना रिवाइजमेंशन हुआ—अगर यह तीन-फोर्स हमारे

सामने हों तभी हम ठीक ढंग से अंदाज लगा सकते हैं। आज रेलवे का इतना बड़ा इस्टैबलिशमेंट होते हुए भी 1980-81 के बजट में 38 करोड़ का डीफिसिट दिखाया गया है जो कि एक सीरियस किस्म की बात है जिसपर विचार करना बहुत जरूरी है।

एक चीज की ओर मैं मंत्री जी का ध्यान और आकर्षित करना चाहता हूँ। रेल मंत्री ने कहा है कि नेशनल ट्रांसपोर्ट पॉलिसी कमिटी की रिकमेंडेशन्स आने के बाद रेल लाइनों और कन्वर्जन के बारे में अगले बजट में तफसील के साथ हाउस को बता सकेंगे। मेरे कहने का मतलब सिर्फ इतना ही है कि इस सदन में रेग्यूलर बजट पेश करने से पहले उनको इस बात की जानकारी होनी चाहिए कि कौन कौन सी चीजे हैं जिनके लिए काफी दिनों में लोगों में मांग है और उसके लिए जितना हाना चाहिए था उसको वे नहीं कर पाये हैं।

अध्यक्ष महोदय, मैं खास तौर पर उनका ध्यान रेलवे बजट के भाषण के 11 पेज के ऊपर "न्यू लाइन्स, गेज कन्वर्शन्स एंड सर्वेज" की ओर खींचना चाहता हूँ। इसके अन्दर उन्होंने यह कहा कि जिन लाइन्स का काम शुरू हुआ है, उनको जल्दी-से-जल्दी पूरा करने की ओर वह ध्यान देने वाले हैं। मेरी उनसे यह प्रार्थना है कि इसको प्रायोरिटी देकर जो काम 1971-72 में शुरू हुआ है उसको पहले से पहले पूरा किया जाय। यह एक अच्छी पॉलिसी है, जिसके बारे में दो राये नहीं हो सकती हैं। लेकिन उस स्पीच के अन्दर यह कहा गया कि:

"The Manmad-Parbhani and Purlivaijnath conversion is also being progressed."

उनसे मैं यह बात कहना चाहूंगा कि यह काम जब शुरू हुआ था, उस वक्त गवर्नमेंट की तरफ से और रेलवे बोर्ड की तरफ से यह कहा गया था कि हम दो साल के अन्दर इस काम को पूरा कर रहे हैं। वह कोई मंत्री की घोषणा थी, ऐसा मैं नहीं मानता हूँ। उन्होंने सारी जानकारी लेकर ही यह घोषणा वहां पर की होगी कि दो या तीन साल के अन्दर इस काम को, जो मनमाड से लेकर औरंगाबाद तक का हिस्सा है, हम पूरा करेंगे और आज हम देखते हैं कि पहले तो अखबारों में खबर आई कि 87 लाख रु. का निष्का प्रोविजन किया

[श्री शंकरराव भाऊ राव चोहान]

गया था, बहुत जबरदस्त करटेलमेंट हुआ और वहां का काम बन्द होने जा रहा है और यह बात कही गई कि वहां का पूरा स्टाफ ट्रांसफर किया गया है और 87 लाख रुपये करन्ट इयर का प्रोविजन है और नैक्सट इयर का प्रोविजन सिर्फ 47 लाख का है और उसका एस्टीमेटेड एक्सपेंडीचर 10 करोड़ का है। दस करोड़ के मुकाबले में 87 लाख उसके बाद 47 लाख, इसके मायने यह हुआ कि यह काम 10-20 साल तक पूरा होने वाला नहीं है। अगर सरकार की तरफ से यह कमिटमेंट किया जाता है तो मैं समझता हूँ कि सारी जिम्मेदारी के साथ, सारी चीजों की जानकारी लेने के बाद, इसके बारे में कमिटमेंट किया जाता होगा। जिस बात का वायदा दो साल पहले किया गया था, अगर इस तरह से उसको 10-20 साल लगेंगे तो मैं समझता हूँ कि यह बहुत ही गम्भीर किस्म की बात है, जिसके ऊपर रेल मंत्री साहब को खास तौर पर ध्यान देना होगा।

एक बात जिसके बारे में मैं उन्हें धन्य-बाद देना चाहूंगा—वह है बोनस के सिलसिले में जो मांग रेलवे के मजदूरों की तरफ से चल रही थी, उसको सरकार ने फौरन मंजूर किया और उस के लिए प्रोविजन किया ताकि रेलवे मजदूर एक अच्छी हालत में काम कर सकें। इस प्रकार का माहौल पैदा करने के लिए मैं उन्हें बधाई देता हूँ। मुझे आप से यह जरूर कहना है कि यह काम होते हुए भी रेलवे मजदूरों की तरफ से और रेलवे आफिसर्स की तरफ से, जिस काम की उम्मीद रेलवे मंत्री साहब ने अपने भाषण के आखिरी फौराशाफ में की है; अगर वह पूरी नहीं होगी तो बहुत ही सीरियस बात होगी।

हम उनसे यह इत्तजा और प्रार्थना जरूर करेंगे कि उन की जो जायज मांगे हैं, उनको पूरा करना हम लोगों का काम है। और साथ-ही-साथ जो सारे देश की जिम्मेदारी है, उस बात को निभाने की जिम्मेदारी भी वह उठायेंगे, अगर मैं उनसे ऐसी उम्मीद करूँ तो यह नजायज बात नहीं होगी, ऐसा मैं मानता हूँ।

अध्यक्ष महोदय, मैं दो-तीन चीजें और यहां कह कर अपना भाषण समाप्त करूंगा।

एक तो यह कि रेलवे मंत्री साहब को एक और चीज के लिये मुझे बधाई देनी है। उन्होंने कल्याण पावर हाउस स्टेशन के लिए 100 मेगावाट का प्रोविजन रखा है, जिसकी मांग बहुत दिनों से वहां पर चल रही थी, उसके लिए हम उनको बधाई देते हैं। लेकिन बजट के अन्दर प्रोविजन इतना कम है कि 110 मेगावाट का पावर स्टेशन बनाने में मुझे लगता है कि 10 या 20 साल लग जायेंगे। इस किस्म के प्रोविजन को जो आपने इननिशिएट किया है, उसको फौरन पूरा करना चाहिए। मेरा कहना है कि काम तो अच्छा है, उसको किया जाए, लेकिन प्रोविजन इतना कम रखा है कि जिसकी वजह से उस काम के होने में बहुत देरी होने वाली है। यह काम बहुत अहम है और उस अहम काम को करने के लिए मैं आपसे प्रार्थना करूंगा कि इस के अन्दर कुछ और बढ़ोतरी करके जल्दी से जल्दी पावर स्टेशन लगाया जाए ताकि पूरी रेलवे लाइनों के लिए जितनी इलैक्ट्रिसिटी की जरूरत है, उसको पूरा करने में आपको मदद मिल सके।

13 hrs.

मैं एक-दो बातें और रखना चाहता हूँ। मनमाड-परमनी-परली लाइन के बारे में, प्रो. दर्ण्डवते रेल मंत्री थे, हम एक डेपूटेशन लेकर उन के पास गये थे और उन से अनुरोध किया था कि यदि इस लाइन को मनमाड-परमनी-घुगुस वाया आदिलाबाद ज्वाइन नहीं करते हैं, तो वहां पर वर्धा-वैली का जो कोल सक्वार्टस स्ट से यानी परली-बैजनाथ हो कर आता है और उस के कारण मेन-लाइन पर जो प्रेशर रहता है, उस को कम नहीं कर सकेंगे। इस लाइन के बना देने से यह कोयला शार्ट-स्ट से आ सकेगा और परली, बैजनाथ, नासिक और उमनी के पावर-स्टेशन के लिये, जिन का प्रोजेक्ट प्लानिंग कमीशन के पास है, उपलब्ध हो सकेगा। इस के साथ ही कोयले के ट्रांसपोर्टेशन का खर्च भी कम हो सकेगा। इस लिये जरूरी है कि जब आप रेगुलर बजट पेश करें तो इस के बारे में भी उस में प्रोविजन होना चाहिए। इस लाइन का

सर्वे हो चुका है और उस सर्वे में लाइन को काफी अच्छी और प्रामाणिकता कहा गया है, इस किस्म का कान्क्लूजन उस में निकाला गया है। मेरी प्रार्थना है कि आप इस की व्यवस्था अवश्य करें, क्योंकि ऐसा करने से कोयला तथा सीमेन्ट, जो चन्द्रपुर से मिल सकता है, उस को लाने में कार्यावी होगी।

करूडवाडी-रामगुण्डम व्हाया डेगलूर लाइन भी बहुभूत महत्वपूर्ण है—इस की तरफ हमें विशेष ध्यान देना चाहिये। इस के अतिरिक्त आन्ध्र-महाराष्ट्र की तरफ से बम्बई के लिये एक दूसरी लाइन नान्दड़-कल्याण व्हाया भीर और दरयाघाट बना दी जाय तो इस से घाट सैक्शन पर जो प्रेशर पड़ता है, वह कम हो जायेगा।

अब मैं साउथ-सैन्ट्रल और सैन्ट्रल के वकिंग के बारे में कुछ कहना चाहता हूँ। इस तौर पर मनमाड स्टेशन पर बहुत जबरदस्त गडबड आती है। ये दोनों डिवीजन इस स्टेशन पर मिलते हैं। मीटर गेज वहाँ हाने वाली है कि जिसकी वजह से उस के खत्म होती है लेकिन वहाँ पर कोई कोआर्डिनेशन नहीं है। मैं यह कहना चाहूँगा कि आप मनमाड स्टेशन पर खुद जा कर देखें कि वहाँ क्या हालत है। वहाँ पर जरा भी सफाई नहीं, जिस ढंग से वहाँ पर यात्री उतरते हैं, उन के ठहरने के लिये वहाँ कोई इतजाम नहीं है और न कोई शेड है। हम ने प्रो. दण्डवते साहब से कहा था कि आप वहाँ पर बारिश और धूप से बचने के लिये शेड की व्यवस्था अवश्य कीजिये लेकिन अभी तक कोई शेड नहीं बना है। वहाँ से जो पचवटी एक्सप्रेस चलती है उस में जानवरों की तरह से लोग मर कर जाते हैं, बैठने का तो कोई स्थान मिलता ही नहीं। मैं चाहता हूँ कि आप मेहरबानी कर के इस को खुद देखें उस लाइन पर सफर कर के वहाँ के लोगों की दिक्कतों को समझ कर उस में सुधार लायें।

13.03 hrs

ANNOUNCEMENT RE SITTING OF THE HOUSE

MR. SPEAKER: I have to make one announcement.

As agreed at the meeting, the House will sit to-day till 7 P. M. in the evening to have more time.

We now adjourn for lunch to meet again at 2 P. M.
 1304 hrs.

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

The Lok Sabha reassembled after Lunch at three minutes past Fourteen of the clock.

[Mr DEPUTY-SPEAKER in the Chair]

RAILWAY BUDGET, 1980-81
 GENERAL DISCUSSION, DEMANDS FOR GRANTS ON ACCOUNT (RAILWAYS), 1980-81 AND SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 1978-80
 Contd.

SHRI BHAGWAT JHA AZAD (Bhagalpur): Mr. Deputy Speaker, Sir, I wish our revered and respected Panditji had been here to hear, us, but we are told that from his temporary illness he has recovered and we pray that he should as early as possible come to the House after having fully recovered from his illness. Sir, as short as this Budget is, so short is my comment. As limited as the objective is, so limited are my remarks too. I would not like to open my speech with the narration of the dismal failure of the Janata Party Government on the front of railways. But I would prefer to open my speech with my congratulations to the Railway Minister for his paying attention to the backward areas, left-over schemes, neglected projects and also his paying attention to the so far unseen and unsung areas, to attend to the prime needs of the areas which have so far not been seen. We know that he has in this Budget given special attention to the conversion of lines, for new lines, and also to