

different formations of DVC where the trained apprentices may be absorbed. It is indeed unfortunate that the DVC management is defeating the very purpose of imparting technical training to apprentices by not absorbing the trained apprentices and thus utilising this skilled labour force. While other public sector/autonomous and even private sector establishments are absorbing trained apprentices, the DVC is the only exception to this rule.

I, therefore, urge upon the Minister to immediately instruct the DVC management to absorb the trained apprentices.

SHRI H.K.L. BHAGAT: I have listened to the points raised by the hon. Members very carefully and noted them. The timetable for discussion on the Demands for Grants of various Ministries commencing on 20th March, 1984 has already been circulated. I shall carry all the points raised by the hon. Members to the Business Advisory Committee to find out time for a discussion on the points raised by them, if possible.

श्री राम विलास पासवान : संसदीय समीक्षा वाला बतला दीजिए, यह तो आपका है। 7-20 पर देते हैं। साढ़े दस बजे आपकी अंग्रेजी होती है उसके पहले कर दीजिए।

श्री एच० के० एल० भगत : आपकी बात मीने नोट कर ली।

सभापति महोदय : उनको टाइम तो दीजिए सोचने के लिए।

श्री राम विलास पासवान : वह तो दो साल से सोच रहे हैं।

14.22 hrs.

RESOLUTION RE APPROVAL OF RECOMMENDATIONS OF THE RAILWAY CONVENTION COMMITTEE, RAILWAY BUDGET, 1984-85—GENERAL DISCUSSION, SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 1983-84 AND DEMANDS FOR EXCESS GRANTS (RAILWAYS), 1981-82.

MR. CHAIRMAN : The House will now take up the Resolution regarding approval of the recommendations of the Railway Convention Committee and discussion and voting on Demands for Grants (Railways) for 1984-85, Supplementary Demands for Grants (Railways) for 1983-84 and Demands for Excess Grants (Railways) for 1981-82 for which 5 hours have been allotted.

Hon. Members present in the House whose cut motions to the Demands for Grants have been circulated, may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move.

A list showing the serial numbers of cut motions treated as moved will be put up on the Notice Board shortly. In case any Member finds any discrepancy in the list he may kindly bring it to the notice of the Officer at the Table without delay.

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURY) : I beg to move the following Resolution :

"That this House approves the recommendations made in paragraphs 7, 8, 12 and 13 contained in the Tenth Report of the Railway Convention Committee (1980), appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance, which was presented to the Parliament on the 24th February, 1984."

The Railway Convention Committee, 1980, was constituted in October, 1980, by a resolution adopted by both Houses in August 1980, to review the rate of dividend payable by the Railway Undertaking to the General Revenues as well as other ancillary matters in connection with the relationship between Railway Finance and General Finance and make recommendations thereon. The Committee selected for examination 16 subjects covering various facets of railway working including Sixth Plan projections, contribution to Depreciation Reserve Fund and Rate of Dividend, etc. Memoranda on all these subjects have been submitted by Ministry of Railways to the Railway Convention Committee in addition to two Interim Memoranda and one Supplementary Memorandum. The Committee have already considered some of these subjects and have submitted their reports thereon, e.g. Rate of Dividend payable by the Railways to the General Revenues, Rules of Allocation, Fifth Plan performance and cost of operation of Railways.

The Railway Convention Committee, in their Seventh Report on "Rate of Dividend for the years 1980-81 to 1983-84 and other ancillary matters" had, *inter alia*, recommended that the Railways would pay a dividend of 6.5% on all capital made available, less elements on which subsidy is calculated, after 1.4.1980 instead of the earlier rate of 6%. This rate of 6.5% has been fixed with reference to the average borrowing rate of Government anticipated for 1980-85. In addition, the quantum of payments to states in lieu of Passenger Fare Tax, etc. was also increased by raising the rate of contribution on pre-March 1964 capital from 1% to 1.5% i.e., the estimated payment increasing from Ra. 17.52 crores (approx) to [about Ra. 26.76 crores per annum. These recommendations were applicable for the first four years of the Sixth Plan period (1980-84) and were approved by this House.

Having regard to the fact that the Convention Committee's recommen-

dations for the last year of the Sixth Plan (1984-85) were not finalised, a Supplementary Memorandum had been submitted to the Railway Convention Committee requesting, whether, while framing the Budget for 1984-85, pending their final recommendations, the basis applicable to the year 1980-84 as per their Seventh Report, may be made applicable for the year 1984-85 also. The Railway Convention Committee, in their Tenth Report presented to the Parliament on 24-2-84 have agreed to this proposal of the Railways. As I mentioned in the Budget speech itself, I had adopted the basis applicable to 1980-84 for the year 1984-85 also subject to any adjustments that may become necessary later on. The Railway Convention Committee's recommendations now under consideration confirm what I have done.

With these few words, I commend the resolution for the consideration of the House. I would also like to express my thanks to the Chairman and Members of the Committee for the sympathetic consideration of the problems of the Railways, while giving their recommendations on dividend payable to General Revenues, and other ancillary matters.

MR. CHAIRMAN: Resolution moved:

"That this House approves the recommendations made in paragraphs 7, 8, 12 and 13 contained in the Tenth Report of the Railway Convention Committee (1980), appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance, which was presented to Parliament on the 24th February, 1984."

MOTIONS MOVED:

"That the respective sums not exceeding the amounts shown in the third

column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, to defray the charges that will come in the course of payment during the year ending the 31st day of March, 1985, in respect of the heads of demands entered in the second column thereof against Demand 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 of India 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, 1984, in respect

of the heads of Demands entered in the second column thereof :—

Demand Nos. 3 to 13."

"That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended on the 31st day of March, 1982, in respect of the following Demands entered in the second column thereof :—

Demand Nos 4, 6, 10 and 16."

Demands for Grants (Railways) for 1984-85 submitted to the Vote of the Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grants submitted to the Vote of the House
1	2	3
1.	Railway Board	4,66,14,000
2.	Miscellaneous Expenditure (General)	32,03,15,000
3.	General Superintendence and Services	230,57,39,000
4.	Repairs & Maintenance of Permanent Way & Works	467,09,45,000
5.	Repairs & Maintenance of Motive Power	381,96,80,000
6.	Repairs & Maintenance of Carriages & Wagons	555,41,28,000
7.	Repairs & Maintenance of Plant & Equipment	246,16,39,000
8.	Operating Expenses—Rolling Stock Equipment	428,20,75,000
9.	Operating Expenses—Traffic	471,31,85,000
10.	Operating Expenses—Fuel	932,59,98,000
11.	Staff Welfare & Amenities	164,14,60,000
12.	Miscellaneous Working Expenses	233,99,22,000
13.	Provident Fund, Pension & Other Retirement Benefits	233,62,28,000
14.	Appropriation to Funds	1084,63,40,000
15.	Dividend to General Revenues, Repayment of loan taken from General Revenues & Amortization of Over-Capitalization	438,93,34,000
16.	Assets—Acquisition, Construction and Replacement	
	Revenue	14,99,50,000
	Other Expenditure	3744,91,00,000

Supplementary Demands for Grants (Railways) for 1983-84 submitted to the Vote of the Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grants submitted to the Vote of the House
1	2	3
		Rs.
3.	General Superintendence and Services	13,77,01,000
4.	Repairs and Maintenance of Permanent Way and Works	31,41,02,000
5.	Repairs and Maintenance of Motive Power	11,49,52,000
6.	Repairs and Maintenance of Carriages and Wagons	11,55,78,000
7.	Repairs and Maintenances of Plant and Equipment	12,52,19,000
8.	Operating Expenses—Rolling Stock and Equipment	23,85,77,000
9.	Operating Expenses—Traffic	33,66,16,000
10.	Operating Expenses—Fuel	37,91,45,000
11.	Staff Welfare and Amenities	6,82,80,000
12.	Miscellaneous Working Expenses	19,66,86,000
13.	Provident Fund, Pcnson and other Retirement Benefits	33,16,33,000

Demands for Excess Grants (Railways) for 1981-82 submitted to the Vote of the Lok Sabha (Vide List of Business for 15 March 1984)

No. of Demand	Name of Demand	Amount of Demand submitted to the Vote of the House
1	2	3
		Rs.
4.	Repairs and Maintenance of Permanent Way & Works	1,08,70,480
6.	Repairs and Maintenance of Carriages and Wagons	12,56,47,481
10.	Operating Expenses—Fuel	11,43,21,457
16.	Assets-Acquisition, Construction and Replacement Other Expenditure	63,53,10,057

SHRIMATI GEETA MUKHERJEE
(Panskura) : I beg to move :

“That the Demand under the Head ‘Railway Board’ be reduced to Re. 1.”

[Failure to improve the running of trains in Sealdah-Bongaon and other suburban sections of the Eastern Railway.] (1)

“That the Demand under the Head ‘Railway Board’ be reduced to Re. 1.”

[Failure to retain the price of the platform tickets at the existing level.] (2)

“That the Demand under the Head ‘Railway Board’ be reduced to Re. 1.”

[Failure to prevent serious accidents.] (3)

“That the Demand under the Head ‘Railway Board’ be reduced to Re. 1.”

[Failure to complete the construction of Metropolitan Railway Project in Calcutta causing great dislocation of traffic.] (4)

“That the Demand under the Head ‘Railway Board’ be reduced to Re. 1.”

[Failure to increase the targets of production of wagons and coaches in the current year.] (5)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to stop the Up Ahmedabad Express at Mecheda station for giving facilities to betel leaf growers to send their produce to the outside markets in time.] (6)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to introduce a train from Mecheda *via* Panskura to Haldia bet-

ween 9-30 to 10.00 p.m. for clearing the passengers intending to go to Tamluke and onwards.] (7)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to upgrade Kirai Halt station on SE Railway to a flag station.] (8)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to increase the number of trains stopping at Narayanpakurio-Murali station on Kharagpur Division of the SE Railway.] (9)

SHRI BHOGENDRA JHA (Madhubani) : I beg to move :

“That the Demand under the Head ‘Railway Board’ be reduced by Rs.100.”

[Failure to include Samastipur-Darbhanga broad gauge line construction work on the NE Railway in the works programme.] (10)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Failure to include restoration of railway line between Nirmali and Tharbbitha by constructing a bridge over river Koshi.] (11)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Failure to provide for construction of Sakri-Hasanpur line in Samastipur Division of NE Railway.] (12)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Necessity for converting Darbhanga-Gayanagar meter gauge on the NE Railway line into broad gauge line on the NE Railway.] (13)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity to construct an over-bridge to the north of Darbhanga junction on NE Railway.] (14)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity to provide a halt at Chandouna between Jogiara and Janakpur road stations in Samastipur Division of NE Railway.] (15)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for early completion of bridge over river Gandak between Chhitouni and Bagaha on the NE Railway.] (16)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for converting Patual-Sitamarhi-Darbhanga line under Samastipur Division of NE Railway into broad gauge.] (17)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity to provide a stoppage of 77 Up and 78 Dn. Express trains at Jogiara station between Janakpur road and Kantaul stations on the NE Railway.] (18)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for changing the time schedule of Magadh Express in order to reduce Patna-Delhi travel time to twelve hours.] (19)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to converting 153 Up and 154 Dn into Samastipur-New Delhi Super

Fast Express train by reducing the travelling time.] (20)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for connecting two waiting hall sheds at Kamtaul station Samastipur Division of NE Railway.] (21)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Urgency of providing a direct Jayanagar-Varanasi Express train on NE Railway.] (22)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Urgency of providing a Super Fast Howrah-Samastipur Express daily train.] (23)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity of connecting Sitamarhi-Jayanagar Laukaha Bazar Stations by new rail line in Samastipur Division on NE Railway.] (24)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity of introducing a Samastipur-Amritsar Express train.] (25)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity of surveying and constructing Jayanagar-Udayapur rail line to connect the proposed cement plant in Nepal.] (26)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity of connecting the Divisional Headquarters of Dumka and Hazaribagh with rail line.] (27)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for recognition of only one Union on one railway through secret ballot.] (28)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for abolition of Railway Broad.] (29)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to convert Samastipur-Darbhanga meter gauge line into broad gauge.] (185)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to construct a new line from Lalitpur to Singrauli in Madhya Pradesh.] (186)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to fill all the vacancies for which examination was held on 16.4.1983 at Jamal Road, Patna.] (202)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to absorb casual employees who have worked for more than 580 days at Nazirganj.] (203)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to reduce the present twelve hours duty for pointsmen on all stations in Samastipur Division of North-Eastern Railway.] (769)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for a halt at Chandauna between Janakpur Road and Jogiara stations, under Samastipur Division of North-Eastern Railway.] (770)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce Jayanagar-Varanasi Express on meter gauge line in Samastipur Division of North-Eastern Railway.] (771)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to extend railway line from Jayanagar, under Samastipur Division to Udayapur, the site of proposed cement plant in Nepal.] (772)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a stop for 77/78 Pashupati Express at Jogiara between Kamtaul and Janakpur Road stations on North-Eastern Railway.] (773)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity of extending 505/506 Broad Gauge trains upto Mathura or New Delhi.] (1091)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity of allotting more berths in I and II class coaches of 7 Up and 8 Dn Toofan Express for Mathura Junction for the convenience of workers of refinery.] (1092)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity of connecting the two sheds at Kamataul station under Samastipur Division of NE Railway.] (1093)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity of improving and extending the waiting room at Jaynagar Railway Station of NE Railway.] (1094)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to reduce the travel time of 41/44 Janaki Express from Jaynagar to Darbhanga.] (1095)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to connect Darbhanga airport with other parts of the country through railways by constructing or converting Samastipur-Darbhanga meter gauge line into broad gauge line.] (1181)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to negotiate with a firm of German Democratic Republic for supply of heavy duty breakdown cranes and technology and know-how transfer on rupee payment basis.] (1235)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to keep national interest in view by preferring a private UK firm on foreign exchange basis for an Indian Railways Global Tender.] (1236)

SHRI RAM LAL RAHI (Misrikh) : I beg to move :

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to take strict action against officials who put hurdles in the

appointment and promotion of Scheduled Castes and Scheduled Tribes in the Railways and the need for effective steps for filling the reservation quota.] (34)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to set up a special cell or an inquiry Committee for taking strict action against officials who give bad reports to employees belonging to Scheduled Castes and Scheduled Tribes and discriminate against them on caste considerations.] (35)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to withdraw the surcharge in railway fares which has put extra burden on the public.] (36)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a platform at Beniganj railway stations on the Sitapur and Balabhai branch line of Northern Railway.] (37)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide necessary funds for extending Shaharanpur-Sitapur broad-gauge line upto Budwal.] (38)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert the metre gauge line between Sitapur and Budwal into broad-gauge line to provide direct railway connection between Delhi and Sitapur and also link Sitapur with important railway stations like Varanasi, Mughalsarai, Calcutta, Amritsar and Dehradun.] (39)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a new meter gauge or broad gauge line between Sitapur and Bahraich *via* Laharpur and Tambore.] (40)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide retiring rooms for the Coach Attendants at Delhi, New Delhi, Meerut City, Allahabad, Kanpur, Dehradun, Mughalsarai, the Agra and Idgah stations.] (41)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to take action against officials responsible for late running of the trains.] (42)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to include timber in high rated freight list and to provide proper facilities of loading to timber merchants.] (43)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to ensure equal treatment for officials and staff belonging to Scheduled Castes, in regard to allotment of accommodation.] (44)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check malpractices in various Railway Service Commissions.] (1096)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide better seats in the Sitapur coach attached to Lucknow Mail.] (1097)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a platform at Beniganj railway station on Sitapur-Balamau railway line.] (1098)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check malpractices in the godown at Sitapur City station.] (1099)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide stop for local train running between Sitapur and Balamau stations at Gohari halt in the evening.] (1100)

SHRI JAIPAL SINGH KASHYAP
(Aonla): I beg to move :

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a broad gauge line from Shahjahanpur, to Chandausi *via* Dataganj, Winawar, Badaun and Wazirganj for the development of this area.] (47)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce one day and one night Mail/Express train from Bareilly to Delhi *via* Aonla, Chandausi and Aligarh.] (48)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to reduce the running time of Bareilly-Delhi Express (*via* Chandausi) so that one rake could be spared and utilised for introducing another train in this area.] (49)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a Mail/Express train between Bareilly and Mathura during day time.] (50)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct two platforms and overbridges thereon at Badaun Uikani, Ghatpuri, Bamiana, Makarandpur and Ramganga stations.] (51)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a culvert over the drain on the road connecting Ghatpuri railway station in order to provide facility to passengers.] (52)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to post a telegraph clerk at Badaun railway station.] (53)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide adequate water and electricity in lavatories and seats and windowpanes in the trains running between Bareilly-Kasganj and Bareilly-Chandausi.] (54)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a Mail/Express train from Bareilly to Allahabad.] (55)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to attach a second class bogie to ending train running between Aonla and Delhi.] (56)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide group insurance, pension and other facilities to porters and vendors.] (57)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide stoppage for all Express/Mail trains at Pitambarpur and Fatehgarh stations of Eastern Railway.] (58)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to dieselise all Mail/Express and Fast Passenger trains in the Bareilly-Izzat Nagar Division.] (59)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce shuttle service between Badaun and Bareilly.] (60)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide accommodation and furniture for the Bareilly Coolie Union.] (61)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to make all gangmen permanent also to provide tin sheds, tea stalls etc. for them at places of their work.] (62)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to attach one three tier and one first class bogie to Kashi-Vishwanath Express for Allahabad, Pratapgarh and Bareilly.] (63)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a stoppage of Himgiri Express at Bareilly.] (64)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide quarters to employees of Badaun Aonla section.] (65)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide more facilities in the waiting rooms at Badaun, Ghatpuri, Markarandpur, Bamiana, Ujhani and Ramganga railway stations.] (66)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to change the timings of evening trains keeping in view the timings of colleges and offices in Barcilly, Badaun and Aonla.] (67)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to reduce the freight by 75 per cent in preference to fish in transportation.] (68)

SHRI R.L.P. VERMA (Kodarma) : I beg to move :

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct at least 4 beg retiring rooms at Kodarma Station (Eastern Railway).] (94)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a quota of at least 4 berths of 1st Class in 1 Up, 2 Dn, 81 UP, 82 Dn, and 3 Up and 4 Dn at Kodarma Station.] (95)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to start a new fast train from Bokaro steel city to Varanasi via Dhanbad.] (96)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to extend Pataliputra Express from Dhanbad to Bokaro steel city.] (97)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a catering hall at Kodarma on Eastern Railway.] (98)

"That the Demand under the Head Operating Expenses Rolling Stock and Equipment be reduced to Re. 1."

[Need to introduce a fast train from Dhanbad to Varanasi to enable industrial labourers to see Vishwanath Temple.] (105)

"That the Demand under the Head Operating Expenses Rolling Stock and Equipment be reduced to Re. 1"

[Need to introduce a Khanij Express from Dhanbad to New Delhi.] (106)

"That the Demand under the Head 'Operating Expenses Traffic' be reduced by Rs. 100."

[Need to attach one II Class 3 tier sleeper coach and one I Class coach with South Bihar Express from Giridih for Patna.] (107)

"That the Demand under the Head 'Operating Expenses Traffic' be reduced by Rs. 100."

[Need to attach one coach to Patliputra Express from Giridih to Patna.] (108)

"That the Demand under the Head 'Operating Expenses Traffic' be reduced by Rs. 100."

[Need to set up a flag station at Jamtori between Maheshmunda and Jagadishpur stations on GRD/MDP section.] (109)

"That the Demand under the Head 'Operating Expenses Traffic' be reduced by Rs. 100."

[Need to construct a shopping complex on the railway land at Giridih station to create employment opportunities.] (110)

"That the Demand under the Head 'Operating Expenses Traffic' be reduced by Rs. 100."

[Need to set up water taps stand at Giridih Station.] (111)

"That the Demand under the Head 'Operating Expenses Traffic' be reduced by Rs. 100."

[Need to provide hall for passengers at Giridih Station.] (112)

"That the Demand under the Head Miscellaneous Working Expenses be reduced to Re. 1."

[Need to ensure better service conditions for the employees of various private catering companies on Eastern Railway.] (113)

"That the Demand under the Head Miscellaneous Working Expenses be reduced to Re. 1."

[Need to regularise catering staff of Eastern Railway.] (114)

"That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct platforms at Choubey, Sharmatand, Parsabad and Hirodih in Gaya-Dhanbad section.] (115)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Failure to provide sheds, refreshment booths book stalls, tea stalls and water taps at Chichaki, Parsabad, Sharmatand and Choubey stations for passengers.] (116)

"That the Demand under the Head 'Assets-Acquisition Construction and Replacement' be reduced by Rs. 100."

[Failure to construct an over-bridge at Gujhundi station on Gaya-Gomoh Section of Eastern Railway.] (117)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to modernise the old and outdated loco-shed of Gujhundi.] (118)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Failure to provide self-employment opportunities on stations in Gaya-Gomoh Section of Eastern Railway.] (119)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Failure to provide a flag station or halt-station at Jamjori in Madhupur-Giridih Section of Eastern Railway.] (120)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to start construction of a broad guage line from Giridih to

Ranchi via Jamua, Kodarma and Hazaribagh town to link four backward districts of Bihar.] (121)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to provide platform for passengers at Chandribandh station between Dhanbad and Hazaribagh road on Eastern Railway.] (122)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to regularise substitute coach attendants on Eastern Railway working for the last 15 years.] (123)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to regularise Hot Weather Staff and Jungle Cutting Staff, Dhanbad Division who have been serving the Eastern Railway for the last 12 to 16 years continuously.] (124)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to inquire into the sanction for third railway crossing within a distance of one kilo-meter of two existing railway crossings (Gate No. 24 and Garhmohani crossing) in between Maheshkhunt and Pararaha stations on North-Eastern Railway.] (125)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a fast train from Barauni Jn. to Barkakana Jn. on Eastern Railway and to extend Maurya Express from Dhanbad to Barkakana.] (126)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide quota of 4 berths in AC sleeper, 10 berths in 3-tier sleeper in 81 Up and 82 Dn Deluxe Expresses.] (127)

"That the Demand under the Head 'Railway Board' reduced by Rs. 100."

[Need to meet the demands of railway users of Kodarma to provide a quota of at least 15 berths in 3-tier sleeper and 2 berths in 1st class in 9 Up and 10 Dn Dehradun Expresses.] (128)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for correcting the detailed survey alignment of new broad guage line from Giridih to Ranchi via Jamua, Kodarma and Hazaribagh town.] (129)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to survey a new line from Jasidih Jn. to Jharkhand Dham—a famous place of pilgrimage in Bihar.] (130)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for providing a railway crossing at Maskedih between Choubey and Parsabad stations on Grandoord section on Eastern Railway.] (131)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide tickets booking counter at Jadudih halt station between Parsabad and Sarmatand stations in Gomoh-Gaya section.] (132)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to remove the walls at the Ballyganj level crossing of Eastern

Railway for convenience of the public.] (133)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to extend Coal Field Express from Dhanbad to Bokaro Steel city via Gomoh for convenience of the employees and common people of Bokaro Steel city.] (134)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to start passenger trains on idle railway line from Bhawnathpur to Katni Jn.] (135)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to get vacated the ladies waiting room at Kodarma station occupied by the GRP.] (136)

"That the Demand under the Head 'Miscellaneous Expenditure' be reduced by Rs. 100."

[Need for a survey for a rail line from Giridih to Nawada via Ganwan in Bihar.] (137)

"That the Demand under the Head 'Miscellaneous Expenditure' be reduced by Rs. 100."

[Need for a survey for a new line from Giridih to Parasnath Temples Hill for convenience of the Jain tourists.] (138)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a stoppage for Maurya Express at Siho station in Samastipur—Muzaffarpur section of NE Railway.] (1279)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a platform, tea stall and book stall at Siho station of NE Railway.] (1280)

SHRI E.K. IMBICHIBAVA (Calicut):
I beg to move :

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to increase the quota of berths from Kasargod in Mangalore-Madras Mail.] (139)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity for introduction of cushion seats in Mangalore Trivandrum Day Express.] (140)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity for electrification of rail line from Ernakulam to Mangalore.] (141)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to improve the quality of food served in Nizamuddin-Mangalore-Cochin Jaynati Janata Express.] (142)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity for constructing an over-bridge at Kasargod railway station.] (143)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity for increasing the quota of berths in Malabar Express from Kasargod, Kanhangad, Payyannur

and Payhayangadi railway stations.] (144)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to convert Mangalore-Bangalore meter gauge line into broad gauge.] (145)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for doubling the line from Ernakulam to Bangalore.] (146)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity for introducing a A.C. compartments in West Coast Express.] (147)

That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity for constructing an overbridge at Francis Road, Calicut.] (148)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity for construction an overbridge at Kuttipuram.] (149)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity for raising the level of Kasargod railway platform.] (150)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity for construction of second platform in Kasargod railway station.] (151)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to extend Shornur-Nilambur line to Mysore.] (152)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity of constructing a new line to Bombay via West Coast.] (153)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for extension of west coast Railway line to Bombay from Ernakulam to Alleppy.] (154)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity of constructing urgently a railway line from Kuttipuram to Guruvayur.] (155)

SHRI T.R. SHAMANNA (Bangalore South) : I beg to move :

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide adequate funds for maintenance, renewal and expansion of Indian Railways by toning up railway Administration.] (189)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide good and clean food on all important stations.] (190)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to complete the Mangalore-Hassan railway construction project pending for a long time.] (191)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide more jobs to youngmen of Karnataka in Wheel and Axle factory near Bangalore.] (192)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for a circular railway for Bangalore city.] (193)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide better amenities to passengers.] (194)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check railway accidents.] (195)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to curb the increasing ticketless travel.] (196)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to regulate allotment of railway wagons.] (197)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to streamline the reservation system.] (198)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run more trains to check overcrowding and travelling on top of carriages.] (199)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve the condition of wagons and to minimise the loss to goods in transit.] (200)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run trains on time.] (201)

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

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a railway level crossing at Ranipur Khirki Mohalla between Patna Junction and Patna City and Eastern Railway.] (204)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to take over the Fatuha-Islampur Light Railway by Government and convert the same into broad guage line.] (205)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a halt station at Parev or near it between Bihta and Koelwar stations on Eastern Railway.] (206)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to arrange a halt for 7 Up and 8 Dn Toofan Expresses at Koelwar station.] (207)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to seek help from Bihar Daily Passengers' Association and implement their suggestions with a view to run the trains on time, stop chain pulling and pilferage.] (208)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to expedite the construction of flyovers on the crossings at Rajendra Nagar, Yarpur and Chitkohara in Patna as early as possible.] (209)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce sub-urban railway service between Patna and Mokameh, Patna and Buxar and Patna and Jahanabad.] (210)

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct sheds on platforms on all railway stations between Gaya and Patna junctions.] (211)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to raise the level of all station platforms on Patna-Gaya section of Eastern Railway.] (212)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct waiting halls for passengers at all railway stations on Patna-Gaya section of the Eastern Railway.] (213)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide more urinals near Rickshaw stand at Patna Junction.] (214)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to maintain cleanliness of Patna junction round the clock.] (215)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to check vigorously the incidents of chain pulling on Patna-Gaya section.] (216)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to check dacoities and robberies in trains running on Patna-Gaya section.] (217)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide cold drinking water at all the platforms of Patna junction during summer.] (218)

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide the facilities of water, light and fans in all the trains starting from Patna junction.] (219)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a new over-bridge at Patna Jn. to connect the northern and southern parts of Patna town.] (220)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce shuttle trains from Patna to Mokamah from Patna to Buxar, and from Patna to Jahanabad for the commuters.] (221)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to raise the level of platforms at Phulwari Sharif, Neora, Sadiapur, Koelwar, Bankaghat and Karauta stations of Eastern Railway.] (222)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct sheds at Phulwari Sharif, Neora, Sadiapur, Koelwar,

Bankaghat and Karauta Stations of Eastern Railway.] (223)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to double the Patna-Gaya line of Eastern Railway to ensure the timely running of the trains.] (224)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to attach diesel engines to the trains on Patna-Gaya line to run them in time.] (225)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to take steps to keep Danapur Railway Colonies neat and clean, free from mosquitos to keep roads and drains in proper condition and to provide proper water outlet there.] (226)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to streamline the working of Railway Protection Force.] (227)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to post GRP or RPF at Patna Junction at the time of arrival of trains for the safety of passenger.] (228)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for close cooperation in working of GRP and RPF personnel and railway employees at Patna Junction.] (229)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to maintain status quo in respect of Vikramshila Express and Magadh Express.] (230)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a Railway Terminal at Dighaghat station on Eastern Railway after developing the said stations area.] (231)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run a passenger or shuttle train between Patna Junction and Dighaghat.] (232)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to absorb the employees working in the Fatuha-Islampur light railway in the Indian Railways as soon as it is taken-over by the Government.] (233)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Undue delay in conversion of Arrah-Sasaram Railway line of Eastern Railway into broad-gauge line.] (234)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to modernise Danapur Railway Station of Eastern Railway.] (235)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to take over the restaurant being run at Danapur Station of Eastern Railway.] (236)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to allocate adequate funds by Eastern Railway to Khagaul Municipality to improve the condition of Danapur Railway Colony.] (237)

"That the Demand under the Head 'Railway Board' be reduced by Rs 100."

[Need to improve the condition of Danapur Railway Hospital by employing adequate number of doctors, maintaining adequate stocks of medicines and checking malpractices.] (238)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to avoid delay in constituting Railway Advisory Committees, Users' Consultative Committees and such other Committees.] (383)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide drinking water at all railway stations.] (384)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide water in all the trains.] (385)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to keep the railway stations clean.] (386)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to fix reasonable charges for the porters at railway stations.] (387)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to discontinue the practice of cancelling some passenger trains on the pretext of paucity of coal.] (388)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to declare Railways as industry.] (401)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to abolish Railway Board.] (402)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to decentralise the powers of Railway Board.] (403)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to check malpractices in Railways.] (404)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to prepare a comprehensive and effective programme for the development of Railways.] (405)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to prepare special programmes for railways in backward States.] (406)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to convert all narrow and meter gauge railway lines into broad gauge.] (407)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to discontinue private catering and introducing departmental catering in Railways.] (408)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to check unnecessary delay in the construction of a railway bridge over river Ganga near Sadakat Ashram in Patna.] (409)

"That the Demand under the Head 'Railways Board' be reduced to Rs. 1."

[Failure to reduce railway fares.] (410)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to implement a uniform policy in regard to transfers and postings in Railways.] (411)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to improve the sanitary conditions in Railways.] (412)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to ensure employees' participation at all levels in Railways Management.] (413)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1"

[Failure to increase the number of trains proportionate to population.] (414)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to increase freight on goods produced by industrialists who are earning excess profits.] (415)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to utilise the funds earmarked for development of Railways.] (416)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to implement section 3(3) of the Official Languages Act, 1963 in toto in all Divisional Railways.] (417)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to initiate original correspondence in Hindi by Divisional Railways falling under A and B areas according to the annual programme.] (418)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Unnecessary delay in regularising the casual labourers.] (419)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure in regularising the substitute labourers.] (420)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure in securing maximum funds for the expansion of Railways.] (421)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to keep the Railways out of the jurisdiction of the Essential Services Maintenance Act.] (422)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to check the policy of victimisation of Railway workers for trade union activities.] (423)

"That the Demands under the Head 'Railway Board' be reduced to Re. 1."

[Failure to give need based pay-scales to Railway workers.] (424)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to do away with the bureaucratic methods being followed in Railway Board.] (425)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100".

[Need to check concentration of power in Railway Board.] (426)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to implement the agreement reached with All India Loco Running Staff Association.] (427)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to reinstate all the railway workers dismissed from service who were punished under rule 14 (ii) of discipline Railway Servants Appeal Rules.] (428)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to recruit Scheduled Castes and Scheduled Tribes in services in the Railways as per their reserved quota.] (429)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to implement the system of giving promotions and perks in Railways on the basis of the work done both in quality and quantity.] (430)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to replace dilapidated and out dated rail coaches and locomotives.] (431)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to replace the worn out rail lines.] (432)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to secure cooperation of various organisations of railway workers in order to check train accidents.] (433)

"That the Demands under the Head 'Railway Board' be reduced to Re. 1."

[Need to hold concerned officers of the Railway Board, General Managers and Divisional Managers of the Railways responsible for train accidents, late running of trains, dacoities and thefts in trains and wasteful expenditure.] (434)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure in annulling all the proceedings instituted against the loco running employees for taking part in peaceful agitation in 1981 and reinstating them.] (435)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure in preventing railway accidents occurring due to infringement of safety rules.] (436)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to stop prosecution of railway workers under National Security Act.] (437)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to abandon the policy of taxing common passengers by increasing railway fares and surcharge.] (438)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure in implementing fully the annual programme prepared by the

Department of Official Language in the Ministry of Home Affairs in all the Railways.] (439)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure in providing housing accommodation of house rent allowance to all the railway employees.] (440)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100"

[Need to improve the working of Railway Board.] (444)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to check losses in the Railways.] (445)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to remove the imbalance in the laying of railway lines in various regions of the country.] (500)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Absence of any development works in Bihar in the current Budget.] (501)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to sign in Hindi, the Hindi letters sent by Railways.] (502)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide free travel to the disabled and the blind.] (503)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to grant at least 8.33 per cent bonus to the Jawans of Railway Protection Force.] (504)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to make special safety arrangements in ladies compartments.] (505)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recruit ladies in the Railway Protection Force.] (506)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to confirm the workers working in the I Class waiting rooms.] (507)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide employment to the children and wives of the deceased railway workers.] (508)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to fix quota of jobs for the dependents of the retiring Railway employees.] (509)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give increased house rent allowance to railway employees who could not be given residential accommodation.] (510)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check the late running of train on Patna-Gaya line.] (511)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide security measures to protect the life of Ticket Examiners and Station Masters.] (512)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to regularise the substitute labourers working in traffic department in Danapur Division.] (513)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to absorb the porters of the Danapur Division in other jobs in the Railways.] (514)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accord recognition to All India Shunting Cabin and Traffic Staff Associations.] (515)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the demands of All India Shunting Cabin and Traffic Staff Association.] (516)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to take action against the officers who harass the gangmen.] (517)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the demands of the employees working in Departmental Canteens.] (518)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide proper amenities in the trains.] (519)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve the service in railway canteens and pantry cars.] (520)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to ensure attending of complaints of the passengers by the managers of railway canteens and pantry cars by visiting compartments.] (521)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve the quality of meals, break-fast and tea served in the railways.] (522)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to grant pension to railway employees in time and increase the quantum thereof.] (523)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to lift the ban on the recruitment of railway employees.] (524)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to grant full pension to the wives and dependents of deceased railway employees.] (525)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert Rachi-Lohardagga and Suri-Puralia light railway into broad gauge line.] (526)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to avoid delay in filling the vacancies in Railways.] (527)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve the control system.] (528)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run trains in time.] (529)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to provide more facilities to railway passengers.] (530)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to lift the ban imposed on the recruitment of Scheduled Castes in Railways.] (531)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Indian Railway Workers' Federation.] (532)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise All India Railway Employees Confederation] (533)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to Recognise All India Loco Running Staff Association.] (534)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise All India Railway Ministerial Staff Association.] (535)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise All India Station Masters' Association.] (536)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise All India Guards Council.] (537)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Indian Railways Ticket Checking Staff Association.] (538)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Indian Railways Loco Mechanical Staff Association.] (539)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise All India Carriage and Wagon Staff Council.] (540)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Eastern Railway Workers' Union.] (541)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise N.F. Railway Workers' Union.] (542)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Eastern Railway Engineering Kamgar Union.] (543)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise All India Railway Commercial Staff Association.] (544)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise National Campaign Committee of Railwaymen.] (545)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise All India Railway Cash Department Employees Association.] (546)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to Recognise All India Traffic, Shunting and Cabin Staff Association.] (547)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Indian Railway Traction Workers Association.] (548)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise All India Railway Engineering Staff Association.] (549)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Northern Railway Workers Unions.] (550)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Western Railway Workers Union.] (551)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise South Central Railway Workers Union.] (552)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Railway Labour Union, Madras.] (553)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Railway Integral Coach Factory Workers Union, Madras.] (554)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Southern Railway Employees' Union.] (555)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise South Central Railway Employees' Union.] (556)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to regularise the remaining commission bearers working in railway restaurants.] (572)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to remove shortage of forms and other papers in Railway Offices.] (573)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve the quality of paper supplied in Railway offices.] (574)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give preference to Harijans, Adivasis and other people of weaker sections in allotment of railway land.] (575)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to abolish the surcharge imposed on monthly tickets.] (576)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to withdraw the surcharge imposed on fares of second class Mail and Express trains.] (577)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to grant at least 8.33 per cent bonus to all railway employees unconditionally.] (578)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to do away with the policy of granting extensions to railway employees and officers.] (579)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to implement the policy of 'one industry—one union' in Railways.] (580)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to implement the policy of granting recognition to unions by secret ballot in Railways.] (581)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to ensure safe railway travel.] (582)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide uniforms to all railway employees.] (583)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert the Rajendra Nagar halt station on Eastern Railway into a full-fledged station and to provide stoppage there for all fast trains.] (584)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to raise the level of platform at Rajendra Nagar halt station of Patna.] (585)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to implement the policy of time-bound promotions for railway employees.] (586)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to grant Central Pay Commission scales to engineering workers of Danapur Division of Eastern Railway.] (587)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to reintroduce ferry service between Mahendra Ghat and Parleza Ghat.] (588)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to remove the fifth accumulated near the booking office earmarked for Gaya at Patna junction of Eastern Railway.] (589)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a fast train between Samastipur in North Bihar and Ranchi in South Bihar.] (590)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert all the narrow/metre gauge lines in North Bihar into broad gauge lines.] (591)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert the loop line from Kiul station of Eastern Railway into double line.] (592)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert Jasidih-Deoghar line into broad gauge line and introduce more trains on this line.] (593)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to implement the decisions taken at the sittings of Railway Consultative Committees.] (594)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the demands of ferry workers of Railways.] (595)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a railway gumti near Daulatpur village between Bihta and Koelwar stations of Eastern Railway.] (596)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to check pick pocketing at Patna junction of Eastern Railway.] (597)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check connivance of Railway police with anti-social elements.] (598)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to abolish the system of charging from the owners/drivers of cars, jeeps and scooters who bring their vehicles in the premises of Patna junction of Eastern Railway.] (599)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a halt/flag station in front of Bihar Legislative Assembly for the convenience of thousands of employees of Patna Secretariat.] (600)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct an overbridge from Karbrighiya to the outside end

covering north part of Patna junction so that people may go from North to South and vice versa without entering platform.] (601)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a big Railway hospital at Patna.] (602)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check frequent air-travel by the senior officers of Railway Board.] (603)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide fans in all railway quarters.] (604)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to take up the matter to open a central school at Danapur (Khagaul) on Eastern Railway.] (605)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the demands of the railway school teachers regarding their service conditions.] (606)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run a daily super fast train from Patna to Howrah.] (607)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to open a railway college in Danapur (Khagaul) on Eastern Railway.] (608)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to treat the coal and ash handling workers as departmental labour.] (609)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a rail link for Dumka, headquarter of Santhal Pargana.] (610)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide beddings in air-conditioned coaches of all Railways.] (611)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to ban the entry of passengers in excess of the number of berths in air-conditioned coaches.] (612)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check travelling with heavy baggage in 2-tier air-conditioned coaches.] (613)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to ban the illegal sale and drinking of liquor in Railways.] (614)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to abolish the First Class air-conditioned class.] (615)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert all the first class air-conditioned coaches into air-conditioned two-tier coaches.] (616)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check unauthorised travel in first class and reserved coaches of trains in Bihar.] (617)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check unauthorised travel by police personnel in first class compartments in Bihar.] (618)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to grant scaled-off pay to ministerial employees as per recommendations of Jagannath Das Committee.] (619)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check ticketless travel in trains.] (620)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the 4-point demands submitted by the All India Railway Employees' Confederation.] (621)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to resume negotiations with All-India Railway Employees Confederation.] (622)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept fourteen-point demands submitted by All India Station Masters Association.] (623)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the demands of the Indian Railway Signal and Telecommunication Staff Association.] (624)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to fulfil the demands of All India Railwaymen's Federation.] (625)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the demands of Indian Railway Workers' Federation.] (626)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise United Committee of Railwaymen.] (627)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise All India Railway Canteen Employees Federation.] (628)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Chitraranjan Locomotive Workers' Labour Union.] (629)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise N.E. Railway Majdoor Union.] (630)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide better coaches in long distance trains.] (631)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to grant all Government restricted holidays to railway employees working on track.] (632)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to bring Loco Shed Workers under the Factory Act.] (633)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a railway line from Bihta to Anugrah Narayan Road via Bikram, Paliganj, Arwal and Kurtha.] (634)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide uniforms to Loco Mechanical Staff.] (635)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a 50 bed dormitory 10 double-bed and 20 single-bed retiring rooms in the southern part of the Patna junction.] (636)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give special pay to Transshipment employees in view of their heavy duties.] (637)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the demands of Marine employees of North Eastern Railway.] (638)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide employment on compassionate grounds to sons and wives of transshipment employees who died during their service period.] (639)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to cover transshipment employees under Life Insurance Scheme.] (640)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give allowance to T.P.T. employees of Indian Railways.] (641)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give the amount of Provident Fund in the event of death of transshipment employees to their dependents.] (642)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to departmentalise catering at Katihar station of N.F. Railway.] (643)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to departmentalise catering at stations and in trains.] (644)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to do away with inspection coaches.] (645)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to resolve labour problems through discussions with Federations, Associations and Unions of railwaymen from time to time.] (646)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check irregularities and malpractices in the allotment of wagons.] (647)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve the quality of food stuffs served in private canteen at Aligarh Railway Station.] (648)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to implement the demands of employees of transshipment Shed, Gadhare, which have been accepted.] (649)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give special allowance to Transshipment employees in accordance with the recommendations of R.B. Lal Committee.] (650)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give rights to all trade unions to negotiate with the railway authorities.] (651)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept memoranda from unrecognised Federations, Associations and Unions.] (652)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to expand railways in Tripura.] (653)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to expand railway services in Assam in order to remove its backwardness.] (654)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to give correct information about late running of trains at Danapur, Mokama and Jamalpur by Control rooms.] (655)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to pay travelling allowance and overtime allowance to railway employees in time.] (656)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to post experienced staff in railway control offices.] (657)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to supply required spare parts for the repair of engines.] (658)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to lay a new railway line from Baunsi to Mandar hill in Santhal Pargana district of Bihar.] (659)

"That the Demand under the Head 'Railway Board' be reduced of Rs. 100 "

[Need to accept the demands of Bihar Daily Passengers Association and to consult them from time to time.] (660)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to check capitalists from using railway wagons as godowns for their goods.] (679)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Undue delay in converting narrow gauge line into broad gauge line from Barauni to Bongaigaon on North Eastern Railway.] (680)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check pilferage of coal from trains.] (681)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give the status of running staff to the checking staff.] (682)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to confirm the employees working in track depot of Danapur Division of Eastern Railway.] (683)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide rain-coats and jersies to Khalasis of Railway Engineering Department.] (684)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to confirm the employees of Railway Construction Department.] (685)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to maintain parity in Salary and allowances of railway employees with those working in Government undertakings.] (686)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct retiring rooms at all stations for employees of catering department.] (687)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct retiring rooms at big stations for ticket checking staff.] (688)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide special coaches to Freedom Fighters undertaking Bharat Darshan Tours.] (689)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to issue two first class railway passes to Freedom Fighters for Bharat Darshan.] (690)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to allow Freedom Fighters, undertaking Bharat Darshan tours to stay in retiring rooms free of charge.] (691)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide medical treatment to Freedom Fighters undertaking Bharat Darshan tours in railway hospitals as and when required.] (692)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to immediate posting of project employees of Railway Engineering Department.] (693)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide jobs to casual workers serving for years by abolishing contract system in Engineering Department of Railways.] (694)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to stitch uniform according to the employees' measurements.] (695)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to consult local M.Ps while preparing new railway timetable.] (696)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to include local legislators and M.Ps in National Regional and

Divisional Railway Users' Consultative Committees.] (697)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to put an end to increasing malpractices in Railways.] (698)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run daily train from Samastipur to Patna for the facility of travellers of North Bihar.] (699)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to set up a coach factory in the neighbourhood of Patna.] (700)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the demands of Passengers' Welfare Association, Patna.] (701)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a super fast train between Patna and Pathankot via Lucknow and Amritsar.] (702)

"That the Demands under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run Bokaro-Madras Express from Patna to Madras and vice-versa via Bokaro.] (703)

"That the Demands under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a fast train between Patna and Bombay.] (704)

"That the Demands under the Head 'Railway Board' be reduced by Rs. 100."

[Need to remove anti-social elements living near the Karbirgarya Booking

Office in the South of Patna Junction.] (705)

"That the Demands under the Head 'Railway Board' be reduced by Rs. 100."

[Need to open a booking office in Kakar-Bagh colony of Patna.] (706)

"That the Demands under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide quarters to employees of departmental catering cells.] (707)

"That the Demands under the Head 'Railway Board' be reduced by Rs. 100."

[Need to ensure participation of Railway employees in Railway Administration.] (708)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to appoint more competent persons on Railway Board.] (709)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide at least four promotions to Railway employees during their service.] (710)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to issue Card Passes to ex-M.Ps, for travelling in Ist Class.] (711)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to ensure compliance of the orders of the Railway Minister by General Managers and Divisional Managers after discussing with M.Ps the problems of their constituencies after every two months.] (712)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to reduce the administrative expenditure on Railway Board.] (912)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to suppress the tendency of disregarding the orders of higher authorities by some officers of the Railway Board.] (913)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to end the monopoly of book selling by Wheeler company in the Railways.] (914)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to check irregularities in the appointment of dependents of the deceased railway employees on compassionate ground.] (915)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to implement the recommendations of various Railway Accidents Reviewing Committees.] (916)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to get railway land vacated, which is under illegal possession.] (917)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need to manufacture railway coaches on large scale.] (918)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need to settle the claims of losses within the shortest possible time.] (919)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need to form only one union in Railway on the basis of secret ballot.] (920)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need to give bonus to Railway Protection Force personnel.] (921)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to change anti-labour policy of Railway Board.] (922)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to implement the policy of equal pay for equal work.] (923)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need to give financial benefit to 'Railway employees who are stagnating in their pay scales.] (924)

"That the Demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to implement the recommendations of Sharma Commission regarding Railway doctors.] (925)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need to run the Indian Railways as a public utility service.] (926)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need to avoid transfer of railway employees from one Zone to another Zone and withdraw orders regarding compulsory retirement.] (927)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need to appoint Hindi Officers, Translators, Typists, and Stenographers in Sufficient number in Railways to implement Official Language Act, 1963.] (928)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to check malpractices and irregularities in the appointments made by Railway Service Commissions.] (929)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct overbridges at all the railway crossings on National Highways.] (949)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct ring railway in Calcutta.] (950)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Undue delay in setting up claims Commission to look into all major and minor accidents and payment of compensation within the fixed time.] (951)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to settle claims in respect of those persons who were killed or injured in the railway accidents which occurred on the bridge over Bagmati river in Saharsa district in July, 1981.] (952)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to check malpractices in the matter of appointments and

promotions in the Diesel Locomotive Works, Varanasi.] (953)

[Need to extend Bakhtiarpur-Rajgir railway line to Gaya on Eastern Railway.] (961)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct more quarters for railway employees at Danapur.] (954)

[Need to construct a new railway line from Fatuha to Gaya via Islampur on Eastern Railway.] (962)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100"

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to regularise the services of voluntary booking clerks on Eastern Railway.] (955)

[Need to ensure proper maintenance of steam engines.] (963)

"That the Demands under the Head 'Railway Board' be reduced by Rs. 100."

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to appoint Gatemen for all railway level crossings.] (956)

[Need to connect Hazaribagh in Bihar by railway.] (964)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a modern Railway Station on the land of the light railway lying unused in the South of Arrah station in Danapur Divisions.] (957)

"Need for solving all the problems of railway employees in respect of their Service conditions.] (965)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide forms and other necessary amenities to the Railway Protection Force.] (958)

[Need to provide a seat in running trains for the conductor guards and T.T.Es.] (966)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to fix the work load for the Railway employees after conducting job analysis.] (959)

[Need to provide residential quarters, medical and other facilities to the railway employees posted at road side stations.] (967)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to ensure the supply of better medicines in sufficient quantity to railway hospitals.] (960)

[Need to provide retiring rooms and facilities for cooking food to the checking staff who have to go out of the Headquarters.] (968)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide stoppage of Patna-Hatia Express at Taregna station.] (969)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a shed at up platform at Gulzarbagh station on Eastern Railway.] (970)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to modernise Patna Saheb station in Patna City as it is the birth place of Sikh Guru Gobind Singh.] (971)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to lay a new railway line from Ranchi to Giridih via Hazaribagh.] (972)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to regularise the casual labourers working at Buxer station on Eastern Railway.] (973)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide stoppage of Tinsukia Mail at Danapur station on Eastern Railway.] (974)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to pay the salaries regularly to the employees working in Fatuha—Islampur Light Railway.] (975)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to lay a railway line from Chitaranjan to Dumka on Eastern Railway.] (976)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to lay a railway line from Deoghar to Rampur, via Dumka.] (977)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a shed upto the office of R.M.S. at the platform of Patna Junction.] (978)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a new Express train by name of "Mica Express" from Patna to Dhanbad via Gaya and Kodarma.] (979)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide adequate lighting at Southern platforms of Patna junction.] (980)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert narrow gauge line from Dehri to Pipradih into broad gauge line and extend it upto Jaradag.] (1016)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to lay a broad gauge line between Dehri and Yadunathpur.] (1017)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide employment to dependants of persons killed in railway accidents.] (1018)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to ensure safety of goods in goods trains, delivery of goods at destination in time and immediate payment of compensation for goods lost in transit.] (1019)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to open medical centres at railway junctions.] (1020)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to make provision for doctors and necessary medicines in long distance trains.] (1021)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert manually operated gates into automatic ones.] (1022)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to make special arrangements for the security of lady passengers in suburban trains.] (1023)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to avoid delay in the transportation of essential commodities.] (1024)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give top priority to the movement of essential commodities to flood and drought affected areas for relief.] (1025)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give priority in allotment of wagons for the movement of coal to sulphur factories.] (1026)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check entry of unauthorised passengers into reserved compartments of Kashi-Vishwanath Express.] (1027)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve the management of construction works and maintenance of railway lines.] (1028)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to maintain railway workshops properly.] (1029)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to supply adequate spare parts and tools for repair of engines.] (1030)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to link Srinagar (Jammu and Kashmir) with railway line.] (1031)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for immediate renewal of 6000 kilometres of railway track and repair of 20,000 kilometres.] (1032)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to replace old and worn out coaches and wagons by new ones.] (1033)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for immediate repair of wagons.] (1034)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to replace without delay the signal and telecommunication systems installed at 1221 stations, the life-span of which has expired.] (1035)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to overhaul lever frames operating signals and points.] (1036)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to reply all letters received in Hindi by the Minister and his personal staff in Hindi.] (1037)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check malpractices in reservations.] (1038)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to open adequate number of schools for the children of railway employees.] (1039)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check the activities of anti-social elements in railways.] (1040)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to replace immediately old and worn out engines.] (1041)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to call a conference of representatives of all Federations,

Associations and Unions, whether recognised or not, to consider the steps to check rail accidents.] (1107)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to reconstruct bridges which have out lived their life, have become weak and are not fit for use.] (1182)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to revoke ban on recruitment in Railways.] (1183)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to add more coaches both at Bhagalpur and Patna to Vikramshila Express starting from Bhagalpur and to Magadh Express linked to it at Patna.] (1184)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to shift police station from first class waiting room at Jahanabad station on Eastern Railway.] (1185)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a separate building for police station for Railway Protection Force at Jahanabad station on Eastern Railway.] (1186)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide reservation quota for fast trains at Jahanabad station on Eastern Railway.] (1187)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to attach separate coach for Jahanabad from Dhanbad and Ranchi to Hatia Express and Ganga-Damodar Express.] (1188)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to attach more second class coaches for Dhanbad and Ranchi from Jahanabad to Hatia Express and Ganga-Damodar Express.] (1189)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to accept the demands “Station Vikas Sangarsh Samiti”, Sadisopur (Patna).] (1190)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to accord the status of a full-fledged station to Sadisopur station.] (1191)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to post a whole-time gateman at Gate No. 42B/2-T on Eastern Railway.] (1192)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to construct a loop line and to provide signalling system at Sadisopur station on Eastern Railway.] (1193)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to provide stoppage of 13 Up and 14 Dn trains at Sadisopur station on Eastern Railway.] (1194)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to construct a shed at Up platform of Sadisopur station on Eastern Railway.] (1195)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to provide additional booking windows at Sadisopur station on Eastern Railway.] (1196)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to construct the approach road to Sadisopur station on Eastern Railway.] (1197)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to provide fencing at Sadisopur station on Eastern Railway to protect the passengers from accidents.] (1198)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to convert first class waiting room into second class waiting room at Sadisopur station on Eastern Railway.] (1199)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to check the practice of travelling with heavy luggage in two tier air-conditioned coaches.] (1255)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to improve the quality of meals served in Tinsukia Mail.] (1256)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to develop railways in Tripura in order to remove backwardness of Tripura.] (1257)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to develop railways in Arunachal, Nagaland and other Eastern States.] (1258)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide reservation quota for passengers of Jahanabad in Hatia Express running between Patna and Hatia.] (1259)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide reservation quota for Jahanabad passengers in Ganga-Damodar Express from Patna to Dhanbad.] (1260)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Supply of question papers to the candidates appearing in examinations conducted by Railway Service Commission, Bombay at Khanpur (Ahmedabad) centre in English only and asking them to answer in English only.] (1261)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for improvement and expansion of Hindi Library in Wheel and Axle factory at Lallaguda, Bangalore.] (1262)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for imparting Knowledge of preliminary Hindi to workers of Lallaguda Wheel and Axle factory, Bangalore.] (1263)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for development of Lallaguda Wheel and Axle factory at Bangalore.] (1264)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to re-start manufacture of wagons B.F.R.S. fish vans, refrigeration vans, medical vans and brake vans in Lallaguda Wheel and Axle Factory, Bangalore.] (1265)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to resolve the problems of railway factory workers relating to their service conditions.] (1266)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to upgrade the Sikandrabad Railway Girls' High School of South-Central Railway to a junior college.] (1267)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give house building advance to railway employees.] (1268)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve the condition of quarters of railway workers in Lallaguda, Bangalore and to provide drinking water there.] (1269)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve the working of railway police.] (1270)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to transfer the management of railway fallow land to railway employees.] (1271)

459 *Res re Recommendations of RCC, Railway Budget, 84-85, Supply & Excess Demands for Grants, 83-84 & 81-82* MARCH 15, 1984

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run Vikramshila Express daily from Bhagalpur to Patna and then to Delhi after linking it with Magadh Express.] (1272)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to implement the agreement reached with the Indian Railways Signal and Telecommunication Staff Association in 1973.] (1273)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to appoint a specialist in signal and telecommunications as member of the Railway Board.] (1274)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to start negotiations with the Indian Railway Signal Telecommunication Staff Association for reaching an agreement to remove the discontentment amongst employeess working in Signal and Telecommunications.] (1275)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to remove the discontentment among signal and telecommunications staff as a result of non-implementation of restructuring of the organisation.] (1276)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide more funds for the development of signalling and telecommunications.] (1277)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

Res re Recommendations of FCC, Railway Budget, 84-85, Supply & Excess Demands for Grants, 83-84 & 81-82 460

[Need to accept the Demands of Signal and Telecommunication Staff to avert their proposed strike from 25th April, 1984.] (1278)

SHRI SUSHIL BHATTACHARYA (Burdwan) : I beg to move :

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for electrification of Bandel-Salar section of Eastern Railway.] (239)

"That the Demand under the Head 'Asset-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for doubling the Bandel-Salar section of Eastern Railway.] (240)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for extension of platforms at Katwa and Salar junctions and for better sanitation arrangements.] (241)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for construction of a fly-over near Katwa station on Eastern Railway.] (242)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for conversion of A.K. and B.K. narrow gauge lines into broad gauge.] (243)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for conversion of narrow-gauge line of B.D.R. into broad gauge.] (244)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for replacement of old and depleted steam engines by diesel engines on A.K. and B.K. lines of Eastern Railway for safe and smooth running of trains.] (245).

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for replacement of old, depleted and rejected bogies being operated on A.K. and B.K. lines of Eastern Railway and also to provide adequate lighting arrangement in trains.] (246)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for extending of platforms at Bolpur, Murari and Rampurhat stations on Eastern Railway.] (247)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for construction of fly-over at Nalhati and Murari stations of Eastern Railway in place of level crossing.] (248)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for proper arrangements of fans and lighting in trains on Sahebgunj-Barh roa loop line on Eastern Railway.] (249)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to for special checking to stop smuggling of coal in passenger trains in Andal-Santhia section of Eastern Railway and to ensure comfortable

journey for the passengers on Andal Santhia section.] (250)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for conversion of Kurmadanga halt between Daskalgram and Jnandas Kandra stations on A.K. line into a full fledged station.] (251)

"That the Demand under the Head 'Assets-Acquisition Construction and Replacement' be reduced by Rs. 100."

[Need for construction of level crossing at Kurmadanga halt on A.K. line of Eastern Railway to avoid accidents.] (252)

"That the Demand under the Head 'Assets-Acquisition Construction and Replacement' be reduced by Rs. 100."

[Need for restoration and operation of the defunct water tank at Daskalgram station on A.K. line of Eastern Railway.] (253)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for construction of a proposed halt at Inbutia between Kirnahar and Daskalgram stations on A.K. line of Eastern Railway.] (254)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for early construction of the proposed level crossing near Kirnahar station and Kirnahar Health Centre of A.K. line on Eastern Railway.] (255)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for increasing the number of bogies in trains running on both A.K. and B.K. lines of Eastern Railway to avoid over crowding.] (256)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check and minimise railway accidents and thefts in trains.] (287)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to prevent late running of trains.] (288)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run Indian Railways more as a public utility service than on commercial utility.] (289)

"That the Demand under the Head Miscellaneous Expenditure (General) be reduced to Re. 1."

[Failure to abolish expenditure regulated by contracts on payment of subsidy and rebate to certain lines worked by Indian Railways and certain lines owned and worked by private companies and to nationalise these lines.] (290)

"That the Demand under the Head 'Miscellaneous expenditure (General)' be reduced to Re. 1."

[Failure to nationalise Ahmadpur—Katwa (N.G.) line of Eastern Railway.] (291)

"That the Demand under the Head 'Miscellaneous Expenditure (General)' be reduced to Re. 1."

[Failure to nationalise Bankura—Damodar lines of South Eastern Railway for its development.] (292)

"That the Demand under the Head Staff Welfare and Amenities be reduced to Re. 1."

[Failure to pay bonus as deferred wage to Railway employees.] (293)

"That the Demand under the Head 'Staff Welfare and Amenities' be reduced to Re. 1."

[Failure to abolish the system of contract and casual labour in Indian Railways.] (294)

SHRI M. RAMANNA RAI (Kasargod) : I beg to move :

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for reduction of retiring room rent to Rs. 20/- and Rs. 30/- per single room and double room respectively.] (267)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for absorbing all the catering workers at time of constituting Catering Corporation.] (268)

SHRI NIRMAL SINHA (Mathurapur) : I beg to move :

"That the demand under the head 'Repairs and Maintenance of permanent way and works' be reduced by Rs. 100."

[Need for proper maintenance of office building of Uttar Radhanagar station of Sealdah-Diamond Harbour line.] (359)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity of doubling the line from Baruipur to Diamond Harbour under Sealdah South Section.] (360)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity of doubling the line from Baruiপুর to Lakshmikantapur under Sealdah South Section.] (361)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity of doubling the line from Sonarpur to Canning under Sealdah South Section.] (362)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity of installing modern signalling system at Kalyanpur, Dakshin Durgapur, Dhamna, Sangrampur stations of Sealdah-Diamond Harbour line under Sealdah South Section.] (363)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity of installing modern signalling system at Sashan-Road Surjapur and Bahani station on Sealdah-Lakshmikantapur line under Sealdah South Section.] (364)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity of installing modern signalling systems at the Kalikapur and Piyali stations on Sealdah-Canning line of Sealdah South section.] (365)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to provide tracks and to make other arrangements for crossing of trains at Kalyanpur, Dhamua, Sangrampur and Netra stations on Sealdah-Diamond Harbour line of Sealdah South Section.] (366)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to provide tracks and to make other arrangements for crossing of trains at Sashan Road Dhaphdapi, Surajpur and Baharu stations on Sealdah Lakshmikantapur line in Sealdah South Section.] (367)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to provide tracks and to make other arrangements need for crossing trains a Kalikapur and Piyali stations on Sealdah-Canning line in Sealdah South section.] (368)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to construct a railway gate on the road connecting Kalpi Road with Diamond Harbour Road near Hotor and Dhamua stations on Sealdah-Diamond Harbour line.] (369)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to construct a railway gate on the Mandirbazari-Chak da Road near Sangrampur station on Sealdah-Diamond Harbour line.] (370)

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to develop railway system in North Bengal.] (768)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a fast train from Haldibari to Sealdah and vice-versa.] (774)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

*of RCC, Railway Budget,
84-85, Supply & Excess
Demands for Grants,
83-84 & 81-82*

[Need to provide a stoppage of Tinsukia Mail at Jalpaiguri Road station.] (775)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to check the late running of Darjeeling Mail.] (776)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for conversion of the metre gauge line from new Jalpaiguri to Alipur Duar junction *via* Mal into broad gauge.] (777)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to connect Alipur Duar junction with New Alipur by broad gauge line.] (778)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for an over bridge at Jalpaiguri station.] (779)

SHRI R.P. Das (Krishnagar) : I beg to move :

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced to Re. 1."

[Failure to electrify the Ranaghat-Gede section of Sealdah Division on Eastern Railway despite a resolution of the West Bengal Assembly requesting the same.] (391)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced to Re. 1."

[Failure to provide diesel engines, as an interim measure, to the Ranaghat.

*of RCC, Railway Budget,
84-85, Supply & Excess
Demands for Grants,
83-84 & 81-82*

Gede section of Eastern Railway, Sealdah Division pending electrification.] (392)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced to Re. 1."

[Failure to provide a second and shorter route connecting Calcutta to North Bengal *via* Nasipur and Azimganj by constructing a bridge between the two at or near the site of the pontoon bridge used for freight movement during pre-Independence period work.] (393)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced to Re. 1."

[Failure to double the Ranaghat-Krishnagar-surburban line as a first phase of doubling the Ranaghat-Lalgola line Sealdah Division on Eastern Railway.] (394)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to double the short one K.M. span from Ranaghat to Churni Bridge with a signal operating at the Ranaghat and of the Bridge as a short term measure to ease the bottle-neck on Ranaghat-Shantipur and Ranaghat-Krishnagar lines in Sealdah Division on Eastern Railway.] (397)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to introduce simultaneous reception system at the block stations on Ranaghat-Lalgola line to improve performance and alleviate sufferings of passengers.] (398)

SHRI RAM VILAS PASWAN (Hajipur) : I beg to move :

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to set up a zonal railway office at Patna.] (568)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Derreservation of a large number of posts reserved for Scheduled Castes and Scheduled Tribes.] (569)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to construct a railway bridge on river Ganga at Patna.] (570)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run ring railway in Delhi properly.] (571)

SHRI BASUDEB ACHARYA
 (Bankura) : I beg to move :

"That the Demand under the Head 'Miscellaneous Expenditure' be reduced by Rs. 100."

[Need to departmentalise the sale of newspapers and periodicals in Rajdhani Express and absorb the private book sellers in Railways.] (661)

"That the Demand under the Head 'Repairs and Maintenance of Permanent Way and Works' be reduced by Rs. 100."

[Need to take measure for the protection of railway lines seriously threatened by erosion of Ganga in a village in Murshidabad in West Bengal.] (662)

"That the Demand under the Head 'Operating Expenses—Rolling Stock and Equipment' be reduced by Rs. 100."

[Need for manufacturing more coaches.] (663)

"That the Demand under the Head 'Operating Expenses—Traffic' be reduced by Rs. 100."

[Need to introduce a shuttle train on Delhi-Shanli route and an Express train on Delhi-Shanli-Saharanpur route.] (664)

"That the Demand under the Head 'Operating Expenses—Traffic' be reduced by Rs. 100."

[Need for additional train service between Bareilly and Mathura junction.] (665)

"That the Demand under the Head 'Staff Welfare and Amenities' be reduced by Rs. 100."

[Need to take the casual workers working in Metro Rail Project at Calcutta into permanent cadre.] (678)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to absorb the coal and ash handling workers reduced surplus due to the elimination of steam locomotives.] (750)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to abolish contract system in catering services in Railways.] (751)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a passenger train between Midnapur Adra on SE Railway between 11 A.M. and 3 P.M.] (752)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to absorb all the casual workers engaged in Calcutta Metro Railway Project.] (753)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to electrify Adra-Kharagpur section of SE Railway.] (754)

"That the Demand under the Head 'Repairs and Maintenance of Permanent Way and Works' be reduced by Rs. 100."

[Need to renew the eighteen thousand kilometres of worn out railway track.] (755)

"That the Demand under the Head 'Operating Expenses—Rolling Stock and Equipment' be reduced by Rs. 100."

[Need to augment coaches in trains.] (756)

"That the Demand under the Head 'Operating Expenses—Traffic' be reduced by Rs. 100."

[Need to introduce a local train from Adra to Dhanbad via Sudamdih and Pathardih.] (757)

"That the Demand under the Head 'Operating Expenses—Traffic' be reduced by Rs. 100."

[Need to run a local train from Purulia to Adra.] (758)

"That the Demand under the Head 'Staff Welfare and Amenities' be reduced by Rs. 100."

[Need to regularise the casual workers in Indian Railways.] (759)

"That the Demand under the Head 'Staff Welfare and Amenities' be reduced by Rs. 100."

[Need to open a primary school in South Settlement of the Adra Railway Colony.] (760)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to convert Purulia-Kotshila narrow gauge line into broad gauge line.] (761)

"That the Demand under the Head 'Assets-Acquisition, Construction, and Replacement' be reduced by Rs. 100."

[Need to raise the level of platform of Sirjam station on South Eastern Railway.] (762)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to treat the employees of non-statutory canteens as railway employees.] (763)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to construct a new railway line from Bankura to Mezia on South Eastern Railway.] (764)

"That the Demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to construct a Sub-way near Adra railway station on South Eastern Railway.] (765)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to raise the level of platform of Sauka station on SE Railway.] (766)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to provide an enquiry office at Adra junction.] (767)

DR. VASANT KUMAR PANDIT (Rajgarh) : I beg to move :

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide stoppages at Sarangpur and Ruthiai stations for Sabarmati Express on Guna-Maksi line on the analogy of stoppages given at Ashok Nagar and Mugavali.] (780)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to upgrade Sarangpur, Biaora and Ruthiai stations in Rajgarh and Guna district and the need to provide additional platforms, sheds, water, waiting rooms and other amenities there.] (781)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to make Aavan a flag-station because of its pilgrimage importance and weekly *mela*.] (782)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide stoppage, for 21/22 Southern Express at Gunj-Basoda station for passengers coming by road from Sironi and Lateri Tehsils.] (783)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to remove water shortage at Biaora station which is a 'Watering Station' by building stop-Dam on river Nevaj touching the station.] (784)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide godowns, sheds and waiting rooms at Ruthiai Junction.] (785)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for doubling the Guna-Maksi line for facilitating fast goods and special trains.] (786)

श्री० अजित कुमार मेहता (समस्तीपुर) :
में प्रस्ताव करता हूँ :—

"कि 'रेलवे बोर्ड' शीर्षक के अन्तर्गत मांग में 100 रुपये कम किये जायें।"

[बरोनी में गंगा पुल (राजेन्द्र सेतु) पर 45 कि० मी० की एक टुकड़े के लिए अतिरिक्त किराये के रूप में वसूल किये जा रहे यात्री कर को समाप्त करने की आवश्यकता।] (1001)

"कि 'रेलवे बोर्ड' शीर्षक के अन्तर्गत मांग में 100 रुपये कम किये जायें।"

[दलसिंह सराय, उजयपुर, नाजिरगंज तथा सथाजगत स्टेशनों को सोनपुर डिवीजन से समस्तीपुर डिवीजन में फिर से अन्तर्गत करने की आवश्यकता।] (1002)

"कि 'रेलवे बोर्ड' शीर्षक के अन्तर्गत मांग में 100 रुपये कम किये जायें।"

[पूर्वोत्तर रेलवे के दलसिंह रेलवे स्टेशन के प्लेटफार्म पर पुल को हटाकर किसी केन्द्रीय स्थान पर लगाने की आवश्यकता ताकि यात्री सुविधापूर्वक आ जा सकें और घटनाएं भी न हों।] (1003)

"कि 'रेलवे बोर्ड' शीर्षक के अन्तर्गत मांग में 100 रुपये कम किये जायें।"

[पूर्वोत्तर रेलवे पर दलसिंह सराय स्टेशन पर बिजली की सप्लाइ के लिए एक डीजल जेनरेटर लगाने की आवश्यकता।] (1004)

"कि 'रेलवे बोर्ड' शीर्षक के अन्तर्गत मांग में 100 रुपये कम किये जायें।"

[धानापुर समस्तीपुर एक्सप्रेस को दोबारा एक फास्ट पैसेंजर बनाने के साथ-साथ उन्हीं स्टेशनों पर रोकने तथा तदनुसार किराये को कम करने की आवश्यकता।]
(1005)

SHRI A.K. ROY (Dhanbad) : I beg to move :

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to extend the newly introduced Gomoh-Gaya passenger train up to Asansol.] (1079)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to provide a halt station between Ambona and Kalubathan.] (1080)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to increase the reservation quota for Dhanbad in AC Chair car and AC two-tier in Rajdhani Express and 1st class and Ind Class sleeper in Bombay Mail, Kalka Mail and AC Express.] (1081)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to regularise the coal and ash handling workers at Pathardiah and Katras in Dhanbad, Eastern Railway.] (1082)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to reduce the arbitrary workload of gangmen laying concrete sleepers with PORS machine.] (1083)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to prepare a comprehensive panel list of retrenched casual gangmen in Danapur Division of Eastern Railway.] (1084)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to run a passenger train from Dhanbad to Sindri.] (1085)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to extend Dhanbad-Pathardih passenger upto Bhojudih.] (1086)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to extend foot over-bridge on Dhanbad station upto Purana Bazar.] (1087)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100 .”

[Need for construction of an approach road to platform of Pradhan Khunta station (Eastern Railway).] (1088)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to construct an over-bridge at Tetulmari station of Eastern Railway.] (1089)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to increase the number and speed of Dhanbad-Pathardih and Dhanbad-Bokaro Steel Shuttle.] (1090)

SHRI SUDHIR GIRI (Contai) : I beg to move :

“That the Demand under the Head ‘Railway Board’ be reduced to Rs. 1.”

[Failure to provide adequate number of wagons and rakes for carrying

essential materials for industries.] (1118)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to prevent rail accidents and ensure safety and Security of passengers.] (1119)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to introduce a fast train between New Jalpaiguri and New Delhi.] (1120)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to remove the bottleneck near Siliguri Station caused by railway gate.] (1121)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to ensure timely running of Darjeeling Mail.] (1122)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to relinquish railway land at Kurseong for the construction of Motor Stand there.] (1123)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to departmentalise catering in all the trains and stations.] (1124)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to speed up construction and completion of Metro-Railway Project at Calcutta.] (1125)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide drinking water and shed at city booking office, Siliguri.] (1126)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to readjust the timings of Kanchenjunga Express running between New Jalpaiguri and Howrah and vice versa.] (1127)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to increase the reservation quota for the tourists and seasoners, especially in travelling by Darjeeling Mail, Kamrup Express, Kanchenjunga Express and Tinsukhia Mail.] (1128)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide adequate number of wagons and rakes for carrying coal and other inputs for tea industry in North Bengal.] (1129)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a rail link between Balurghat and Islampur in the district of West Dinajpur.] (1130)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert the existing metre gauge line into broad gauge line between New Bongaigaon and Barauni via Siliguri.] (1131)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a regular train between Eklakhi (Malda) to Dal-kholha via Itehar and Raiganj.] (1132)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce local trains between Thakurgunj and New Jalpaiguri and vice versa.] (1133)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to restore goods trains between New Jalpaiguri and Darjeeling on narrow gauge line.] (1134)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide more Counters, Booking Clerks, at the centralised city booking office Siliguri.] (1135)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to produce new locomotives and coaches for the narrow gauge trains between New Jalpaiguri and Darjeeling via Siliguri.] (1136)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to modernise the Tindharia Workshop in the district of Darjeeling under NF Railway.] (1137)

SHRIMATI SUSEELA GOPALAN (Alleppy) : I beg to move :

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to pay bonus as deferred wage to railway employees.] (1138)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to give adequate protection to passengers from dacoits and thieves, especially in H Jayanti Janata Express and Kerala Express.] (1139)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1"

[Failure to provide residential accommodation or house rent allowance to all railway employees.] (1140)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to recruit Scheduled Caste and Scheduled Tribe candidates in the Railway services as per their reserved quota.] (1141)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to implement the agreement reached with All India Loco Running Staff Association.] (1142)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to withdraw cases against the Loco Running Staff for taking part in 1981 agitation and to reinstate them for creating cordial atmosphere in Railways.] (1143)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to give employment to the dependants of the railway employees, especially of casual and temporary workers who die after twenty or thirty years of service.] (1144)

That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to replace out-moded and dilapidated coaches in the trains in Kerala region, especially on Malabar side.] (1145)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to ensure employees' participation at all levels in Railway management for the effective working of the Railways.] (1146)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to implement a uniform policy of transfers and postings in Railways.] (1147)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to abolish the Railway Board.] (1148)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to abolish private catering and to introduce departmental catering in the Railways.] (1149)

"That the Demand under the Head 'Railway Board' be reduced 'o Re. 1."

[Failure to regularise the construction workers and catering staff who are working in Railways for more than one year.] (1150)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to provide uniforms and stitching charges to Station Masters instead of the ill fitting uniforms.] (1151)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to provide funds for the construction of Guruvayur-Kuttipuram railway line.] (1152)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1"

[Failure to provide funds for the construction of Coastal Railway from Mangalore to Bombay.] (1153)

"That the Demand under the Head 'Repairs and Maintenance of Permanent Way and Works' be reduced by Rs. 100."

[Need to provide sufficient funds for the completion of Ernakulam-Alleppey railway line.] (1154)

"That the Demand under the Head 'Repairs and Maintenance of Permanent Way and Works' be reduced by Rs. 100."

[Need to provide sufficient funds for the construction of Alleppey-Kayankulam line.] (1155)

"That the Demand under the Head 'Repairs and Maintenance of Permanent Way and Works' be reduced by Rs. 100."

[Need to provide adequate funds for the repair, maintenance and construction of railway stations in the Malabar region of Kerala.] (1156)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct railway bridges at Kasaragod railway station, over-bridge at Francis Road, Calicut and at Kuttipuram stations.] (1281)

SHRI SATYAGOPAL MISRA
(Tamluk) : I beg to move :

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for construction of footpaths on both the sides of the railway bridge at Khiral station (Kharagpur Section)] (1157)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for repair of road from Panskura station to Midnapore Highway within the railway jurisdiction.] (1158)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to renovate platform at Mecheda station on Howrah-Kharagpur Section.] (1159)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for doubling Panskura-Haldia railway line.] (1160)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to pen more booking counters at Mecheda station.] (1161)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a Rickshaw and bicycle stand at Mecheda station.] (1162)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for stoppage of Up and Down Ahmedabad Express at Mecheda station (Kharagpur Division.)] (1163)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for stoppage of Up and Down Hatia Fast Passenger at Bagnan Station (Kharagpur section)] (1164)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for stoppage of Up and Down Bombay Mail at Mecheda station (Kharagpur section).] (1165)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for the stoppage of more passenger trains at Narayanpakuria Murail Station.] (1167)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide more facilities to vendors in the Suburban trains.] (1167)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to streamline booking of betel baskets at Srirampur Sheoraphuli, Howrah, Sealdah, Uluberia, Bagnan;

Mecheda, Panskura and Kharagpur stations.] (1168)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to set up a railway station at Rajgoda (Haldia Section) without delay.] (1169)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to set up a railway station at Sutahata (Basulia) on Haldia section without delay.] (1170)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to set up a railway station at Durgachak Town (Haldia section) without delay.] (1171)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

"Need to provide halt at Bhubaneswarpur (near Tamluk Maniktala) in the Panskura-Haldia Section.] (1172)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide halt at Mahisadal Bazar (near the bridge over Hijli Tidal Canal) in the Panskura-Haldia Section.] (1173)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for completion of the construction works of the new station building at Mecheda.] (1174)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to Provide more facilities in the 1st class and in the EMU Coaches.] (1175)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a railway line from Tamluk to Digha without delay.] (1176)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for electrification of the railway lines from Kharagpur to Midnapore.] (1177)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for renaming the Suthata station (Haldia section) as Basulia Station.] (1178)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to renovate the platforms at Midnapore, Jhargram, Khirai, Balichak and Narayan Pakuria-Murali stations.] (1179)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for introducing another pair of trains from Haldia to Howrah and back.] (1180)

SHRI CHANDRADEO PRASAD VERMA (Arrah) : I beg to move :

"That the Demand under the Head 'Railway Board' be reduced to Rs. 100."

[Need to construct a railway bridge over Ganga at Patna.] (1206)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to double the Patna-Gaya line on Eastern Railway.] (1207)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a new railway line between Rajgir and Gaya.] (1208)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Delay in initiating legislation to take over the Fatuha-Islampur light railway. (Bihar)] (1209)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a new railway line between Arrah and Chhapra on Eastern Railway.] (1210)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide new coaches in local trains in Danapur Division.] (1211)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a rest house comprising of 50 beds—25 rooms of two beds each and 35 rooms of one bed each in the Southern part of Patna Junction.] (1212)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check malpractices in Indian Railways.] (1213)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to set up a new railway zone with headquarters at Patna.] (1214)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to maintain cleanliness in trains.] (1215)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to grant special concession to students in railway fares] (1216)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run a daily super fast train from Patna to Howrah.] (1217)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide free medical treatment to railway pensioners.] (1218)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to make railway employees eligible for pension after rendering service for ten years.] (1219)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to develop a big park near Patna Junction.] (1220)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a big railway hospital at Patna.] (1221)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a super fast train from Patna to Trivandrum via Madras.] (1222)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to check late running of trains.] (1223)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to check robberies in trains.] (1224)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to augment the strength of RPF to check robberies.] (1225)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve catering and remove unhygienic conditions in railways.] (1226)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve catering in Magadh Express running between Patna and New Delhi.] (1227)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to lay a line in addition to the existing in Northern India in view of increase in the number of trains.] (1228)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a doctor in every train with essential medicines.] (1229)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to impart adequate training to railway employees.] (1230)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct more quarters for railway employees in Danapur on Eastern Railway.] (1231)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to check chain Pulling.] (1232)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to regularise the services of bearers who have put in ten years of service in Eastern Railway.] (1233)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to lay a new railway line from Bihta station to Anugrah Narayan Road station via Sikram, Paliganj and Akhal.] (1234)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for conversion of Arrah-Sasaram light Railway line on Eastern Railway into broad-gauge line.] (1282)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to regularise the services of Voluntary Assistant Booking Clerks of Eastern Railway.] (1283)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide fans, electricity and sanitary facilities in passengers trains in Danapur and Mughalsarai Divisions.] (1284)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to raise the platforms at Neora and Kulharia stations on Eastern Railway.] (1285)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to construct over-bridges at Arrah and Bihta railway stations on Eastern Railway.] (1286)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a modern railway station on the vacant land in the south of Arrah station on Eastern Railway.] (1287)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to discontinue payment of about 10 lakhs of rupees every year to the owners of Fatuha-Islampur Light Railway in Bihar.] (1288)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to appoint a gateman at every level crossing.] (1289)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a new railway-bridge on the Sone river at Koelwar in Danapur Division of Eastern Railway.] (1290)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to declare a Patna-Buxar, Patna-Mojama and Patna-Jahanabad areas as suburban areas.] (1291)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide departmental catering in all long-distance trains.] (1292)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a stoppage for Toofan Express at Koelwar Station in Danapur Division of Eastern Railway.] (1293)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to remove garbage from Patna, Danapur and Arrah railway stations and keep them clean.] (1294)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to expedite the construction of an over-bridge near Rajinder Nagar at Patna on Eastern Railway.] (1295)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to modernise Arrah and Bihta stations in Danapur Divisions of Eastern Railway.] (1296)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide stoppage for 39 Up and 40 Dn Janata Express at Neora Station in Danapur Division of Eastern Railway.] (1297)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to electrify the Sitapur-Patna and Mughalsarai railway line.] (1298)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to recruit Scheduled Caste and Scheduled Tribe and other backward classes candidates in railway service as per quota fixed for them.] (1299)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to give employment to dependents of the deceased railway employees who expired after putting in more than 10 years of service.] (1300)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to replace old and worn-out railway coaches by new ones.] (1301)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to abolish the Railway Board.] (1302)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to put an end to private catering and introducing departmental catering arrangements in Railways.] (1303)

SHRI AJIT KUMAR SAHA
(Vishnupur) : I beg to move :

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to raise the platforms of railway stations from Kharagpur to Purulia.] (1237)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a passenger train in day time between Adra and Kharagpur.] (1238)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to extend suburban facilities from Bankura to Kharagpur.] (1239)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for proper maintenance of properties of Bankura Damodar railways.] (1240)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide 1st class coaches in Gomoh-Burdwan passenger train.] (1241)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to increase the frequency of Rajdhani Express and to provide a stoppage at Asansol.] (1242)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide more coaches in Purulia-Howrah Express.] (1243)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert Purulia-Howrah Express into Fast passenger.] (1244)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to route Neelanchal Express via Adra at least three days a week.] (1245)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to nationalise Bankura Damodar Railway.] (1246)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to include MPs and MLAs in Railway Time Table Committees.] (1247)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a new rail line from Mejhia to Bankura.] (1248)

SHRIMATI SUSEELA GOPALAN (Allcpey) : Mr. Chairman, Sir, the railway budget was separated from the General Budget in 1924. The Railway Convention Committee was set up to advise the Government on how much amount has to be taken from the Railway Budget to meet the dividend liability. That was because the railways were set up under assured dividend system. When the other public sector undertakings are under the General Budget why the Railways alone are having a separate budget ?

At present, here the Railway Convention Committee itself can only divide the amount which is to be allotted and no more powers are given to them. At present, even the Public Accounts Committee cannot go into the various

aspects of the working of the Railways. All the other public undertakings come under the P.A.C. Either Convention Committee should be given more powers or there should be another P.A.C. or some such thing which can go into the working of the railways. For the last so many years, when we go into details, we will find how actually the railways were mismanaged. During the present plan period, the entire amount has to be spent for the actual rehabilitation of railways. For that, actually, a proper amount was not set apart in the Third, Fourth and Fifth Five Year Plans. More dividends were paid to the General Budget than what was actually allowable. That is why we see almost the entire amount of this Plan has to be spent for the rehabilitation of railways this year. Then what is left for the development ? This is a very pertinent question to ask. Taking the backlog of arrears, the interests during the Sixth Plan period will come to Rs. 300 crores and then there is liability meant for the social liabilities the amount of which comes to Rs. 250 crores. They have to give concession in order to attract high rated traffic and put burdens on consumers. That makes Rs. 250 crores which we will have to bear. Then there is interest amount of Rs. 50-60 crores per year. Railways being utility service, government should spend and not the railways. Railways should be allowed to work independently. So, altogether when the arrears are there plus the interest charges, naturally the railways will remain in the red. So, re-evaluation of the whole policy should be there and steps be taken for the proper functioning of the railways. I would suggest that either the Railway Convention Committee be given more powers apart from just dividing the amount or a Committee like PAC should be brought into the picture.

Mr. Chairman, Sir, even the amount which has been allocated for developmental works, has not been properly utilised taking into consideration the needs of the backward areas. I give the

example of Kerala. Kerala is industrially very backward. After Independence how many kilometer of railway lines did we get? It is less than 200 km of railway line. At present we have total 916 km of railway line. The all-India average per lakh of people is 10 km whereas for Kerala it comes to only 4 km. Members from both sides have complained that interests of the backward areas have not been taken into consideration when the developmental programmes are drawn up.

Mr. Chairman, what is the fate of Ernakulam-Alleppey line which was taken up five-six years ago? The total outlay on this project was Rs. 14.90 crores. So far only Rs. 10.58 crores have been spent. This year Rs. 3 crores have been set-apart in the budget. So, still a sum of Rs. 1.32 crores remain to be allotted. Taking into consideration the price escalations the total amount needed would be more than what has been calculated. In 1982 when I asked a question as to when this line will be completed I was told it would be in 1985 provided there is availability of funds. So, it amounts to this that even in 1985 it will not get completed and it may go upto 1987 or 1988.

Last year when I raised this matter in the Consultative Committee meeting, the Minister told me that contracts have not been cancelled whereas when I inquired from the contractors I was told that the contracts had been cancelled on account of paucity of funds. Let me tell you the present position of this project. I do not know, when the elections come you may say something. During the Kerala election some announcement was made. Mr. P.C. Suthi was the then Railway Minister and he said that Rs. 3 crores is set apart for the construction of the Alleppey-Ernakulam Railway line. But what happened afterwards? Only Rs. 50 lakhs you have spent for that so far. How can it be completed in this situation? Rs. 10 1/2 crore more is required for the completion of that line. And if that is not completed, how can there be proper development? This

Ernakulam to Quilon line can be connected to Quilon only if you complete this Alleppey-Kayamkulam line. Otherwise it will stop at Alleppey and there will not be any through line to Trivandrum. But even this line will take a lot of time to be completed. I don't want to go into details.

Sir, promises were made about the Kuttipuram-Guruvayoor Railway line. Lakhs of pilgrims go to that famous temple. That was a promise made by your predecessor. But till now, nothing has been done.

Sir, Kerala is the only State in the country which has not got a Coach Factory in the Southern region. Now it is said that this question is being examined by a Committee. But there is no coach factory in our State. This is one of the important points. So many other things are there which have to be looked into. The Malabar region is always neglected. Very little amount is being set apart for the reconstruction of railway stations in that region.

I congratulate the Railway Minister for starting the Bongaigaon-Kanyakumari and also Ahmedabad-Trivandrum line but no bogies are attached to serve the Malabar region in these trains. The complaint of the Malabar people is that this region is always neglected. That we see in the Railway Budget itself. This Alleppey region is backward. How can we develop that region without proper railway communication facilities? The coir industry is in crisis. If other industries have to be developed in that area, railway lines have to be built. But that is not being done.

From Bombay to Kerala we were demanding West Coast line. But that has not been given. Kerala is always neglected. Even this Alleppey-Ernakulam line came into existence because another regime was there; Mr. Dandavate was the Railway Minister and the credit goes to him. If this government has any

concept for backward regions the construction of this line would not have been dragging on like this for a long time.

I am happy that the Minister has congratulated the workers for the success of the Railways. Actually the success of the Railways is due to the hard work done by the employees. But what is the attitude of the Railway towards its employees? For the loco running staff you promised something after the strike; but you have not implemented it. Even now their cases are not withdrawn; people have been sent out and they are suffering. This is your attitude. There are very many genuine grievances of workers. They went on strike for reducing their working hours. Why don't you reduce their working hours. Even after so many years after independence they have to do 16 to 18 hours of duty a day. When there was no way out, they went on strike. But no conciliatory attitude is being taken by you. With regard to the station masters also, that is your attitude. Misfit uniforms are being given to these people. Once you have stated that you will give Terrycot uniform to the Station Masters. But why should you give misfit uniforms to them? You should give cloth and stitching charges to them. Once your predecessor had stated that if the uniforms supplied to them are not to their satisfaction, then the Railway Administration would review the case and give them the cloth and the stitching charges. But now actually the present Railway Administration is taking a firm stand. The entire Station Masters are united and they say that the uniforms are misfit and they would not like to wear them.

Then, Sir, there are some isolated places where the Railway Stations are located. There are so many officers working in those isolated Railway Stations. But the bazar pass facility which was given to them have been withdrawn. This is not a very healthy attitude towards the workers. Moreover, in those

isolated places if the Railway doctors are not immediately available and if the Railway officers go to some other private doctors for immediate treatment, the expenditure on the medical treatment is not reimbursed to them. You have to consider such things very magnanimously so that the railway workers may be in a position to work hard which would ultimately help to a great extent in the working of the railway system.

Now, Sir, what about the casual workers and the catering workers? There are about 2.12 lakh casual labourers in the Railways. There are about 15 lakh permanent workers in the railways. But the fate of these casual labourers is not decided. Their working condition and their living condition are miserable. I have received hundreds of letters from these people. Many of them have been working in the railways for the last 20 or 25 years. But they are not getting any benefit. Even their dependents are not given any job when they die while working in the railways.

Sir, what is the state of affair of the railway catering staff? Now, you are going to have a separate Corporation for the railway catering business. That is good. But what are you going to do for these in the catering service at present especially when they have put in a long years of service in the railways. Will you take that also into consideration while establishing a Corporation for this purpose? What is your assurance to them in this regard? Now, half of these caterers are working on commission basis. Again here also there is an injustice shown to them. In one area, they get a commission of 10 paise, in another area 15 paise and in some other area 20 paise. Why don't you have a uniform commission rate? How will they work for this meagre amount? I would request you to give them 20% commission till you take a decision for making them permanent. Once I had put a question in this House and the Labour Minister at that time had replied that

after 220 days of work, everybody will have to be made permanent. At that time, I had asked the Minister whether he would take action in the case of these railway workers. Believing the Minister, several letters are coming. But they have been saying that this is the policy of the Government because they are casual workers.

Sir, in regard to the K.K. Express Train, last year a point was raised regarding the allotment of more berths to the caterers and you were good enough to allot them 12 berths. But have you taken into account the number of workers in the K.K. Express? The allotment of 12 berths is not at all sufficient. If you, yourself go and see the working condition of the caterers, I am sure you will find the miserable plight and will take speedy action in this regard. They do not have space to rest and they do not have space even to lie on the floor of the compartments. They can't take rest after the day's hard work, after serving thousands of passengers. Is it the way of treating the workers in a country where you always claim that socialism is your goal. This is the hard realities which you may not believe.

Now, there was a proposal to change the designation of the catering managers to Supervisors. I have got a reply saying that this was the proposal in the Third Pay Commission's Recommendations. I have verified this fact and I have found that there was nothing of that sort of recommendation. You are misinformed by the officers. These things will have to be changed. Unless these workers are prepared to work, you cannot achieve your objectives. The Integral Coach Factory has exceeded the target? The workers have worked very hard, but have you rewarded them suitably? You are paying more to a private Company. Unfortunately, the railways are not treated properly. Can these workers not at least be treated at par with other public sector workers? If they work hard, you will earn more.

We are told that the railways have achieved a great success in the matter of freight movement. Is it correct? At the time of independence, whereas the Indian railways had a freight traffic of 90 million tonnes, China had 100 million tonnes. What is the present position? In 1978, while China had reached the target of more 1000 million tonnes, we are nowhere near that. Only a satisfied worker feels that his future is in the organisation and he will work for you, but you are having a step-motherly treatment towards the workers. I want to warn the hon. Minister that if he continues to have this attitude, things will not improve.....(Interruptions). As I said, the attitude towards the workers is very important. The workers in the K.K. Express had been demanding proper berth facilities for a long time, but you did not listen to them. When as a matter of protest, they did not come for their work for a day, they were dismissed. They have not been taken back as yet. They had been complaining to you for months together, and finally to attract your attention, they stayed away from their work, and they were thrown out. Is it not possible to take them back to show that you are very much generous to the workers? They were led to a situation where they were forced to resort to this. Because of dire necessity they did it. I would, therefore, plead with you to make necessary changes in your attitude towards the employees.

You now feel that everything is peaceful, but I warn you it will burst out one day and that will be disastrous for the country as a whole. I hope you will consider these things patiently and take suitable action.

Lastly, Malayalees who are staying away from Kerala in many places have been demanding separate bogies for going to Kerala. You might have received a petition from Hyderabad; they want a train to Kerala. They have also requested that the Bangalore City Express should be extended up to Trivandrum. That train is once a week. That will be very

beneficial. The Ludhiana people will also benefit if two bogies are attached to the Jammu-Tawi Express. They can come to Delhi and if some provision is made to get a reservation for them from here, they can go to Kerala. You have provided certain facilities on the Ahmedabad Train and the Assam Train. That is very good. I hope, the hon. Minister will consider these requests sympathetically and introduce these facilities in those trains. You have to accommodate them; and some relief can be given to the people who are staying in these areas.

MR. CHAIRMAN : Some Congress I members have given their names to speak, but, unfortunately, they are not here. They are Shri Satyanarayan Rao, Shri Hiralal Parmar and Shri Kamal Nath Jha.

Shri Arunachalam.

*SHRI M. ARUNACHALAM (Tenkasi) : Mr. Chairman, Sir, on the Demands of the Railway Ministry for 1984-85, I wish to say a few words.

In 1981-82 Karur-Dindigul-Madurai-Tuticorin BG project was started. This is one of the major new works undertaken by the Southern Railways. From Karur to Dindigul it is a new line, from Dindigul to Madurai there is going to be parallel line, from Madurai to Maniachi it is a new BG line after removing the existing MG line and from Maniachi to Tuticorin and from Maniachi to Tirunelveli there will be parallel lines. The proposition to have a new BG line from Madurai to Maniachi after removing the existing MG line is beset with many problems. The passengers from Kollam, Kanyakumari, Tirunelveli Ramanathapuram districts going to Madras will have to undergo untold miseries. They have to change the train at Maniachi and again at Madurai before they reach Madras. I need not narrate the problems involved in changing the trains. The Southern Railways will not face any problem by having a parallel line between

Madurai and Maniachi, along with the present MG line. This will rescue the passengers from southern districts to Madras from the rigours of rail travel. I appeal to the hon. Minister that he should order the laying of parallel line between Madurai and Maniachi.

The Kanyakumari-Nagercoil-Tirunelveli BG section is in Trivandrum Division. The railway employees of Madurai resorted to strike demanding the inclusion of this section in Madurai Division. Then the Railway Minister, Hon. Kamalapati Tripathi and the Minister of State, Shri Jaffer Sharief, assured the workers that this section would be included in Madurai Division if they withdrew the strike. They withdrew the strike. Along with that the Railway Board has also withdrawn the assurance of the Ministers. This section continues to be with Trivandrum Division. The Railway workers of Madurai Division are greatly agitated over this inordinate delay. Before the situation worsens, I request the hon. Minister of Railways to include Kanyakumari-Nagercoil-Tirunelveli BG section in Madurai Division. The argument that a BG section cannot be included in MG predominant Division holds no water because in Gujarat there are many BG sections incorporated in MG Divisions. I am sure that the Railway Minister will look into this and do the needful.

At a distance of 5 kms. from Tenkasi railhead, we have Courtallam, where there is a beautiful waterfall. This place is called Poor Man's Ooty. Many common people through this place, as the affluent sections go to Ooty in South and Simla in the North. If Tenkasi is connected with Courtallam by a railway line, the distance of which will be just 5 kms. then it will be a boon for lakhs and lakhs of common people wanting to visit Courtallam. This will be a very profitable line, unlike the 136 uneconomic lines being run by the Railways for the benefit of poor people.

503 *Res re Recommendations of RCC, Railway Budget, 84-85, Supply & Excess Demands for Grants, 83-84 & 81-82*

MARCH 15, 1984

Res re Recommendations of RCC, Railway Budget, 84-85, Supply & Excess Demands for Grants, 83-84 & 81-82 504

Sir, my Tenkasi parliamentary constituency which is a chronically backward area without any industries. Along with the Madurai-Tirunelveli BG project, I suggest that Virundunagar-Sivakasi, Tenkasi-Senggottai-Quilon MG line should be taken up for a survey for the purpose of converting into a BG track. This will open the backward area for development.

In my Constituency, Sankarankoil, Kadayanalloor, Tenkasi, Senkottai, Ambasamudram Stations look like archaeological monuments. They were constructed during the British regime and they are all in a state of disrepair. There is no roof in some stations. The station buildings should be renovated and roof should be put in these stations.

There is a place called Vadamalapuram which was a halt station some years ago for the train between Madurai and Senkottai. There is no other transport facilities for the people living around this place. Many times the people have requested that the train should be halted in nights also at Vadamalapuram. On economic grounds the Southern Railways have stopped the train-halt here. Revenue should not be the consideration. In order to ensure that the people are not put to avoidable difficulties, the Railway Minister should order halting of Madurai-Senkottai train in the nights at Vadamalapuram.

Tuticorin is a major port. The State Government has bifurcated Tirunelveli District and declared Tuticorin as Chidambaram district. In and out Tuticorin huge industrial complex has come about. Presently there is one Express train from Madras to Tuticorin. I demand that one more Express Train should be run between Madras and Tuticorin.

There is a road on the east coast from Madras to Kanyakumari. The Railway Minister should order a survey in this area for a railway line from Madras to Kanyakumari on the sea coast. This

will be a profit-earning route, because it will go along 700 kms. of sea coast. It will open up thousands of fishermen's villages along this coastline. This will also serve defence needs in times of crisis because direct transportation of men and material from south to north and from north to south is easy.

While air-conditioned coaches are run on almost all the MG trains, there is no air-conditioned coach in 105, 106, 137 and 138 which are long distance trains from Madras to Quilon. I demand the inclusion of air-conditioned coaches in 137 and 138 and 105 and 106 trains between Madras and Quilon. The Trains No. 105 and 106 get six coaches at Tirunelveli in the name of Link Express. This has not solved the problems of Tenkasi and adjoining areas. I suggest that there is no need for this Link Express. You can have a direct Express train to Tirunelveli in its place. Before I conclude, I would reiterate that Tenkasi station should be remodelled. Tenkasi is known as southern Varanasi with a very famous Siva temple here. According to puranas, those who visit this Siva temple need not go to Varanasi. It is also popular belief that the well here gets water from Ganga directly. Nearby Courtallam is a popular tourist centre. Hence there is need for a retiring room in Tenkasi to serve the needs of passengers and pilgrims.

Madurai is the next biggest city in Tamil Nadu. Madurai junction is worked to the maximum. There is also heavy rush. I suggest that a marshalling yard should be constructed in the nearby Vilangudi so that the pressure on Madurai junction can be eased. With these words I conclude my speech. The train No. 137 and 138 between Madras and Quilon should be named after the great freedom fighter, Shri Vandinatha Iyer who bailed from Shenkottah. He shot dead the English Collector and later shot himself dead in his 30s. His name should be cherished by posterity.

श्री राम सिंह शास्त्री (इटावा) : सभापति महोदय, माननीय रेल मंत्री जी ने जो बजट पेश किया है, उसमें गरीबों के लिए कोई राहत की बात नहीं कही है। मैं, एक-एक करके आपके सामने रखना चाहूंगा।

14-59 hrs.

[SHRI R.S. SPARROW in the Chair]

यह बात सभी को मालूम है कि जब कोई सांसद, विधायक या अधिकारी किसी गाड़ी में बैठने के लिए जाता है तो उसके साथ जाने वाले अधिकतर लोग प्लेटफार्म टिकट नहीं खरीदते। जब उनके स्वागत में कोई रिसिव करने जाता है तो तब भी यही होता है।

किसानों और उन गरीबों पर जो अपनी बहू-बेटियों को गाड़ी में बैठाने के लिए जाते हैं लेकिन उनके पास पैसा नहीं होता, उन पर यह भार पड़ता है। पैसा न होने के कारण वह रिक्शा या तांगे में भी नहीं बैठता और पैदल चलकर ही स्टेशन तक आता है। उन स्टेशनों पर जो छोटे-छोटे स्टेशन हैं, वहां कुलियों की व्यवस्था भी नहीं की जाती है, वे भी अवेलेवल नहीं होते हैं। यहां बेचारे गांव के लोग जो अपने मेहमानों को बिठाने के लिए आते हैं उनको एक रुपये का प्लेटफार्म खरीदना पड़ेगा और यह पूरा भार उन पर ही पड़ने वाला है। आपको सुनकर आश्चर्य होगा कि ये जो अपने सगे सम्बन्धियों को गाड़ी पर बिठाने आते हैं तो रुपया उधार लेकर, किराए के लिए रुपया उधार लेकर आते हैं।

15 hrs.

जो पैसेंजर गाड़ियां किसी स्टेशन से छूटती हैं उनके लिए यह व्यवस्था होनी चाहिए कि वे समय पर छूटें। एक्सप्रेस गाड़ियां, माल गाड़ियों को पहले बुजारा

जाता है और इनको रोक दिया जाता है। इसलिए इनको रोक दिया जाता है कि उनमें केवल गांव वाले किसान लोग, गरीब लोग सफर करते हैं। इसका नतीजा यह होता है कि दूसरे या तीसरे स्टेशन पर जाकर उनको उतरना होता है तब रात हो जाती है और वहां स्टेशन से उनको गांव जाना होता है तो कोई पुलिस की व्यवस्था नहीं होती है। स्टेशन पर रुक जाते हैं तो वहां नहीं होती है और पैदल जाते हैं तो रास्ते में नहीं होती है। वे स्टेशन पर रुक जाएं तो वहां उनको लूट लिया जाता है और पैदल रात्रि में गांव जाएं तो रास्ते में लूट लिया जाता है। अगर एक्सप्रेस गाड़ियों को थोड़ी देर के लिए इन स्टेशनों पर रोक भी दिया जाए और इनको निकलने दिया जाए तो कोई हर्ज की बात नहीं होगी। एक्सप्रेस गाड़ियां थोड़ी देर से भी पहुंचे तो कोई हर्ज की बात नहीं है। जानबूझकर इन सवारी गाड़ियों को जो रोक दिया जाता है इससे गांव वालों को बड़ी परेशानी होती है। वे कहां जाएं। स्टेशन पर रुक नहीं सकते हैं, गांव जा नहीं सकते हैं, आखिर जाएं तो कहां जाएं। सरकार कौन सी व्यवस्था कर रही है ताकि वे अपनी इज्जत और माल असबाब को बचा सकें।

इन पैसेंजर गाड़ियों में मैंने देखा है कि तीन चार डिब्बे ही लगे होते हैं। सवारियों की संख्या बहुत ज्यादा होती है। बैठने के लिए तो क्या तिल रखने के लिए जगह नहीं होती है। इसलिए लोग दो सवारी डिब्बों के बीच में खड़े होकर या बैठकर जाते हैं। जो लोग साथ में सामान ले जाते हैं या मातायें बच्चों की ले जाती हैं वे खिड़की से सामान और बच्चों को अन्दर फेंकती हैं और उतरने तक अपने सामान या बच्चों को देख या उनसे मिल नहीं पाती है। इतनी भीड़भाड़ इन

डिब्बों में रहती है कि पेशाब टट्टी कोई जा नहीं सकता है। अगर आप किसानों के लिए, गांवों के लिए कोई सुविधा देना चाहते हैं तो एक तो आप इन सवारी गाड़ियों को समय पर चलाएं और दूसरे इनके डिब्बों की संख्या को बढ़ाएं ताकि भीड़ अधिक न हो सके।

इसी तरह से अब मैं सरकार की कार्य-क्षमता के बारे में कुछ कहना चाहूंगा। मैंने एक पत्र उत्तर रेलवे पर स्थित अछलदा-साम्हों के बीच में यात्री सुविधा के आधार पर घसारा में हाल्ट स्टेशन बनाने के लिये 30 जुलाई, 1981 को एक पत्र लिखा था जिसका रेल मंत्री जी ने 30 जनवरी, 1982 को इस प्रकार उत्तर दिया था :

“कृपया मेरे पूर्ववर्ती रेल मंत्री, श्री केदार पांडेय के नाम अपना 30 जुलाई, 1981 का पत्र देखें जिसमें आपने अछलदा और साम्हों स्टेशनों के बीच घसारा में एक हाल्ट स्टेशन खोलने के सम्बन्ध में लिखा है।

मामले की जांच करायी गई है और पता चला है कि उत्तर रेलवे प्रशासन द्वारा अछलदा और साम्हों स्टेशन के बीच एक हाल्ट स्टेशन खोलने के बारे में पहले ही निश्चय किया जा चुका है और इस प्रस्ताव को 1983-84 के लिए निर्माण-कार्यक्रम में शामिल करने की दिशा में आगे की कार्यवाही की जा रही है।”

लेकिन इसके बाद भी इस स्टेशन को खोलने के बारे में कोई कार्यवाही नहीं की गई।

इसके बाद 5-5-83 को मेरे एक अतारं-कित प्रश्न के उत्तर में मंत्री जी ने जवाब दिया है :

“यात्री सुविधा के आधार पर साम्हों और अछलदा के बीच एक हाल्ट स्टेशन

खोलने की स्वीकृति दी गई थी। लेकिन, घनराशि की अनुपलब्धता के कारण अभी तक इस स्टेशन को नहीं खोला जा सका। निधियों का पनविनियोग करके, इस काम को बिना पारी के, 1983-84 के निर्माण कार्यक्रम में शामिल करने के संदर्भ में कार्य वाही की जा रही है।”

इसके बाद भी घसारा स्टेशन को अभी तक नहीं खोला गया है। इसी तरह से किसानों की सुविधा के बारे में बताना चाहूंगा। आगरा से शिकोहाबाद एक पैसेंजर गाड़ी जाती है जिसको शिकोहाबाद पर लगभग 9 बजे रोक दिया जाता है। लेकिन अगर इस गाड़ी को बढ़ाकर के इटावा पर रोका जाय, क्योंकि इटावा स्टेशन से शाम की पैसेंजर गाड़ी के बाद जो 6, 7 बजे जाती है, उसके बाद दूसरे दिन सुबह 10 बजे तक कोई भी पैसेंजर गाड़ी नहीं है जिससे कि इटावा से पैसेंजर आगरे को आ सके। अगर इस शिकोहाबाद पर रुकने वाली शटल को आगरा से इटावा तक बढ़ा दिया जाय और इटावा से सुबह शिकोहाबाद होते हुए आगरा को लाया जाय तो इटावा से जो सवारियां 10 बजे के बाद आती हैं सुबह आकर के आगरा से वापस जा सकती हैं।

इसी तरह से और व्यवस्थाओं के बारे में बताना चाहूंगा। आये दिन मैंने देखा है कि जो यात्री गाड़ी में सफर करते हैं जिन पर प्रथम श्रेणी का टिकट होता है लेकिन दिन के समय श्रेणी का डिब्बा पुलिस के लोगों से भरा होता है और रात में भी एक, दो लोग इन डिब्बों को बन्द कर लेते हैं और उसके बाद प्रथम श्रेणी के यात्री गैलरी में या सेकेन्ड क्लास में सफर करते हैं।

इसी तरह से अधिकतर प्रथम श्रेणी के जो प्रतीक्षालय हैं उनमें भी पुलिस के लोग ही

ही सोते हैं और जब कभी कोई यात्री इनमें जाता है उनके बैठने के लिए भी कोई सुविधा नहीं है। मंत्री जी इस तरह की कोई व्यवस्था करें जिससे प्रथम श्रेणी के प्रतीक्षालय में सफर करने वाले यात्रियों को किसी प्रकार की परेशानी न हो।

मैं अपने इटावा जिले की कुछ समस्याओं के बारे में बताना चाहूंगा। इस जिले से होकर उत्तर भारत को बरेली से ग्वालियर तक जोड़ा जाता है, लेकिन जिले में कोई ओवर-ब्रिज नहीं है जब कि अधिकतर तमाम स्थानों पर ओवर-ब्रिज हैं। इस असुविधा के कारण लोग घंटों खड़े रहते हैं। उनको सुविधा देने के लिए इटावा पर कोई ओवर-ब्रिज शीघ्र ही बनाया जाये जिससे इटावा जिले, जो दस्यु प्रभावित है, में बाहर से जाने वालों और वीहड़ में जाने वालों को कोई हकावट न हो।

इसी प्रकार इटावा में जो गाड़ियां प्लेटफार्म नं० 1 पर आती थीं, उनको अब प्लेटफार्म नं० 2 पर लाना शुरू कर दिया गया है जिससे लोगों को असुविधा होती है क्योंकि प्लेटफार्म नं० 1 पर प्रतीक्षालय व अन्य सभी सुविधाएं हैं। यात्रियों को बार बार प्लेटफार्म नं० 2 पर जाना पड़ता है। मेरा निवेदन है कि जो गाड़ियां प्लेटफार्म नं० 2 पर रुकती हैं, उनको प्लेटफार्म नं० 1 पर रोका जाये जिससे यात्री प्रतीक्षालय, भोजन एवं अन्य उपलब्ध सुविधाओं का लाभ आसानी से उठा सकें।

इटावा उतरी भारत को ग्वालियर से होते हुए सीधे दक्षिण भारत से जोड़ता है। यहां एक लाइन स्वीकृत की गई है इटावा से गुना तक। अगर इस लाइन को बना दिया जाये तो निश्चय ही पूरा उत्तर भारत सीधे दक्षिण से जुड़ जायेगा, लेकिन स्वीकृत होने के बाद भी अभी तक इस पर कोई कार्यवाही

नहीं की गई है। मैं चाहूंगा कि मंत्रीजी इस पर शीघ्र ही कार्यवाही करें।

शाहजहांपुर से बदायूं होकर चन्दौसी को जाने वाली बड़ी लाइन भी बनाई जाये और बरेली से इलाहाबाद आने-जाने वाली एक एक्सप्रेस गाड़ी चलाई जाये जिससे इलाहाबाद कोर्ट में जाने वाले लोगों को सुविधा मिल सके।

मैं मंत्री जी से यह भी कहना चाहूंगा कि प्लेटफार्म टिकट जो एक रुपये का किया गया है, इससे केवल गरीबों पर ही वजन पड़ा है। अगर पूरे साल का हिसाब लगायें तो निश्चय ही यह आमदनी पिछले साल से कम होगी क्योंकि जो लोग प्लेटफार्म टिकट खरीदते हैं, वह कम खरीदेंगे। इससे ईमानदारी घटेगी और लोगों में बेईमानी की आदत पड़ेगी। इसलिये लोगों में ईमानदारी की भावना जागृत हो, इसके लिए मैं मंत्री महोदय से पुनः कहूंगा कि प्लेटफार्म टिकट की दर 50 पैसे ही रखी जाये।

SHRI S.A. DORAI SEBASTIAN
(Karur) : Hon. Chairman, Sir, I would like to point out certain problems connected with the Southern Railway, particularly of Tamil Nadu.

Sir, to modernise Ponmalai Railway Workshop, an amount of Rs. 25.10 crores was envisaged and for this project only a token amount of Rs. 2 lakhs has been provided in this Budget. This is a gross discrimination to Tamil Nadu. Sir, the hon. Minister should allot at least Rs. 2 crores for this project.

In Erode-Tirichirapalli broad gauge section, the construction of a new bridge across Amravathy River at KM 65/8-12 in replacement of existing bridge at a total cost of Rs. 2.24 crores was estimated. At the end of 1983-84

Rs. 1.36 crores has been spent and this year Rs. 82 lakhs were allotted leaving a balance of Rs. 16 lakhs. This work should be completed this year itself keeping in view of heavy traffic conditions.

At the Golden Rock workshops—for the facilities for reclamation of diesel loco cylinder blocks, an amount of Rs. 5.27 crores was envisaged. So far Rs. 3.01 crores have been spent. This year an amount of Rs. 1 crore has been allotted. Greater importance should be given for this work and the project should be finished this year itself.

A total cost of Rs. 117.21 crores was stipulated for the proposed accommodation for advanced computer system at Madras. A provision of Rs. 10.1 crore has been made leaving a balance of Rs. 107.20 crores. In view of the metro-development, this should be done on priority basis. Many Hon. Members during the Railway Budget debate have also demanded that priority should be given to the Madras rapid transit system and have asked for early installation of the computer facility for easy movement of traffic. For this project a total amount of Rs. 53.46 crores was to be invested. Last year the Hon. Minister allotted only Rs. 95 lakhs and this year only Rs. 75 lakhs have been provided. This is very much a discriminatory allocation if you compare this to the projects for which priorities have already been given elsewhere. Therefore, I would request the Hon. Minister to kindly see that this project is also given its due importance and it should be completed in any case before 1988.

I would also request the hon. Minister that one First Class passenger waiting room should be constructed at Manapparai and Kulithalai and the existing First Class waiting room at Karur should be provided with further amenities.

Regarding the train service facilities, I would invite the attention of the Hon.

Minister to the fact that when we are writing to the authorities for the provision of stoppage of some trains at some places, they do not concede to our requests at all. Our request is that the following trains should be considered for stoppages :

Train No. 65/66 Tiruchi-Cochin Express and Train No. 31/32 Tiruchi-Bangalore Express should be stopped at Lalapet and Sithalavai.

Train No. 105/106 Madras-Quilon Mail should be stopped at Manapparai as it used to be previously. Many passengers coming from Madras were very much benefiting because of this stoppage. Recently this stoppage has been eliminated. The authorities say this stoppage has been eliminated because the expected level of the passenger traffic is not using this stoppage. At least for a Member of Parliament something should be done. I have got no other train to come from Madras to my native place except this one. So many trains are passing through this place, but none stops. Therefore, I request this Quilon-Mail should be stopped here at least for my convenience and for the convenience of other public.

A First Class and a Second Class bogie should be provided to Karur people travelling to Madras and from Madras in Train No. 65/66 for which train I have mentioned that some stoppages should be introduced. So, kindly see that one First Class and one Second Class bogie are attached to Train Nos. 65/66 at Karur for the convenience of the public.

At present the Railway Board is functioning at Delhi as its headquarters. Many files dealing with policy matters have not yet been cleared for many years owing to the enormous work at its disposal. So, I suggest that every regional railway should have a separate Railway Board for speedy implementation of projects and from the administrative point of view. I am stressing this point for your consideration and kindly see that every regional railway should be provided a separate Railway Board.

Regarding the food supplied in trains, I would like to draw your attention to the fact that the quality of food along with its quantity is deteriorating. The quality of breakfast is sub-standard and is not of good quality for the price charged. It is prepared very early and loaded in trains. By the time it is served, it becomes chill. The contents of the lunch plate get mixed. The curd cups contain only half the quantity. In some plates some items are missing. Since lunch also is loaded from base kitchens well in advance, the passengers never get it hot. For the rates charged for lunch quality is very poor. If the contract is given to a private contractor, at least out of fear he may give better food and quality food.

At night only food packets are served. These packets contain either tamarind rice or vegetable rice and curd rice. They are full of stones. For side dish they provide potato chips. There are no pickles. But the quality of whatever is served is very low. So I suggest that the rice supplied and other items supplied should be of good quality and they should also be tasty. Besides, the bearers are also not courteous. Sometimes they are rude. So we want courteous service from the suppliers.

In conclusion, I would say that some more facilities for Members of Parliament should be provided for travelling. Now, when the Members of Parliament are travelling by air, their companions are to travel only by trains. Therefore, companions should be permitted to travel on Trains in Members' absence.

My second point is that the family of a Member of Parliament consisting of his spouse is already getting the pass. There is no problem. But at least once in a year he should be allowed to take his children also to some places.

SHRI SANTOSH MOHAN DEV (Silchar) : How many children ?

SHRI S.A. DORAI SEBASTIAN : At least two or three. Suppose you are an elderly man, naturally some of your sons and daughters might have already been married. So provision for passes for two or three children is enough. Kindly see that at least once in a year a Member of Parliament should be given passes to go around with his family.

With these words, I thank you very much.

SHRI F.H. MOHSIN (Dharwad South) : While supporting the Demands presented by the Railway Minister, I have to make some observations.

The Railways have been expanded. Many trains have been started. But I am sorry to say that the basic amenities provided to the passengers are not satisfactory. I have always been saying when the passengers travel in the trains, the basic necessity of drinking water in the trains should be provided especially in the summer season which is coming.

Prof. Madhu Dandavate was the Railway Minister. He ordered some earthen pots to be kept in every bogie. But before he went out from the Ministry, the pots also disappeared.

PROF. MADHU DANDAVATE (Rajapur) : For your information pots were broken at the same time.

SHRI F.H. MOHSIN : By the time they reached the next station, pots were broken. It did not serve much purpose. Railways had to spend crores of rupees to purchase earthen pots and to employ watermen.

Any way, some arrangement should be made for the passengers so that they can get good pure drinking water in all the compartments. Of course, in air conditioned coaches there is arrangement. But it is not there in other compartments. In Second Class compartments the

condition is worst. In the records of the Railways, it may be written that railways have provided facilities, but in reality you will find at many stations even drinking water is not available. At a junction like Miraj where so many trains halt, I found no drinking water. There was no water in the lavatory. They say, it is not available. It has to be brought from somewhere. I have made a note in the complaint book. So, such is the situation at junctions. At small stations, you may not do anything. But at least drinking water should be made available to the passengers.

What about hygienic condition? It is appalling. The sweepers do not come. They do not clean the bogies. The caterers bring food and they keep that near the lavatories. There is no other place. Except in some compartments of the First Class, in Second Class the condition is appalling. They keep food and drinking water near the lavatories. How can we take such food? These are the basic necessities of passengers which have been neglected. I am not worried about A.C.C. trains and Rajdhani Express. You have to provide basic necessity—cleanliness, good food in all passenger coaches. The standard of food is appalling, catering is worst. There are some departmental canteens. Some are run by the contractors. But both are bad.

Over-crowding is there. Many trains have been started. But it is not commensurate with the increase in population and increase in passenger traffic. Now trade and commerce has developed. People are travelling from place to place. In the olden days, travelling was little because people had not much to do in another town. With the development in trade and commerce, there is increase in passenger traffic but the number of trains being run are not commensurate with the population. Hence we find people travelling on the tops of the trains, endangering their lives. Of course, when the guard sees, they are asked to come down. But what should they do? Many

a time goods trains are not run properly or on time. They do not reach on time because they have to give preference to passenger trains. Why not plan for the future? Have a different track for the running of the goods train. Goods train should have separate tracks. There should be separate staff also. The Station Superintendent has to run to the goods shed also and to look to the passenger amenities which is not possible. You should have a different staff altogether. You can have different stations, if you want, at different places so that the goods train can also run efficiently. Now, people prefer to send their goods by trucks or lorries rather than by trains because they do not reach in time. There is so much of pilferage in the goods train, sometimes in collusion with the railway servants. That is why, the people want to send their goods by lorries. That has to be remedied.

Now, Sir, I come to Karnataka State proper. It is unfortunate that though Karnataka had as many as four Railway Ministers, nothing appreciable was done. Mr. Dasappa, Mr. Poonacha and Mr. Hanumanthayya, Mr. T.A.Pai were all there. Now, Mr. Jaffer Sharief is the Minister of State for Railways. But nothing much has been done to Karnataka. I am not a sectarian in that aspect. But we have to see that all the regions are equally developed. It is not that a part of the country has been developed and another part has been neglected. You have to pay attention to all the parts. What has happened in Karnataka? The broad-gauge line from Pune to Bangalore is still pending. Long back the estimates were prepared. But conversion was made only up to Miraj—the border of Maharashtra. It was never continued. Pune-Miraj conversion was done at the time of Shri S.K. Patil. Broad-gauge line is also there between Bellary and Hospet but it is there only for running the goods train to take away the manganese ore and iron ore from Hospet area to Madras. It could have been taken to Karwar harbour or Belikera. That was

now the railway line was put up to Hospet. Hubli is not far away from Hospet. So, it could have been put up to Hubli, but they never thought it fit to take the broad gauge railway line up to Hubli. Because of all these things, the people of Karnataka feel that there is nobody in the Centre to take care of their interest, in the matter of railway development in the State of Karnataka.

I request the Minister to complete the conversion of broad-gauge line from Miraj to Bangalore. The Hospet-Goa line has also to be converted into broad-gauge line. I do not know how many years they will take to complete these lines. There has been demand for so many decades that a new railway line from Hubli to Karwar should be laid. You always say that there is shortage of funds. Scarcity of funds will come only when a demand is made from Karnataka. Then, coastal railway line from Bombay to Mangalore is also at a standstill. That has also been neglected and it was stopped somewhere near Bombay.

Sir, all this could be done, as the Karnataka people feel, only with the creation of a new zone for that area. I have asked about the creation of a new zone. But I have got a reply that the Railway Convention Committee has made some recommendations and they are examining those recommendations. How many years will it take, God knows! When there could be a separate zone in Secunderabad, why don't you have a zone in Bangalore or Hubli because the rail mileage is justified to have a zone there. Our Karnataka people strongly feel that all these things may be developed only when a new zone is created.

Then, Sir, regarding the Railway Service Commission, Karnataka people are again neglected even in the matter of recruitment. Formerly in the Southern Railway Service Commission, Hubli division was also included. The Tamilians who were dominating in the Commission took only Tamilians. Now, Sir, the Hubli

workshop consists of many Tamilians. 90% of them are non-Karnataka people and only 10% staff are those people who are from Karnataka.

There is the Railway Service Commission at Secunderabad. Of course, once Mr. Hanumanthappa was made the Chairman of Railway Service Commission at Bangalore. But after Mr. Hanumanthappa became a member of the Rajya Sabha, he had to resign. But later on nobody has been appointed. They are now thinking of appointing an officer as the Chairman. I do not know why. Let them have a uniform system. If they want to appoint officers as the Chairman and the members of the Commission, I have no objection. But why only for Karnataka region the officers are being sent there. I do not understand that. There should be a Railway Service Commission at least for the Karnataka people so that they do not have any grievance in regard to recruitment. They have been neglected. That should be done early.

Then, I come to Hubli-Harihar Section. That is actually in my constituency. It starts from Hubli but it is not included in the Hubli Division. If anything has got to be done, one has to go 250 miles away to the Mysore Division. I do not know why it is like that. It should be included in the Hubli Division only. To this also, I got a reply that it will be considered after the Railway Convention Committee recommendations are perused. I do not know how many years it takes. It starts right from Hubli but it is not included in the Hubli Division. The Dharwar South people have to go to Mysore, 250 miles away. This creates a problem for the people there. So, it should be included in the Hubli Division and it should be done early.

There is the Jhelum Express coming from Jammu Tawi to Poona. Prof. Madhu Dandavate, when he was the Railway Minister during the Janata rule, had promised it to be extended to Kolhapur.

Even the time-table was printed and given to us. I do not know why, even four years after his exit, that has not come into effect. The time-table is also now changed. Jhelum should be extended to Kolhapur. The Jhelum Express which halts at Poona could be extended upto Kolhapur so that passengers may not have to change from one train to another.

The Koyna Express runs between Bombay and Miraj. It has got First Class. But there are only Chairs. The compartments are so badly maintained that it is very difficult to travel in those compartments. The charges are of First Class. It is not air-conditioned. Whereas air-conditioned Chairs cost less, these passengers have to pay First Class fare and travel in those compartments which are very badly maintained. God save the First Class passengers. I am not saying about Karnataka. Once I travelled from Aligarh to Delhi by a passenger train. The First Class compartment was worse than the Second Class Compartment. It was impossible ever to sit in these compartments. They are so badly maintained. I think, these compartments should have been scrapped. But yet they are being put to use. I do not know why.

These are certain things which need urgent attention of the hon. Railway Minister.

As regards the Workshop at Hubli, there is a fear that the work load is going less and less and that the work is being diverted either to Tirupati Workshop or Lalguda Workshop. The fear is that time may come when the Hubli Workshop may be closed. It is a very old Workshop. We have got skilled labourers there. It could be expanded, But yet nothing has been done to expand the Hubli Workshop. Even carriages could be constructed there; even locomotives could be constructed there. Hubli is the second largest town in Karnataka. It could be made good use of. I think, the hon. Railway Minister has never visited that place. Let him visit that place

once and see it for himself as to how it could be expanded.

With these words, I support the Railway Demands.

श्री रीतसाह प्रसाद वर्मा (कोडरमा) :
सभापति जी, रेल बजट के संदर्भ में मैं मंत्री जी को यह याद दिलाना चाहूंगा कि रेल भारत के नागरिकों के लिए एक महत्वपूर्ण यातायात का साधन है और इस की सुविधा दूर गांवों तक पहुंचाने के लिए जो अभी तक कार्यवाही की गई है, वह नाकाफी है।

जन सुविधाओं के दृष्टिकोण से प्रति वर्ष रेलवे के विस्तार और प्रसार के लिए बजट में बढ़ोतरी होती है, किराये भाड़े में बढ़ोतरी होती है और माल के भाड़े में भी बढ़ोतरी होती है और 1980 से देखा गया है कि अभी तक जो प्रति वर्ष बजट में वृद्धि की गई है और यात्रियों के ऊपर असह्य भार बराबर दिया गया है लेकिन सुविधाओं के दृष्टिकोण से अगर समीक्षा की जाए, तो यात्रियों को अनेक प्रकार की कठिनाइयों के सिवा और कुछ नहीं मिला है। अंग्रेजों के शासन काल में जितनी रेलवे लाइनें बनाई गई हैं, उस संदर्भ में अगर देखा जाए, तो 38 वर्ष गुजरने के बाद भी आप जनता को रेल की सुविधा अभी तक आप प्रदान नहीं कर पाए हैं। हर राज्य को कितनी सुविधा मिलनी चाहिए और हर राज्य के नागरिकों को यातायात की कितनी सहायता प्रदान करनी चाहिए और किस तरह से संतुलित विकास के लिए और वेल्फेयर रेलवे यातायात को बढ़ाने के लिए एक सुनियोजित प्लान होना चाहिए, वह आज तक नहीं हो पाया। जो जितना अधिक प्रभाव डाल पाता है, उसी के अनुसार रेलवे का निर्माण कार्य होता है। 1980 से हम लोगों ने लगातार नई रेलवे लाइनों की अपेक्षा अपने यहां की थी और उस संदर्भ में हम लोगों ने बजट में

जो माल भाड़े और यात्री भाड़े में वृद्धि की गई थी, उससे भी सहमति प्रकट की थी लेकिन देखा जाए तो पिछले वर्ष 4 अरब 90 करोड़ रुपये की बढ़ोतरी रेलवे बजट में की गई थी कि लेकिन उससे कितनी आमदनी रेलवे भी हुई और कितना निर्माण कार्य किया गया, यह कोई खास कहीं दिखाई नहीं पड़ता है। कागजों के बंडलों में ही खाली सिद्धान्त रह जाता है और कार्य रूप में उसका ट्रांसलेशन नहीं हो पाता है। जो स्कीमें बनाई जाती हैं, वे सारी पेपर वर्क में समाप्त हो जाती हैं। मैं बिहार से आता हूँ और अगर आप बिहार की स्थिति को देखें, जो 38 वर्षों की आजादी के दौरान नगण्य रेलवे निर्माण का कार्य हुआ है। हमारे यहां जो पिछड़े हुए क्षेत्र हैं, हजारी बाग, गिरिडीह, संथाल परगना और रांची में कोयले के विशाल भंडार हैं और वहां पर अनेक खनिज पदार्थ जैसे अभ्रक, बेरल पत्थर और दूसरे खनिज पदार्थ काफी मात्रा में हैं लेकिन वहां पर यातायात के साधन बहुत कम हैं। मेरी मांग है कि गिरिडीह, कोडरमन, जमुआ और हजारी बाग टाऊन, जो कि कमिश्नर का हेडक्वार्टर है, उसको रेल लाइन से मिलाते हुए रांची तक जोड़ा जाए। 262 किलोमीटर की यह रेल लाइन है। इसका सर्वेक्षण चल रहा है लेकिन इसमें तेजी से काम नहीं हो रहा है। पहले 9 लाख रुपये मंजूर हुआ था और अब 14 लाख रुपये का प्रावधान किया गया है। इस तरह से तो वह कार्य अनन्त काल तक चलता रहेगा। इस घीभी गति से जो यह कार्य चल रहा है, उसको देख कर सर्वत्र जनता में बहुत ही दुःख प्रकट किया जा रहा है।

मैं आपको बताना चाहता हूँ कि हजारी बाग, जहां हमारी प्रधान मंत्री जी गई थीं, उन्होंने जन सभा को संबोधित करते हुए कहा था कि हजारी बाग, जो कमिश्नर का हेड-

क्वार्टर है, उसको रेलवे लाइन से लिंक किया जाएगा। लेकिन वह भी सपना ही रह गया।

फिर भूतपूर्व रेल मंत्री, माननीय केदार पांडे जी ने भी जाकर के जनता के बीच में भाषण दिया था और कहा था कि छठी पंच-वर्षीय योजना में इसे शामिल किया जा रहा है लेकिन छठी पंचवर्षीय योजना में भी केवल कल्पना मात्र रह गई। मंत्री जी ने, पार्लियामेंट में इस सदन में इस तरह के विचार प्रकट किये हैं लेकिन वे विचार केवल भाषण बनकर रह गये। पार्लियामेंट में भी केवल भाषण ही चल रहा है उसे ट्रांसलेट करने की आवश्यकता नहीं समझी जा रही है।

यह बहुत ही महत्वपूर्ण लाइन है। यह क्षेत्र हरिजन, आदिवासियों और अन्य कमजोर वर्गों से भरा हुआ है जिन्हें भारी कठिनाई के साथ जीवन की सुविधाएं प्राप्त हो पाती हैं। यह किस तरह की हमारी समाजवादी सरकार है, यह किस तरह से सर्वजन हित के लिए विचार करती है? जिस तरह से बीस सूत्री कार्यक्रम के अन्तर्गत घोषणाएं की जा रही हैं। उस दृष्टि से भी यह लाइन सर्वप्रथम बननी चाहिए। हर दृष्टिकोण से यह लाइन बहुत उपयुक्त है और यह लाइन 272 किलोमीटर मात्र की है। इस क्षेत्र में बहुत से छोटे-बड़े उद्योग, कोल प्रोजेक्ट हैं, सीमेंट प्रोजेक्ट हैं, माइंस हैं। इन सब दृष्टियों से इस लाइन की उपयोगिता और अनिवार्यता बहुत है। यह बिल्कुल जनहित में है। लेकिन इसे अभी तक नजरअन्दाज किया जाता रहा है। हमने मंत्री जी का, जनता की अपेक्षाओं के अनुसार इसके लिए बार-बार ध्यान आकर्षित किया है।

मंत्री जी हर बार रेल बजट में भाड़े की बढ़ोतरी करते हैं। इस बार भी उन्होंने 114 करोड़ रुपए की बढ़ोतरी की है। पिछले वर्ष चार अरब रुपये के यात्री भाड़े और माल

भाड़े बढ़ाये थे। पर यह राशि कहां जाती है? सात करोड़ से अधिक जनता यहां पर बसती है। उसको भी इसमें से हिस्सा मिलना चाहिए। यह डेमोक्रेसी है जिसमें हर व्यक्ति को मिलता है। देश के प्रत्येक व्यक्ति को सुविधाएं मिलनी चाहिए। यह न हो कि जिघर के मंत्री जी हों या कोई प्रभावशाली व्यक्ति हो, उधर ही पक्षपातपूर्ण ढंग से रेल लाईन बनाई जाए। इस में मैं मंत्री जी से आग्रह करूंगा कि जनता की अपेक्षाओं को ध्यान में रखते हुए इस लाईन को प्राथमिकता दें और सातवीं पंचवर्षीय योजना में इसे निश्चित रूप से शामिल कर जन-भावनाओं का आदर करें ताकि प्रजातंत्र में प्रजातान्त्रिक मूल्य जनता को महसूस हो सकें और वह यह समझे कि किसी के साथ कोई भेदभाव की कार्यवाही नहीं की जा रही है।

इसके साथ मैं यह भी ध्यान दिलाना चाहूंगा कि घनबाद डिविजन में होट वेदर स्टाफ जो कि वाटरमैन हैं और जंगल काटिंग स्टाफ में लगभग 200 लोग पिछले 15 वर्षों से अपना काम करते आ रहे हैं। लेकिन उन्हें अभी तक रेगुलराइज नहीं किया जा रहा है। यह उनके साथ बहुत बड़ा अन्याय है। रेगुलराइज कर्मचारियों के लिए जो रूल्स हैं उनके तहत मिलने वाली सुविधाओं से ये कर्मचारी वंचित रखे जा रहे हैं। अगर सरकार भी अपने कर्मचारियों के साथ ऐसा करेगी तो प्राइवेट कंपनियां क्या करेंगी। इन दो सौ कर्मचारियों के साथ यह सरकार का बहुत बड़ा अन्याय है। इसको दूर किया जाना चाहिए और इन्हें स्थायी किया जाना चाहिए।

इसी तरह से पूर्वोत्तर रेलवे में 146 सक्स्टीब्यूट कोच अटेन्डेन्ट हैं जो 15 वर्षों से सर्विस कर रहे हैं। लेकिन इनके स्थायीकरण की भी कोई आशा दिखाई नहीं दे रही है।

इस प्रकार से रेलवे में कितने ही मजदूर 15-20 वर्षों की सर्विस के बाद रिटायर हो जाते हैं लेकिन उन्हें सर्विस की कोई भी सुविधा नहीं मिल पाती। हमारी जनप्रिय सरकार है इसलिए इसके नीचे ऐसा हो, तो यह बहुत ही कलंक का विषय है। हम इसके बारे में सरकार का ध्यान आकर्षित करने का कई बार प्रयास करते हैं तो भी इसको नजर-अन्दाज कट दिया जाता है।

अधिकारियों को लिखकर शिकायत की जाती है लेकिन कोई जांच नहीं की जाती। घनबाद के पास गझंडी स्टेशन गया और कोडरमा स्टेशन के बीच में ऐसी जगह पर है जहां से लाखों रुपए का सामान चोरी हो रहा है। वहां पर 4-5 कर्मचारी और एक दो ऐसे अफसर हैं जो वहां पर हैं। वहीं पर उनकी प्रमोशन हुई है। वहां से उनका ट्रांसफर नहीं किया जाता है। शिकायत की जाती है पर उस पर भी कोई कार्यवाही नहीं की जाती। हम लोगों के लिखने से कोई फायदा नहीं होता। वहां पर लोको शेड है। वहां पर कई अधिकारी हैं जो इंस्पेक्टर से प्रमोशन होते होते इंजीनियर बन गए हैं लेकिन वहीं पर हैं। 15 वर्षों से वहीं हैं। लाखों रुपए का सामान चोरी होने की शिकायतें आई हैं लेकिन कोई कार्यवाही नहीं होती।

कुछ समस्याएं अपने क्षेत्र की बताना चाहता हूँ। कोडरमा स्टेशन पर 81 अप, 82 डाउन का स्टापेज है लेकिन कोटा कोई नहीं है। वहां पर तीन एम०पी० का क्षेत्र पड़ता है और कई विधायकों को भी दिल्ली जाना होता है। इसीलिए कोडरमा में 81 अप 82 डाउन में 4 ए० सी० स्लीपर और 4 फस्ट क्लास का कोटा दिया जाए और दो बर्थ फस्टक्लास की दी जानी चाहिए। कोडरमा में बर्ड फेम माइका की मंडी है और विदेश से भी अन्नक के बड़े-बड़े व्यापारी वहां आते हैं। इसलिए

यह व्यवस्था वहां पर होनी चाहिए। इसके साथ ही एक 6 कमरों के रैस्ट हाउस की व्यवस्था भी स्टेशन पर होनी चाहिए या रिटायरिंग रूम के रूप में 6 कमरों की व्यवस्था होनी चाहिए। इससे लोगों के ठहरने में सुविधा होगी।

इसी प्रकार धनबाद एक खनिज क्षेत्र है। इसलिए धनबाद से दिल्ली के लिए डायरेक्ट ट्रेन "खनिज एक्सप्रेस" के नाम से चलाई जानी चाहिए। इसी प्रकार बोकारो स्टील सिटी है इसलिए वहां से दिल्ली एक स्टील एक्सप्रेस चलाई जानी चाहिए। वहां पर लाखों श्रमिक काम करते हैं। इससे उनको आने जाने में सुविधा होगी।

एक बात की ओर और ध्यान दिलाना चाहता हूं कि जिस तरह से रेलवे की गाड़ियां चल रही हैं और जिस तरह का रेलवे का ढांचा है, प्रशासनिक अस्तव्यवस्तता है उसके दृष्टिकोण से ईस्टर्न रेलवे का जोनल हेड क्वार्टर बिहार में होना चाहिए। यह धनबाद में हो, या गया में हो या गझंडी जिसका मैंने जिक्र किया वहां हो। वहां पर मीलों तक वीरान जमीन उपलब्ध हो सकती है। धनबाद, मुगलसराय, मुजफ्फरपुर और दानापुर डिवीजन का हेडक्वार्टर होना चाहिए। इससे रेलवे प्रशासन चुस्त होगा, व्यवस्था ठीक होगी।

इसी प्रकार जी० आर० पी० के कार्य को तरफ आपका ध्यान दिलाना चाहता हूं। जी० आर० पी० ने रेलवे के पेरलर अपना प्राइवेट बिजनेस कर रखा है। उदाहरण के तौर पर मधुपुर जंक्शन पर 4 लायसेंस होल्डर कांटेक्टर्स हैं और उनके अलावा 150 वेन्डर्स हैं। जो अन-आयोराइज्ड रूप से वहां पर हैं। वे, 7 हजार रुपए प्रति माह उन लोगों से टैक्स वसूल करते हैं। कई बार उन लोगों ने रेल मंत्री, चेयरमैन रेलवे बोर्ड और जी० एम०

कलक्ता के पास लिखा, मगर सब बेकार हो गया। इस प्रकार से जी० आर० पी० के लोग रेलवे सम्पत्ति की सुरक्षा करने की बजाय अपना बिजनेस चला रहे हैं। इस तरह डेढ़ सौ अन-आयोराइज्ड वेन्डर्स वहां काम कर रहे हैं। इसलिए, जांच-पड़ताल करके भ्रष्टाचारियों को निकालना चाहिए। गिरिडीह से पटना जाने के लिए कोई खास व्यवस्था नहीं है। पाटलिपुत्र एक्सप्रेस धनबाद से पटना जाती है और गिरिडीह से मधुपुर के लिए सवारी गाड़ी है। लेकिन उसमें तालमेल नहीं है। गिरिडीह से मधुपुर तीस किलोमीटर है। रेलवे टाइम-टेबल में भी गड़गड़ी नहीं हो सकती अगर सवारी गाड़ी को जो पटना से पाटलिपुत्र एक्सप्रेस आती है उसमें मधुपुर से गिरिडीह जाने के लिए एक वोगी जोड़ दी जाए। इससे गिरिडीह से आने-जाने वाले यात्रियों को सुविधा मिल सकती है। इन शब्दों के साथ मैं समाप्त करता हूं।

16 hrs.

श्री मूलचन्ध झागा (पाली) : सभापति जी, सदन में इधर और उधर बैठने वाले लोगों ने वर्तमान मंत्रों जी की प्रशंसा मन से की है। इसीलिए मैं चाहता हूं कि आका ध्यान उन महत्वपूर्ण बातों की ओर दिलाऊं जो बहुत जरूरी हैं। मैं, 1971 से इस सदन में आया हूं। सबसे ही मैंने श्री टी० ए० पाइ, श्री कमलापति त्रिपाठी, श्री केदार पाण्डेय जी से पूछा कि यह जो 1892 का रेलवे एक्ट है, इसको कब बदला जायेगा? मुझे यही कहा गया, कि इसमें संशोधन करके नया एक्ट रखा जायेगा। उस एक्ट के कारण आज क्या हालत हो रही है, उस पर विचार करने का कष्ट करें। पाइ साहब आए तो उन्होंने मंगलोर में गाड़ी चलवा दी, कमलापति जी आए तो उन्होंने वाराणसी में गाड़ी चलवा दी और मिश्रा साहब ने समस्तीपुर में गाड़ी चलवायी।

मेरे राजस्थान में अगर कोई गाड़ी चलवाई है तो वर्तमान रेल मंत्री जी ने चलवाई है। मैं रेलवे की तरफ से दस साल तक वकील रहा हूँ। मैं यह जानता हूँ कि रेलवे के अन्दर जो क्लेम्स का पेमेंट किया वह 21.30 करोड़ का हुआ है। हर वक्त वकीलों की फीस और क्लेम्स बढ़ते चले जाते हैं। आप इस बात को सोचें किसी आर० पी० सी० की धारा 79 और रेलवे एक्ट के अन्तर्गत जो कानून बने हुए हैं उनके अन्तर्गत आप किसी तरह से क्लेम्स को सेंटल कर सकते हैं। अस्सी परसेंट केसिस में रेलवे पर आज डिग्री हो जाती है और टेक्नीकल ग्राउंडज पर केसिस खारिज हो जाते हैं। रेलों ने 1960 में तीन करोड़ का कम्पेंसेशन दिया था और आज यह बाईस करोड़ के करीब हो गया है।

16.01 hrs.

[SHRI N.K. SHEJWALKAR *in the chair*]

आप देखें कि स्टोलन प्रापर्टी की वेल्यू कितनी थी, पिलफ्रॉज कितने का हुआ। 164.84 करोड़ का हुआ। ये जो चोरियां करते हैं, ये राष्ट्र की सम्पत्ति को कुछ समझते ही नहीं हैं। आप देखें कि कितने केसिस रजिस्टर हुए? 82434 हुए। इस जुर्म में आपने 24580 लोगों को पकड़ा। कितने केसिस खुल गए यह बताते ही नहीं। जो माल बुक होता है उसके आंकड़े आप देखें कि 685.24 लाख का माल चोरी हुआ जिसमें से केवल 87.13 लाख का रिकवर हो सका। इन चोरियों को रोकने के लिए आपने रेलवे प्रोटेक्शन फोर्स रखी हुई है, जी० आर० पी० रखी हुई है। उनको आप तनब्बाहें देते हैं। फिर ये चोरियां क्यों होती हैं। इनकी तादाद बढ़ती क्यों जा रही है हर साल।

दिल्ली में आपने रिंग रेलवे चलाई। करोड़ों का आपको घाटा उसमें हो रहा है। आपने पेज 119 पर लिखा है :

"With extensive development of road transport, some of these branch lines have lost their original economic and social justification."

आप कहते हैं कि उन ब्रांच लाइनों को चलाने की जरूरत नहीं है जिनका सोशल आबजेक्टिव नहीं रह गया है और अनइकोनोमिक आबजेक्टिव है। दोनों परपज जहां अचीव नहीं होते हैं वहां आपको 46.49 करोड़ का लास हो रहा है। जिनको आप समझते हैं कि ये अनइकोनोमिक हैं या उनका सोशल आबजेक्टिव नहीं रह गया है मेहरबानी करके उनकी आप जांच कराइये। जो ट्रेज चलाना जरूरी नहीं है उन पर गम्भीरता से विचार होना चाहिए। यह जो सबर्बन ट्रेन्स चलती हैं उस पर होने वाले करोड़ों के नुकसान को कौन बर्दाश्त करेगा? दिल्ली रिंग रेलवे में काफी घाटा हो रहा है जिसका कारण अधिकतर लोगों का बिना टिकट चलना है। राजस्थान वाले तो टिकट लेकर चलते हैं, लेकिन यू० पी० और बिहार के लोग अधिकतर बिना टिकट चलते हैं। बिना टिकट चलने वालों के खिलाफ भी आप सख्त कार्यवाही करें। इसी तरह से अनइकोनोमिक लाइन्स और जिन लाइनों का सोशल आबजेक्टिव नहीं रह गया है।

SHRI RAM PYARE PANIKA (Robertsganj) : I agree this is prevalent in Bihar, not in U. P., especially in my constituency because it is inhabited by tribals, Harijans and workers.

PROF N.G. RANGA (Guntur) : Do you want railway lines to be closed down? They cannot be closed down.

SHRI MOOLCHAND DAGA : There is no social justification. There is no economic justification. People like to travel by bus. You may or may not agree. But this is the situation. This is the report of the Railway Board.

रेल मंत्री जी ने तो शादी नहीं की इसी-लिए उन्हें शायद उस कठिनाई का अनुभव न हो, लेकिन जो शादी खुदा है उनके बच्चे या नई विवाहिता सड़की को जब लोग स्टेशन पर पहुँचाने जाते हैं तो उसके लिए अब उनको 1 रु० का प्लेटफार्म लेना पड़ेगा जो मेरी राय में बहुत अधिक है। रेल मंत्री जी प्लेटफार्म टिकट का दाम 30 पैसे ही रखें। आपके रेल मंत्री होते हुए इतना महंगा प्लेटफार्म टिकट नहीं होना चाहिये।

आपको अपना ऐडमिनिस्ट्रेटिव खर्चा भी कम करना चाहिये। पहले साल जो 1,450 करोड़ के करीब खर्चा था वह अब बढ़ कर 1700 करोड़ के लगभग हो गया है। इस प्रकार कम्पेनसेशन बलेम, चोरियां और जिन लाइनों को सोशल और इकोनामिक ओब्जेक्टिव नहीं रह गया है उनको कम कीजिए।

अब मैं अपने क्षेत्र के बारे में कहना चाहता हूँ। आपने हमें गाड़ी दी इसके लिये आपका धन्यवाद। मेरा निवेदन है कि अजमेर से बियावर जो शटल चलती है...

THE MINISTER OF RAILWAYS
SHRI A.B.A. GHANI KHAN CHOU-
DHURY) : I think I should cancel your
train first !

श्री भूल खन्व डगगा : वह रात भर रहती है उसको मारवाड़ जंक्शन तक और आये बढ़ा देना चाहिए।

इसी तरह से एक सर्वे हो चुका है वर से बिलाड़ा लाइन का। इसको भी जल्दी बनाना चाहिए।

अहमदाबाद से बिल्ली तक अभी ब्रीडगेज नहीं बनी है। मैं जानना चाहता हूँ कि यह

कब बनेगी ? इसको जल्दी पूरा किया जाय, यह हमारी बहुत पुरानी मांग है।

इसी तरह के आपकी ओपरेशन कोस्ट बहुत बढ़ गई है। इसको घटाया जा सकता है।

रेलवे की जमीनों पर एन्क्रोचमेंट बहुत ज्यादा है, उनको भी कम किया जाये, यह मेरा सुझाव है।

SHRI N. SELVARAJU (Tiruchirappalli) : Mr. Chairman, Sir, on behalf of the D.M.K., I rise to say a few words on the Railway Ministry Demands.

The allocation for the on-going project of Karur-Dindigul BG line is just Rs. 4 crores. By the end of 1984-85 the Railways would have spent just Rs. 10.12 crores on this project which has an outlay of Rs. 44 crores. This outlay was given in 1981-82. In four years, the Railways would spend one-fourth of the outlay. At this rate, this project will take 12 more years to complete. By that time, the cost of the project would be beyond Rs. 100 crores. I wonder whether the Railway finances would permit Rs. 100 crores to be spent on the project. This line has been the dream of Tamil Nadu people for many decades. This line will open up the chronically backward areas of the State.

When the Finance Ministry floats public loans they are subscribed overnight. Since the Railway finance is separate from General Revenues, the Railways must be allowed to float market loans so that there will be funds for the early completion of on-going projects.

Before I go to other Demands, I would first refer to some important items of work to be taken up by the Southern Railways. Now, there is electric traction

between Madras and Villupuram. The electric traction should be extended from Villupuram to Tiruchirapalli. Like the Pink City Express, there must be a Super Fast Train from Tiruchi to Madras which should leave Tiruchirapalli early morning and return to the same town in the same evening. Sir, the workshop at Ponmalai needs modernisation immediately. This Workshop at Ponmalai was built by the British people and this Workshop is one of the oldest workshops available in Southern Railways. There are more than 7000 employees working in this Workshop. This workshop has not been taken up for modernisation and improvement for the past 50 years I would request the hon. Minister to kindly consider taking up this workshop for modernisation immediately. Another point is that you have withdrawn the work relating to coach repair from this Workshop. I request that the coach repairing work should be allowed to continue in this workshop. As I have already mentioned, there are 7000 workers in this workshop and most of the workers have been provided with the good old quarters. The quarters are having very small apartments and the roof is leaky. For years together they have not been repaired. A lot of development has taken place in this country in the matter of dwelling accommodation. But these railway servants are still living in a pitiable condition. I would request the hon. Minister to kindly consider construction of new quarters for these workers with some facilities.

Sir, there is need for having two over-bridges at Thennore and Bhecinanagar respectively in Tiruchi lines. I have raised the matter under 377 also in this House. But I have got a reply from the Ministry that it must be initiated by the State Government. When I enquired from the State Government, I was told that they had already initiated the matter. I would therefore request the hon. Minister to kindly accord sanction immediately. Similarly, the Tiruvanaikkaval over-bridge should be widened.

In my constituency near Valadi station, the people of Valavanoor and Thandankarai have been demanding a level crossing for the past twenty years. I had also demanded this in this august House in 1981, but so far no action has been taken to have a level crossing at Valadi. There is a link road connecting these two villages with Chidambaram-Tiruchirapalli highway, but because of the absence of this level crossing, they are not able to utilise the link road. Therefore, this must be provided to fulfil the demands of the Valavanoor and Thandankarai people.

Ariyaloor is a big station with no roof. Once our hon. Minister, Shri H.K.L. Bhagat, experienced a lot of hardship when he boarded the train at Ariyaloor. I, therefore, request the hon. Minister to instruct the authorities concerned to provide a roof at Ariyaloor.

Perambalur is a backward area. Recently, the Tamil Nadu Government announced the bifurcation of Tiruchirapalli with headquarters at Perambalur. I request the hon. Minister to construct one line from Nagapattinam to Salem via Perambalur and Ariyaloor. These are the two imperative needs of my area, which must be met.

In 1983-84, only forty unmanned gates were converted into manned gates. According to the railways, there are 1600 unmanned gates; these are accident-prone gates. The rate at which the work is being done, it may take another forty to sixty years to complete the work. I request the hon. Minister to take speedy action to convert all the unmanned gates into manned gates.

The railways have 2.2 lakhs of casual workers. If the railways put one man each in all the unmanned gates, the number of casual labour will go up only by 4000. At least there will be a semblance of safety. I want the Minister of Railways to look into this and do the needful.

I am thankful to the Railway Minister that he has abolished the transhipment charges. This will go a long way to avert the transhipment delays. Simultaneously, the wagon shortage should also be eliminated. The wagon shortage is the seed-bed of corruption in the railways. The Railway Ministry has curtailed the order for wagons. The wagon building industry has represented to the railways for restoring the orders for wagons. This must be done.

The railway passengers are given the water from the overhead tanks of the coaches. The tanks are not cleaned periodically. If you serve the water from these overhead tanks, the passengers are likely to suffer from many contagious diseases. I have seen the catering boys filling up water from the toilets in the coaches. This must be stopped forthwith and proper arrangements should be made to supply pure drinking water to the passengers. My esteemed colleagues has already represented about the supply of hygienic food in the trains. The food presently being supplied is not hygienic. The curd is being supplied in paper packets, which contain a lot of dust etc. I would request the hon. Minister to take necessary steps to supply, if not, hot food, at least hygienic food to the passengers.

Then, after the introduction of reservation against cancellation system, the three-tier sleeper coaches have become like unreserved coaches. All the RAC ticket holders enter 3-tier sleeper coaches and occupy seats. Those who hold reservation tickets are not getting accommodation. This system also breeds corruption. I suggest that system must be stopped immediately. The workshop at Pothaur must be improved. Fund must be provided to import more equipment. One direct train from Tiruchi to Coimbatore must be started with immediate effect as there is no direct train between Tiruchi and Coimbatore.

My party leader, Shri C.T. Dhandapani, has given a representation regarding

timings adjustment to the GM, Southern Railway. So far no action has been taken in that matter, not only no action has been taken, even the officer is not having the courtesy to call on our leader to discuss about the matter how best that could be improved. In Trichi, there is a high way where one manned gate is there near Lalapettai. That must be converted into an automatic gate. With these words, I conclude my speech.

SHRI KAMALUDDIN AHMED (Warangal) : I support the demands. It is universally known that there has been a tremendous growth in the demands of this Ministry; whether it is passengers traffic or goods movement. During the last decade, I think the demand has been tremendous; and particularly during the last two or three years, as a frequent user of the railways, I could see that the passengers traffic all over the country, particularly in my sector has been tremendous. The way the railways have able to meet this demand both qualitatively and quantitatively shows that we must pay compliments to the Railway Minister and the Railway Board.

We had a railway called Nizam Straight Railway, one of the pioneer railways in this country. At that time, it was a private company. But after independence, this railway was merged with the Indian Railway. Under that railway, incidentally, we had two junctions which are now in my constituency. They are Kazipet and Dornakal. They are very old junctions. But the development of these two junctions has not been so significant over the period of years.

PROF. N.G. RANGA : The waiting room at Kazipet is horrible.

SHRI XAVIER ARAKAL (Ernakulam) : Everywhere in the South, it is so.

SHRI KAMALUDDIN AHMED : So I want to request the Minister through you, that these two junctions require to be improved. He should pay some attention and improve the facilities there,

There has been a demand for a coach factory unit at Kazipet. It is a very old demand and we have been telling the people that the Railway Minister is going to consider this demand and that it would be accepted in the near future. There must be some considerations weighing with the Ministry and I would only repeat our earlier request to consider this and in view of the infra-structural facilities available there I think it would be appropriate if the Railways could start a unit there, and thereby they would be able to meet the demand of the local people.

One more important point I would like to make, that is about connecting Dornakal and Ramagundam. If these two points are connected it is going to result in a great saving, in the sense that on this very busy sector we will be able to save at least 50 km. And this railway line will pass through the coal belt and as everybody knows the entire growth of industry is dependant on the fast movement of coal in this sector. This would also save the time on the Madras-Delhi route, which is a very very busy sector. Not only will it save the distance, but it will also save the time, about one or one and a half hours time.

One more suggestion I would like to make, that our Railways have been able to provide very good service on the two Rajdhani Expresses, Delhi-Bombay and Delhi-Calcutta. I had had occasion to enjoy the hospitality of the Railways on both these trains. I would request the Minister to extend the same service to all the fast and super-fast trains which are connecting the State capitals, like the Karnataka Express, Tamil Nadu Express, and the Andhra Pradesh Express. If the same type of service is available in those trains also, people will be very happy.

Another suggestion I would like to make, and that is about the engineering services in the Railways. Everybody knows that it is a very specialised service, whether it is civil engineering; or mechanical engineering. Both these departments of engineering are of a very

special nature. It would be worthwhile if the Ministry considers starting their own polytechnic or industrial training institutes. Engineers who come out of the present institutions are again required to undergo specialised training suitable for Railways. But if the Railways start their own polytechnics and training institutes, it will be very advantageous, not only to the trainees themselves, but also to the Railways. The Railways will be able to get better service from their personnel department.

Of course, along with all these, there has to be some re-thinking about the haltage of trains on different Railways. I do admit that there has been a lot of improvement in the frequency of the trains, and the track occupation has also been important, but still I think that there are certain demands for halting fast trains, particularly at some important places. I request the hon. Minister to reconsider those demands for providing halts and it will be of great advantage to the passengers and the local people.

I hope the hon. Minister will give due consideration to my suggestions and we will be able to get still better service.

श्री रामावतार शास्त्री (पटना) : सभा-पति जी, रेल मंत्री ने सन् 1984-85 के लिए सैंतीस अरब, चौवालिस करोड़, एकानबे लाख रुपये का बजट पेश किया है। जिसमें जनता पर चोट करने के बावजूद 70 करोड़ रुपए का घाटा दिखलाया गया है।

रेल और सामान्य बजटों को जब चुनावी बजट के नाम से संबोधित किया जाता है, तो शालक दल के लोग इसका मखोल उड़ाते हैं। परन्तु, वास्तविकता यही है कि दोनों बजटों को लोकसभा के आगामी चुनावों को ध्यान में रखकर ही तैयार किया गया है, ताकि देश की भोलीभाली जनता की आंखों में धूल शोक कर उनके वोट हासिल किए जा सकें और शासक दल के लोग पुनः गद्दी पर कुण्डली मार कर बैठ जायें।

फिर भी, रेल मंत्री अपनी सरकार की जन-विरोधी नीति के चलते चुनाव साल में भी आम लोगों पर चोट करने से बाज नहीं आए। घन्नासेठों की मदद करना और गरीबों को और गरीब बनाना कांग्रेस सरकार की फितरत बन गई है। यही कारण है कि रेल मंत्री ने दस रुपए से अधिक मूल्य के दूसरे दर्जे के डाक-एक्सप्रेस गाड़ी के यात्रियों पर प्रति यात्री दो रुपए का अधिभार बढ़ा दिया, सीजन टिकटों के दूसरे दर्जे के यात्री पर एक रुपया अधिभार बढ़ाया, प्लेटफार्म टिकटों का दर बढ़ाकर 50 पैसे से एक रुपया कर दिया और कम से कम टिकट का दर एक रुपया कर दिया यात्री 80 पैसे या इससे कम के टिकट नहीं मिलेंगे, भले ही दूरी दो-चार किलोमीटर ही क्यों न हो ?

दूसरी ओर घनी वर्ग द्वारा उपयोग में लायी जाने वाली वस्तुओं के पार्सल रेट में 25 प्रतिशत की छूट दी गई है, लेकिन आम जनता द्वारा उपयोग में लाई जाने वाली सामग्री ट्यूब पेस्ट, नोटबुक, ब्लेड, मिल्क फ़ूड, साबुन पेंसिल आदि के पार्सल रेट में केवल दस प्रतिशत की छूट दी गई है। इस प्रकार अधिभार के नाम पर सरकार गरीबों से 1984-85 साल में 104.22 करोड़ रुपए बसूलने का विचार रखती है। इस प्रकार आम जनता पर चोट करने के बावजूद सरकार का 70 करोड़ ६० का घाटा रह ही जाता है। अतः रेल मंत्री से मेरा अनुरोध होगा कि दूसरे दर्जे के यात्रियों पर बढ़ाए गए अधिभार को समाप्त कर दें। प्लेटफार्म टिकट में किसी प्रकार की वृद्धि न करें और एक रुपया के नाम पर भी किराए में वृद्धि की बात को छोड़ दें क्योंकि जनता इन वृद्धियों के सबूत खिलाफ है। हाँ, घन्नासेठों से और अधिक धनराशि एकत्र करने की बात सोची जानी चाहिए।

आम रेल यात्रियों पर आर्थिक बोझ में वृद्धि करने के बावजूद रेलों के विकास की गति बहुत धीमी है। इस वर्ष के बजट में तो विकास की ओर भी कम बात की गई है। बिहार तथा इसकी तरह के अन्य पिछड़े क्षेत्रों के विकास की बातों को आखों से पूर्णतः ओझस कर दिया गया है। बजट में बिहार की किसी भी नई योजना का उल्लेख नहीं है, जब कि दर्जनों योजनाएं ऐसी हैं, जिनका कि कार्यावन्वयन होना आवश्यक है। उत्तर बिहार की स्थिति तो और भी खराब है। दरभंगा-मधुबनी क्षेत्र में बड़ी लाइन के सवाल को लेकर जोरदार आंदोलन भी हो चुके हैं। लोगों को जेल तक जाना को पड़ा है। फिर भी सरकार बहरी बनकर बैठी है।

पटना में गंगा-नदी पर सदाकत आश्रम के निकट रेल पुल के निर्माण की बात गत नौ वर्षों से खटाई में फूल रही है। अभी तक उसके अध्ययन का कार्य भी पूरा नहीं हो सका है। इस दिशा में 37 प्रतिशत काम ही हो सका है। श्रीरामपुर से मुगलसराय तक पूर्व रेलवे के विद्युतीकरण का उल्लेख भी नहीं है। पटना-गया लाइन को दोहरी लाइन बनाने, दैनिक यात्रियों की कठिनाइयों को दूर करने के लिए उप-नगरीय रेल व्यवस्था चालू करने, आरा-सहसराम रेल लाइन को बड़ी लाइन में परिवर्तित करने, फतुहा-इस्लामपुर लाइट रेलवे को सरकार के अधीन लेकर बड़ी लाइन में बदलने, उसके कर्मचारियों को भारतीय रेलवे में समाहित करने, पूर्व रेलवे के न्यूल से चलने वाली लूप लाइन को दोहरी लाइन करने जैसी आवश्यक बातों की चर्चा भी रेल बजट में नहीं की गई है। फलतः बिहारवासियों में घोर असंतोष है।

इसी तरह से अधिकांश राज्यों के विकास कार्यों की उपेक्षा की गई है। कहने के लिए

रेल सबसे बड़ा राजकीय संस्थान है। इसमें 17 लाख रेल मजदूर काम करते हैं। फिर भी, इसे उद्योग घोषित करने के लिए सरकार तैयार नहीं है। रेलवे की हालत सबसे बुरी है, जिसका फल रेल यात्रियों को भुगतान पड़ता है। अक्सर रेल दुर्घटनाएँ होती रहती हैं। देश भर में 61,000 किलोमीटर रेल लाइन है। इसमें 6,000 किलोमीटर लाइन काम के योग्य नहीं रह गई है और 20 हजार किलोमीटर लाइन को अविलंब बदलने की आवश्यकता है।

रेलवे के पास यात्री डिब्बों की संख्या 30 हजार है जिनमें से 7500 यानी 20 प्रतिशत डिब्बों को फौरन बदलने की जरूरत है माल डोने वाले वेगनों की संख्या 4, 20,000 है, जिनमें से 65,000 यानी 25 प्रतिशत वेगनों को फौरन हटाकर नए वेगन चलाने की आवश्यकता है। 1221 स्टेशनों पर स्थापित एस० एंडटी गियर्स आयु समाप्त कर चुके हैं, जिन्हें बदलने की आवश्यकता है। पिछले दस वर्षों में खराब, अनुपयोगी पुलों की संख्या 1247 से बढ़कर 3553 हो गई है। इस गंभीर स्थिति में अगर रोजाना दुर्घटना नहीं होती है, तो इसके लिए हमें रेल मजदूरों के परिश्रम और बुद्धि के लिए धन्यवाद देना चाहिए।

रेलवे की इस दयनीय स्थिति के बावजूद रेल मजदूर बहादुरी और निर्भीकता के साथ पूरे देश की सेवा कर रहे हैं। परन्तु, दुःख है कि सरकार उनकी न्यायोचित मांगों को भी मानने के लिए तैयार नहीं है, जिन्हें मान्यता प्राप्त और गैर मान्यता प्राप्त फ़ेडरेशनों, एसोसिएशनों एवं यूनियनों ने बार-बार सरकार को प्रेषित किया है और विभिन्न तरीकों से आन्दोलन भी चला रहे हैं। सबों की मांग है कि सरकारी कारखानों एवं रेल के मजदूरों के वेतनमानों एवं अन्य सुविधाओं में समानता होनी चाहिए। मंहगाई भत्ते की चार किश्तों के बकाए का भुगतान नकद होना चाहिये, मंहगाई भत्ते के फार्मूले में संशोधन होना चाहिये, उनके आन्दोलनों को

दबाने के लिये काले कानूनों का हस्तेमाल नहीं होना चाहिये, दण्डित मजदूरों को रेलों में पुनः वापस लेना चाहिये, रनिंग स्टाफ एसोसियेशन, इण्डियन रेलवे सिगनल एण्ड टेलीकम्यूनिकेशन एसोसियेशन के साथ 1973 में हुए समझौते को लागू करना चाहिये ताकि उन्हें आन्दोलनों या प्रत्यक्ष कार्यवाही के लिये मजबूर नहीं होना पड़े।

इंडियन रेलवे वर्कर्स फ़ेडरेशन, आल इंडिया रेलवे एम्प्लाइज कनफ़ेडरेशन, आल इंडिया रेलवे लोको रनिंग स्टाफ एसोसियेशन, इंडियन सिगनल एण्ड टेलीकम्यूनिकेशन स्टाफ एसोसियेशन, इंडियन रेलवे टिकट चैकिंग स्टाफ एसोसियेशन, आल इण्डिया स्टेशन मास्टर्स एसोसियेशन तथा अन्य एसोसियेशनों एवं यूनियनों के साथ द्वि पक्षीय वार्ता करके उनकी समस्याओं का समाधान निकालने की आवश्यकता है। परन्तु दुःख की बात है कि सरकार केवल दो मान्यता प्राप्त फ़ेडरेशनों के साथ ही कोई समझौता वार्ता चलाती है, अन्यो की अनदेखी करने की नीति पर चल रही है। इस नीति से कदापि रेलवे में औद्योगिक शान्ति कायम नहीं रह सकती। यह सभी जानते हैं कि जिस प्रकार अल्पमत वोट के सहारे कांग्रेस केन्द्र तथा कई राज्यों में शासन चला रही है, ठीक उसी प्रकार से दोनों मान्यता प्राप्त फ़ेडरेशनों भी अल्पमत रेल मजदूरों के प्रतिनिधित्व के आधार पर अपना उल्लू सीधा कर रहे हैं। अगर सरकार सचमुच में 17 लाख रेल मजदूरों की एकता एवं संगठन में विश्वास रखती है तो वह गुप्त मतदान के द्वारा रेल मजदूरों का एक संगठन बनाने में पेशकदमी क्यों नहीं लेती? लेकिन नहीं, सरकार मजदूरों की लड़ाकू एकता को तोड़ने के लिए हरचद कोशिश करती है, परन्तु एस मजदूर एवं संगठन राष्ट्रीय अभियान समिति का गठन कर रेलों के अन्दर अपना चरणबद्ध आन्दोलन चला रहे हैं। अतः रेल मंत्री से मेरा अनुरोध होगा कि वह बदली हुई स्थिति में अपनी मजदूर विरोधी नीति में भी परिवर्तन करे ताकि मजदूर देश और आम जनता के विकास-कार्यों में पूरी शक्ति के साथ योगदान कर सकें।

मैंने रेलों में सुधार के सम्बन्ध में अपने 381 कटौती के प्रस्ताव पेश किये हैं जिन पर सरकार को गम्भीरता के साथ विचार कर आवश्यक कार्यवाही करनी चाहिए।

स्वतन्त्रता सेनानियों को भारत सरकार ने जीवन में एक बार पत्नियों या सहयानियों के साथ प्रथम श्रेणी के दो पास देने का जो निर्णय लिया है मैं उसका स्वागत कर चुका हूँ। यहाँ केवल इतना ही कहना चाहता हूँ कि उनकी बुढ़ापे की स्थिति को देखते हुए रेलवे विश्वामालयों में ठहरने की सुविधा दी जानी चाहिए और उनकी यात्रा के सम्बन्ध में पूरा विवरण समाचार पत्रों में प्रकाशित कर देना चाहिए।

रेल मंत्री से मेरा यह अनुरोध होगा कि उन्हें भूतपूर्व सांसदों को एक-एक प्रथम श्रेणी के रेल पास जारी करना चाहिए ताकि उन्हें अपनी सार्वजनिक सेवा में सुविधा हो सके। आमतौर से मानक और चेक पास जारी करने की नीति समाप्त की जानी चाहिए।

अन्त में मेरा रेल मंत्री जी से अनुरोध है कि वह रेलवे के टिकट बिकिंग स्टाफ को अविलम्ब रनिंग स्टाफ घोषित करें।

SHRI B.K. NAIR (Quilon) : Sir, at the very outset, I would like to congratulate the Railway Minister for starting some very important trains from the south. So far as Kerala is concerned, Trivandrum-Bombay and Trivandrum-Ahmedabad are the two express trains which have been started. Of course, he has introduced so many new trains all over the country. So, I would like to congratulate him for his earnestness and seriousness in this matter.

Several members have spoken in this House and the plea or refrain of almost everybody was more trains and, more than that, more lines. At the same time, the plea on the side of the Government has been paucity or shortage of funds. In a situation

like this, when funds are not adequate to meet the requirements, what is to be done? I suggest that whatever funds are available should be expended only on new lines and it should be apportioned according to the population.

On the basis of population, we are entitled to have about 850 km of railway line for every one crore of population. That is how the average works out. For deciding whether a new area deserves a railway line or not, this principle of average should apply; since we are trying to build up an integrated society, a society where imbalances no longer remain, where the regional imbalances are removed. If you look at the problem in this manner, Rs. 90 crores or whatever little amount he has got in his hands, or the funds which may be made available to him later on, should be expended in such a way that where the existing lines are below the average they should get priority. It should not be on the basis that those areas which have more railway lines should be given more and a lesser amount would be given to those areas which are already poor. At least that appears to be the principle so far adopted, that the backward areas are neglected more and more and forward areas, specially cities like Bombay, Calcutta and Delhi are given more and more. May be, they are in a position to extract more political and administrative pressure and the Government is amenable to such type of pressure. I say that since we are building up a welfare society, an egalitarian society, the limited resources should be rationed, because rationing is the only way to get out of a situation of shortage. So, the available resources should be rationed in such a way that the backward areas are brought up to the level of the other areas. That should be the kind of working decision which is followed for taking up new railway lines.

I come from Kerala, which is the farthest State from New Delhi, not only geographically but in other respects also. We feel we are distant cousins, forgotten cousins, of the Central Government, who are not cared for. Of course, the present Railway Minister has

got over the phobia or prejudice about far away States. Still, we have a feeling that we are forgotten cousins, far away members of the family, never cared for. It is a fact that, on the basis of population, we are entitled to 2,400 km of railway lines. As against that, what we have got is just a meagre 900 km. Who is to be blamed for that? I am not blaming anybody. The only reason is that we do not have any pull with the Centre. Not only the railways, even the other Ministries of the Central Government do not care for us. When we ask for more railway lines, the question asked is: where is the industry? But how can industries be established when there are no railway lines? Now, it is like which comes first—chicken or egg? Therefore, apart from the fact that there is a great need for setting up industries here, I would say that Railway transport, the basic amenity for the people, the Government must provide irrespective of the fact whether it is remunerative or not. But I must add here that we are providing the maximum revenue to the railways because the people from our State pay the maximum amount of fare since they have to travel the longest distance for coming over to Delhi. Besides we are the people who have the minimum of ticketless travelling. Therefore, we are entitled to special attention. If we are backward it is for the Railways to bring us up by providing the necessary infrastructure of the railway network. I may also add here that the density of population of our State is the maximum in the country—more than 700 persons per kilometre. Apart from that we have the maximum percentage of unemployment. And you should not forget this fact that most of our unemployed persons come to Delhi for employment. I think the time has come when we should expect this facility as a matter of right and you should provide this as a matter of justice to us. There is no question of charity or begging for this. I hope you will accede to our claim and try to do something about it, because you have a greater sense of justice.

There is another reason for it. For our transport we depend on the bus transport. During the last five years the Kerala Bus Transport Corporation has incurred a loss

of not less than Rs. 52 crores in spite of the fact that they are having the largest fleet of buses operating and also in spite of the fact that the basic railway transport amenities are lacking there. Therefore, keeping in view the claims of justice, I hope the Hon. Railway Minister will allot sufficient funds to meet the minimum railway requirements of the Kerala State.

Sir, we have a long pending grievance about the Alleppey-Ernakulam Railway line. Of all the places in Kerala, Alleppey is most backward today. In fact, at one time it was capital of Travancore—Cochin State. But now it is going down in importance. There is no industry there. Only heavy population and heavier unemployment is there. So, a project for building a railway line connecting Ernakulam and Alleppey was taken up in 1977, but the progress on it has been very slow. The current Budget has provided for it only Rs. 3 crores of investment. I would urge the Hon. Minister to allot sufficient funds for it so that the progress on this new line is expedited. In 1980, when Shri Kamalapati Tripathi was the Minister of Railways, he sent me a letter saying that the work on the construction of the Ernakulam-Alleppey Railway line is already in progress and a sum of Rs. 1/- crore has been provided for the project in the Budget. The project is expected to be completed in 1983. Now, it is long past. This letter was sent to me on 20th September, 1980. I think with the rate at which the allocations are being made for it—Rs. 2 crores; Rs. 3 crores, Rs. 4 crores or Rs. 5 crores—it will take decades for the completion of this line.

Another important centre in South is Quilon North East of Ernakulam. Ernakulam-Quilon line has been taken up. Just now only one part of it is being taken up for early construction and the other is on paper only. So, I think the entire line has to be taken up for immediate completion without any further delay. Sir, that is a very important centre. The entire labour movement and the Communist movement in Kerala started in Alleppey, because it is a backward area. It is the centre of the whole Communist move-

ment in Kerala. The Communist Party which believes in people being kept backward and then exploit them, they can feed the people with the propaganda and build up their party because this is a backward area.

I think at least from that point of view it deserves your consideration, I mean, the Alleppey line. Further, it is part of the coastal line. The density of the population of Alleppey district is even higher than the high average of the rest of Kerala. It is only 700 per square kilometre in Kerala, but in Alleppey it is much more. This is the most densely populated area. So many industries have already been started there. But they would not come up because the basic requirement of railway is not there. Because of the backwardness of the area you don't extend the railway line there and so it becomes more and more backward. That is the situation and so, I would plead with the Minister that he should give up the old outlook of giving more to the people who have already got more, but to see the sense of justice. And I am sure that with his sense of justice he would be able to meet the requirements of Kerala.

I have made a small request that in the absence of railway line for Alleppey at least there should be a railway booking office so that the people will not travel more than 50-60 kilometres to get the tickets booked. That is the minimum demand that he can meet.

I was talking about even distribution of facilities. About the production units and workshops, look at our Southern States. In Karnataka they have got their own share, in Tamil Nadu they have got their own share, in Andhra they have got their own share. But what about Kerala? Just nothing. They are far away not only geographically, but they are at a distance from the Centre from every angle. The Centre generally ignores Kerala. Our voice is not being heard. So, let them at least help us to get over this feeling of being neglected, being forgotten and being ignored.

Sir, except for the drought last year,

all the time Kerala is having surplus electricity and they are selling electricity to Tamil Nadu and Karnataka at a cheap rate. About increasing the electrification, I think the time is ripe for extending electrification of the railways to Kerala. Why should they stop it with only cities like Bombay, Madras and others in the matter of electrification? In fact, they are getting polluted. We do not have a big city, we live in the villages. There is no big city in Kerala. So, providing more and more facilities to cities not only creates a sort of imbalance and unhealthy situation in the country, but it gives rise to violence, smuggling and all such things in the cities. So, let us stop pampering the cities, let us take the country as one and spread the average facilities through the country.

I have got two or three points only to make. The rate of platform ticket should be reduced from one rupee. In this connection, I beg to differ with the justification given by the Railway Minister. His argument is that there is shortage of small coins. Who is to blame for that? What is the shopkeeper doing, and what are the cash clerks at the counters doing? They take one rupee and do not give back the change even if they have it. So, should the Railway Minister get on with this argument? There is no justification. In fact, who is supplying the change? It is the Central Government that supplies the change. Why do you penalise people for that?

There is no justification whatsoever. Passengers who have to cover long distance, when they go, take for instance to Madras, Trivandrum, the members of their family including children go to New Delhi station to see them off. If you charge Rs. 1/- per head, it is to penalise the long distance passengers. People from Madras or who have come to Delhi from far off would also like to accompany other members of family to see off a family Member going to Madras because they would like to see more of Delhi. It is a flimsy argument to say that the charges of platform ticket have been increased from 50 paise to Re. 1/- because 50 paise coin is not available. One rupee

note is also not available these days. Will the Railway Minister argue for raising it to Rs. 2/- next year? I am very much concerned with the long distance people.

Many hon. friends have spoken about the kitchen facilities in the trains. Kitchen car must be there in the long distance trains because many a time these trains are late. On the way the food has to be served. Moreover, if the train is late, the necessity of service of food is there. Otherwise, the passengers have to go without food. If Rajdhani and Jayanti Janta can have this facility why not the new long distance trains or other long distance trains have this facility. I have to request the hon. Minister to attach kitchen car with Kerala Express and other long distance trains.

It is good that the hon. Minister has de-casualised 20,000 employees. I am thankful to him. I am happy that to narrow the gap between the facilities available to casual labour on the open line and in projects, the casual labour have been allowed nine paid holidays instead of only the three national holidays until recently and they have been given a consolidated pay. And further liberalisation is also in view. I would request the hon. Minister to narrow down the difference between the casual labour and the permanent labour as much as possible.

There is no proper staff at Ernakulam Railway Station. There are no checkers. Many important trains come and go from the Station. There is not enough of staff to check the tickets. I would request the Minister to look into this issue and provide adequate staff and facilities at Ernakulam Railway Station.

With these words, I once again congratulate the Railway Minister for whatever he has done. I hope he will take care of the suggestions given by me. He will see to it that Kerala is given whatever is due to it as a matter of right.

17 hrs.

श्री अक्षयक कृसन (महाराजगंज) : सभापति महोदय, छठी पंचवर्षीय योजना के आखिरी वर्ष

का यह चौथे रेल मंत्री के द्वारा प्रस्तुत किया गया पाँचवा बजट है। इस बजट से हम लोग आशा करते थे कि जो योजनाएं चौथी और पाँचवीं पंचवर्षीय योजना से चली आ रही हैं, और जो छठी पंचवर्षीय योजना की हाथ में हैं, वह पूरी हो जायेंगी। लेकिन ऐसा कोई संकेत नहीं मिल रहा है। मैं इस सम्बन्ध में इशारा करना चाहता हूँ उस योजना का जिसका शिलान्यास आज से दस बरस पहले वर्तमान प्रधान मंत्री श्रीमती इन्दिरा गांधी के हाथों हुआ था और इस बीच कई और प्रधान मंत्री भी हो गए हैं। वह है छितानी बगहा-पुल का शिलान्यास। जब उसका शिलान्यास किया गया था उस समय पिछड़े क्षेत्रों की ज्यादा चर्चा हो रही थी और उनके लिए काम हो रहे थे। उसके बाद सरकारें बदलीं, रेल मंत्री बदले। पिछले पाँच साल में चार रेल मंत्री बदले हैं और एक रेल मंत्री उस क्षेत्र का भी हुआ है लेकिन यह शिलान्यास अपनी जगह पर रुका रह गया। कहा यह जाता है कि शायद उस शिलान्यास का पत्थर भी वहां से हटा दिया गया है। इसकी ओर मैं रेल मंत्री महोदय का विशेष ध्यान दिलाना चाहता हूँ। इसके साथ-साथ उनकी जो कठिनाई है उसकी तरफ भी मैं आता हूँ। कोई भी काम होता है तो घनाभाव का बहाना कर दिया जाता है और काम हो नहीं पाता है। रेल मंत्री अलग से रेलवे का बजट पेश करते हैं और बार-बार घनाभाव की चर्चा करते हैं और इस कारण से जो पुरानी या नई योजनाएँ हैं, काम हैं, वे पूरे नहीं होते हैं। मैं सुझाव देना चाहता हूँ कि रेल मंत्री अलग से इन कंस्ट्रक्शन वर्क्स के लिए लॉज फ्लोट करें, एल०आई०सी० से तथा दूसरी फाइनें-शियल इंस्टीट्यूशंस से जरूरत पड़े तो लॉज के लिए कहा जाना चाहिये। मैं उस प्रस्ताव का भी समर्थन करता हूँ कि रेल मंत्री को योजना कमीशन का सदस्य होना चाहिये।

कुछ योजनाएँ, जिनकी हो सकता है कि अन्य माननीय सदस्यों ने चर्चा की हो लेकिन मैं उनको दूसरे ढंग पेश करना जरूरी समझता हूँ। हमारे

यहाँ एन०ई० नार्थ ईस्टर्न रेलवे है। चूंकि एन०ई० से मैं शुरू करता हूँ इसलिए मेरे दिमाग में एक भ्रान्ति हो जाती है, पता नहीं मंत्री जी और रेलवे बोर्ड के दिमाग में भ्रान्ति है या नहीं। अंग्रेजी में उसे नार्थ ईस्टर्न रेलवे कहते हैं। लेकिन जब उसका हिन्दी अनुवाद होता है तो वह पूर्वोत्तर रेलवे हो जाती है लेकिन विकास न पूरब का होता है और न उत्तर का होता है। यह चीज मेरी समझ में नहीं आती है कि आखिर कारण क्या है कि ट्रांसलेशन करने पर इसको पूरब और उत्तर कर दिया गया है और पूरब और उत्तर का फर्क हो जाता है। इस पर भी ध्यान दिया जाना चाहिये।

जब पूर्वोत्तर रेलवे की चर्चा होती है तो गोरखपुर में कोच फैक्ट्री का जिक्र जरूरी हो जाता है। वहाँ के लोगों को बड़ी आशा थी, उनकी आशा बंधी थी कि वहाँ पर कोच फैक्ट्री बनेगी। मंत्री महोदय ने मेरे सवाल के जवाब में इससे पहले कहा था कि गोरखपुर में कोच फैक्ट्री के लिए सर्वे हुआ है। लेकिन उस सर्वे के बाद कोई कदम आगे नहीं बढ़ा है।

SHRI A.B.A. GHANI KHAN CHOU-DHURY : I have never said that the survey has been made for Gorakhpur. I have only said that the project report is under making.

SHRI ASHFAQ HUSAIN : I am talking about the other Ministers when you were not there.

SHRI RATANSINH RAJDA (Bombay South) : He is a very prompt Minister, Sir.

श्री अशफाक हुसैन : मैं चाहता हूँ कि गोरखपुर में कोच फैक्ट्री बने क्योंकि गोरखपुर में छोटी लाइन भी है और वह पिछड़ा हुआ क्षेत्र भी है। और गोरखपुर पूर्व भी है और उत्तर भी है।

इसी के साथ-साथ भटनी-बनारस लाइन की चर्चा करना चाहता हूँ। बनारस ऐसा मुकाम रहा है जो तीर्थ स्थान होने के नाते बहुत अहमियत का

स्थान है और उससे बड़ा ताल्लुक गोरखपुर और नेपाल का रहा है। नेपाल के लोगों को आने जाने में बड़ी कठिनाई होती है और दूसरे लोगों को भी होती है। इसलिए भटनी-बनारस रेलवे लाइन, जिस पर काम हो रहा है, मेरी जानकारी में बड़ी तेजी से काम हुए हैं, लेकिन घनाभाव की बात वहाँ भी आ गई है और अब 8, 9 करोड़ रेल के नाते क्योंकि रेल से अलाटमेंट के लिए पैसा नहीं दे रहे हैं, इसलिये उसमें देरी होगी।

इसी प्रकार गोरखपुर-नीतनवा लाइन का जिक्र करूंगा। यह छोटी लाइन है और कई सुझाव इसके बारे में आये हैं आपके पास कि मीटरगेज को परिवर्तित करके इस लाइन को ब्रॉड गेज किया जाय। नेपाल का गेट वे एक तरह से नीतनवा के पास सनौरी हो गया है। और जब से चीन की मेहरवानी से सड़क बन गई है नेपाल में तब से इसका महत्त्व और बढ़ गया है। इसलिए भारत और नेपाल की दोस्ती की दृष्टि से इस लाइन पर काम करना चाहिये। एन०ई० रेलवे ने इस तरह का प्रस्ताव रेल मंत्रालय को भेजा था। लेकिन रेल मंत्रालय ने इसलिये अस्वीकार कर दिया कि आपके पास धन नहीं है।

आपके जमाने में ट्रेनें चलाई गईं उसके लिए बधाई देता हूँ और आपके साथ-साथ एन०ई० रेलवे के डायनामिक जनरल मैनेजर को भी बधाई दूंगा। मैं बहुत नहीं कहूंगा क्योंकि हो सकता है कि उनको अगर बधाई ज्यादा मिल जाय तो आप पूर्व रेलवे में उनको ले जायें या प्रमोट करके रेलवे बोर्ड में बुला लें। उनका नाम डी० हरीराम है।

आपने जयन्ती जनता ट्रेन चलायी और गोरखपुर होकर आती है। लेकिन वह केवल 4 दिन चलती है और इसके बदले में जो हमारी 7 दिन की सब्सिडी थी, गोमती एक्सप्रेस में बोगी लगती थी उसको विदरु कर लिया। इससे हमारा नुकसान हो रहा है।

SHRI A.B.A. GHANI KHAN CHOU-DHURY : All this we are considering as to

how we can increase the frequency.

श्री अशाफाक हुसैन : तो मैं मांग करूंगा कि आप उसको कम से कम 6 दिन चलाने की कोशिश करेंगे।

SHRI RAVINDRA VARMA (Bombay North) : You will do nothing for the Bombay suburban trains. There, your efficiency disappears.

SHRI A.B.A. GHANI KHAN CHOU-DHURY : You may say whatever you like.

श्री अशाफाक हुसैन : अब मैं ब्रांच लाइन की गाड़ियों के बारे में कहूंगा जिनमें बहुत गरीब पैसेजर्स चलते हैं और गरीब क्षेत्र से गुजरती हैं। उनमें से मैं गोरखपुर-नीतनवा और गोरखपुर-छितौनी लाइन के बारे में ध्यान दिलाऊंगा। अभी तो यह छोटी लाइन है, आपने 3, 4 गाड़ियां चलाईं। लेकिन जरूरत इस बात की है कि इस ब्रांच लाइन पर कम से कम डीजल इंजन लगायें ताकि बोगी भी ज्यादा लग सकें और यात्री भी कम समय में अपने गांव में जा सकें।

इसी तरह से कुलियों के बारे में लोगों ने कहा है कि उनको वर्दी देनी चाहिये। मैं थोड़ा सा आगे जाना चाहता हूँ और यह कहना चाहता हूँ कि हिन्दुस्तान में जाड़ा और गर्मी दोनों पड़ते हैं, खासकर उत्तर भारत में जाड़ा ज्यादा पड़ता है। इसलिये कम से कम वर्दी के साथ स्वेटर की व्यवस्था भी करनी चाहिये। और जब वर्दी का जिक्र करते हैं तो केटरिंग एम्प्लॉईज का भी जिक्र करूंगा। और जगह पर तो छोड़ दीजिये। हम यही देखते हैं कि संसद में टी-बोर्ड के जो एम्प्लॉईज हैं, वह तो गर्म वर्दी पहनते हैं, लेकिन रेलवे का केटरिंग एम्प्लॉई ठंडी वर्दी पहनकर जाड़ा, गर्मी और बरसात सभी मौसम में हमारी सेवा करता रहता है। इसलिए रेलवे में जो छोटे एम्प्लॉईज सेवा करते हैं, उनके लिए भी वर्दी और गर्म वर्दी की व्यवस्था आपकी तरफ से होनी चाहिये।

रेलवे के हेस्पतालों के सम्बन्ध में मैं थोड़ी सी

चर्चा करना चाहता हूँ। ज्यादा तो नहीं, लेकिन मैं यह चाहता हूँ कि होम्योपैथी, या यूनानी या आयुर्वेदिक दवाओं की व्यवस्था भी रेल के संस्थानों में होनी चाहिये। मेरी जानकारी में आपके बजट में इसके लिए कोई व्यवस्था नहीं है। मैं दरुवास्त करूंगा कि जगह-जगह मुख्यालयों में होम्योपैथी, यूनानी और आयुर्वेदिक दवाओं के प्रैक्टिशनर्स को लगाया जाये।

कैजुअल लेबर की समस्या यह है कि कैजुअल लेबर के नाम पर परमानेंट कैजुअल लेबर होकर रह गई है। इसलिये परमानेंट कैजुअल लेबर को और सुविधाएं मिलनी चाहियें और उनको परमानेंट बनाना चाहिये, न कि कैजुअल।

इसी तरह से हमारे क्षेत्र के प्लेटफार्मों की समस्या है। गाड़ी तो आपने चला दी, लाइन में परिवर्तन कर दिया, लेकिन प्लेटफार्म उसी तरह नीचे हैं जिससे बड़ी कठिनाई होती है, कई यात्रियों की टांग कट गई हैं, बूढ़ों और आम लोगों को गाड़ी में चढ़ने और उतरने में बड़ी कठिनाई होती है। उन प्लेटफार्मों को ऊंचा करने के लिये धन की व्यवस्था आपकी तरफ से जरूर होनी चाहिये।

केटरिंग के बारे में बहुत चर्चा हुई। मैं आपसे इसलिये दरुवास्त करूंगा कि आप साहसी रेल मंत्री हैं। मैं ध्योरी में नहीं पढ़ना चाहता लेकिन मैं बेसिक इण्डस्ट्री के नेशनलाइजेशन का पक्षधर हूँ। मेरा कहना यह है कि केटरिंग के नेशनलाइजेशन को खत्म करना चाहिये, इस पर आप विचार करें कि केटरिंग व्यवस्था को फिर से डी-नेशनलाइज किया जाये।

श्री रामाबलार शास्त्री : आप गंभीर बात कह रहे हैं।

श्री अशाफाक हुसैन : बात गंभीर है, लेकिन नेशनलाइजेशन बेसिक इण्डस्ट्रीज का होना चाहिये, नेशनलाइजेशन के मामले में छोटी-छोटी चीजों में अपने आपको नहीं फंसाना चाहिये। इस

तरह से क्रेटरिंग के मामले में आपका नियंत्रण रहेगा, क्रेटरिंग स्टाफ चैकिंग के लिए रहेगा और पब्लिक के लोगों की भी इसमें चैकिंग होती रहेगी और इससे उनमें डर की भावना रहेगी। आज कल जो क्रेटरिंग सरकारी व्यवस्था पर चल रहा है उसमें खाना अच्छा नहीं मिल रहा है। जयन्ती जनता में जिस तरह का खाना मिलना चाहिये, वह नहीं है, बस्ट है, समय पर खाना नहीं मिलता है और ठंडा मिल रहा है। प्राइवेट को लगाम पकड़ने के लिए आप मौजू हैं।

उसूलो बात यह है कि रेल मंत्रालय की तरफ से डिवीजनल, जोनल और नेशनल यूजर्स कमिटी बनी हुई है। अभी भरे सवाल के जवाब में मंत्री महोदय ने बताया कि उन कमेटियों में हर जगह पालियामेंट की तरफ से दो-दो एम०पीज० उन कमेटियों में रिप्रेजेंट करते हैं। मैं कोई डिस-रस्पैक्ट किसी अफसर के खिलाफ नहीं कर रहा हूँ, लेकिन मुझे इस बात का बड़ा दुःख है कि पालियामेंट के मेम्बर उन कमेटियों में जाते हैं और उन कमेटियों को रेलवे के अधिकारी प्रीजाइड करते हैं। मैं आपसे कहूंगा कि आप इस पर गौर करें कि ऐसी कमेटियों में अधिकारियों की जगह पब्लिक के रिप्रेजेंटेटिव को प्रीजाइड करने के लिए कहा जाये। मैं किसी पब्लिक रिप्रेजेंटेटिव को परमानेंट चेयरमैन बनाने की बात नहीं करता लेकिन रोटेशन से उन्हें प्रीजाइड करने के लिये कहा जाये ताकि जो पब्लिक रिप्रेजेंटेटिव हैं, उनका सम्मान अपनी जगह पर कायम रहे।

इस बात के साथ मैं अपनी बात खत्म करता हूँ।

श्री अशफाक حسین (मبارाज گنج): سہماپتی مہور سے چھٹی بیج ورثیے یوحنا کے آخری ورث کالی جو تھے ریل منٹری کے دست پر منتت کیا گیا پانچواں بیٹ ہے۔ اس بیٹ سے ہم لوگ آشکار کرتے تھے کہ جو یوحنا میں جو تھی اور پانچویں بیج ورثیے یوحنا میں جو تھی اور پانچویں بیج ورثیے یوحنا کے ہاتھ میں

یاد پورن ہو جائی گی۔

لیکن ایسا کوئی سکت نہیں مل سکا ہے۔ میں اس سسٹم میں اشارہ کرنا چاہتا ہوں اس یوحنا جس کا شلٹا نیس آج سے دس برس پہلے درتھان بردھان منٹری شیلی افسر کا مذہبی کے ہاتھوں ہوا تھا اور اس بیج کئی اور بردھان منٹری بھی ہو گئے ہیں وہ ہے چھتویں گھنچا پل کا شلٹا نیس۔ جب اس کا شلٹا نیس کیا گیا تھا اس سے پچھلے منٹریوں کی زیادہ چرچا ہو رہی تھی اور ان کے لیے کام ہو رہے تھے۔ اس کے بعد سولہ برس بدلیں ریل منٹری بدلے۔ پچھلے پانچ سال میں چار ریل منٹری بدلے ہیں اور ایک ریل منٹری اس شلٹا نیس بھی ہو ہے لیکن یہ شلٹا نیس اپنی جگہ پر کارہ گیا۔ کہا جاتا ہے کہ شاید اس شلٹا نیس کا پتھر بھی وہاں سے ہٹا دیا گیا ہے۔ اس کی اور میں ریل منٹری مہور سے کاوشیں دھیان دلانا چاہتا ہوں۔ اس کے ساتھ ساتھ ان کی جو گھنچائی ہے اس کی طرف بھی میں آتا ہوں۔ کوئی بھی کام ہوتا ہے تو دھیان بھاؤ کا بھانا کر دیا جاتا ہے اور کام ہو نہیں پاتا ہے۔ ریل منٹری الگ سے ریلوے کا بجٹ پیش کرتے ہیں اور بار بار دھیان بھاؤ کی چرچا کرتے ہیں اور اس کارن سے جو پرانی یا نئی بیٹیں ہیں کام ہیں وہ پورے نہیں ہوتے ہیں۔ میں سمجھاؤ دینا چاہتا ہوں کہ ریل منٹری الگ سے ان کنٹریکشن وڈکس کے لیے نوڈ فلوت کریں ایل آئی سی سے تھانڈری فائینٹیل انٹیجیوشنز سے ضرورت پڑے تو نوڈز کے لیے کہا جانا چاہئے۔ میں اس پر تاشاؤ کا بھی عرض کرنا ہوں کہ ریل منٹری کو یوحنا کنٹیشن کا سد سے بڑھا ہے۔

گھج یوحنا میں جن کی ہو سکتا ہے کہ اتنے مانتیے سد سیدی نے چرچا کی ہو لیکن میں ان کو دوسرے ڈھنگ سے پیش کرنا ضروری سمجھتا ہوں۔ ہمارے یہاں این۔ای۔ نارٹھ ایڈن ریلوے ہے۔ چونکہ این۔ای۔ سے میں شروع کرتا ہوں اس لیے میرے دماغ میں ایک بھراستی ہو جاتی ہے۔ یہ نہیں منٹری جی اور ریلوے بورڈ کے دماغ میں بھراستی ہے یا نہیں۔ انگریزی میں اسے نارٹھ ایڈن ریلوے کہتے ہیں۔ لیکن جب ملکانڈا، نوواد ہوتے ہیں تو وہ پورودا تر

ریلوے سے جو جاتی ہے۔ لیکن دیکھا کہ پورب کا ہوتا ہے اور
نہ اتنے کا ہوتا ہے۔ یہ چیز ہری سمجھ میں نہیں آتی ہے کہ آخر
کارن کیا ہے کہ ٹرانسلیشن کرنے پر اس کو پورب اور تر
کر دیا گیا ہے اور پورب اور تر کا فرق ہو جاتا ہے۔ اس
بھی دھیان دیا جانا چاہئے۔

جب پور دواتر ریلوے کے چرچا ہوئی ہے تو گورکھپور
میں کوچ فیکٹری کا ذکر ضروری ہو جاتا ہے۔ وہاں کے
لوگوں کو بڑی آشا تھی۔ اس کی آشا بندھی تھی کہ وہاں پر
کوچ فیکٹری بنے گی۔ منتری مہود سے نے میرے سوال کے
جواب میں اس سے پہلے کہا تھا کہ گورکھپور میں کوچ فیکٹری
کے لیے سڑک نہ تھی اس لیے اس سڑک کے بعد
کوچ فیکٹری بنے گی۔

**SHRI A.B.A. GHANI KHAN CHOU-
DHURY :** I have never said that the sur-
vey has been made for Gorakhpur. I have
only said that the project report is under
making.

SHRI ASHFAQ HUSAIN : I am talking
about the other Ministers when you were not
there.

**SHRI RATANSINH RAJDA (Bombay
South) :** He is a very prompt Minister,
Sir.

میری اشفاق حسین میں جانتا ہوں کہ گورکھپور پور میں
کوچ فیکٹری بننے کے لیے گورکھپور پور میں چھوٹی لائن بھی اور
بڑی لائن بھی ہے اور وہ پھوڑا ہوا شہر بھی ہے اور گورکھپور
پورب بھی اتنے بھی ہے۔

اس کے ساتھ ساتھ بھٹی بنارس لائن کی چرچا کرنا چاہتا
ہوں بنارس ایسا مقام ہے جو تیرہ اسٹیشنوں کے ساتھ
بہت اہمیت کا اسٹیشن ہے اور اس سے بڑا تعلق گورکھپور
اور نیپال کا رہا ہے۔ نیپال کے لوگوں کو آنے جانے میں
بڑی گھنٹائی ہوتی ہے اور دوسرے لوگوں کو بھی ہوتی ہے
اس لیے بھٹی بنارس ریلوے لائن میں کام پور رہا ہے ہری

جانکاری میں بڑی تیزی سے کام ہوئے ہیں لیکن دھنا جاؤ
کی بات وہاں بھی آگئی ہے اور اب ۸ کروڑ ریل کے ساتھ
کوچ فیکٹری کے لیے یہ نہیں دے رہے ہیں۔
اس لیے اس میں دیر ہی ہوگی۔

اس پر لاگت گھور تو لاؤ لائن کا ذکر کرنا۔ چھوٹی
لائن ہے اور کئی سہاڈ اس کے بارے میں آئے ہیں آپ
کے پاس کہ میٹرنگ کو پوری ت کر کے اس لائن کو بڑھ
سج کیا جائے۔ نیپال کا ٹیٹ دے ایک طرح سے تو تھوٹا کے
پاس سنوری ہو گیا ہے۔ اور جب سے چین کی مہربانی سے
سڑک بن گئی ہے نیپال میں تب سے اس کا ہتھو اور بڑھ
گیا ہے۔ اس لیے بھارت اور نیپال کی دوستی کی روشنی سے
اس لائن پر کام کرنا چاہئے۔ این۔ ای۔ ریلوے نے اس
طرح کا پرنسٹاڈ ریل سنز کے دو بھی تھا لیکن ریل سنز لے
نے اس لیے اسوی کار کر دیا کہ آپ کے پاس دھن نہیں
ہے۔

آپ کے زمانے میں ٹرینیں چلائی گئیں اس کے لیے
بدھائی دیتا ہوں۔ اور آپ کے ساتھ ساتھ این۔ ای۔ ریلوے
کے ڈائمنگ جنرل میجر کو بھی بدھائی دے گا۔ میں بہت نہیں
کہوں گا کیونکہ ہو سکتا ہے کہ ان کو اگر بدھائی زیادہ مل جائے
تو آپ پور وریلوے میں ان کو لے جائیں یا پھر دھوت کر کے
ریلوے پور میں بلا لیں۔ ان کا نام ڈی۔ ہری رام ہے۔

آپ نے صحتی جتنا جتنا ٹرین چلائی اور گورکھپور پور آئی
ہے۔ لیکن یہ کیوں ہم دن چلتی ہے۔ اور اس کے بدلے
میں جو ہماری دن کی سروس تھی۔ کوئی ایک پریس میں
ہوگی لگتی تھی ماں اس کو دوڑا کر لیا اس سے ہمارا
تفصیل پور رہا ہے۔

**SHRI A.B.A. GHANI KHAN CHOU-
DHURY :** All this we are considering as
to how we can increase the frequency.

شری اشفاق حسین : میں تو مانگ کر دن لگا کر آپ
اس کو کم سے کم دن چلانے کی کوشش کریں گے۔

SHRI RAVINDRA VARMA : You will
do nothing for the Bombay suburban trains.
There, your efficiency disappears.

SHRI A.B.A. GHANI KHAN CHOU-DHURY: You may say whatever you like:

شری اشفاق حسین اب میں برابر خزانہ کو نکال رہا ہوں کے بارے میں کہوں گا جن میں بہت تزیینتیں ہیں اور عریضہ تیزی سے گزرتی ہیں۔ ان میں سے میں گورکھ پور، نوتوا اور گورکھ پور بھوتنی لائن کے بلکہ جہان ریلوے لائن کا بھی تو یہ چھوٹی لائن ہے آپ نے تین چار گاڑیاں چلا لی ہیں۔ لیکن ضرورت اس بات کی ہے کہ اس برابر خزانہ پر کم سے کم ٹریڈنگ لائن لگائی تاکہ لوگ بھی زیادہ لگ سکیں اور یاتری بھی کم سے کم اپنے گاڑوں میں جا سکیں۔

اس طرح سے تیلیوں کے بارے میں لوگوں نے کہا ہے کہ ان کو دردی دینا چاہئے۔ میں تقویٰ سائیکس کے گاڑیاں چاہتا ہوں اور یہ کہنا چاہتا ہوں کہ ہندوستان میں گاڑیاں اور گرمی دونوں بڑھتے ہیں۔ خاص کر اتر بھارت میں گاڑیاں زیادہ چلتا ہے اس لیے کم سے کم دردی کے ساتھ سوئیچنگ کی دوسٹیا بھی کرنی چاہئے۔ اور جب دردی کا ذکر کرتے ہیں تو کیڑنگ ایپلائنگ کا بھی ذکر کر دوں گا۔ اور پٹے پر تو چھوڑ دیجئے۔ ہم ہی رکھتے ہیں کہ سنسڈ میں ٹی بوڈ کے جو ایپلائنگ میں وہ تو گرم دردی پہنچتے ہیں لیکن ریلوے کا کیڑنگ ایپلائنگ دردی نہیں کہ گاڑی اور بولٹ سبھی موسم میں ہماری سیوا کرتا رہتا ہے۔ اس لیے ریلوے میں جو چھوٹے ایپلائنگ سیرا کرتے ہیں۔ ان کے لیے دردی اور گرم دردی کی دوسٹیا آپ کی طرف سے ہونی چاہئے۔ ریلوے کے ہسپتالوں کے سببہ میں میں بھی لکھ رہا ہوں۔

جہاں کرنا چاہتا ہوں۔ زیادہ تو نہیں لیکن میں یہ چاہتا ہوں کہ ہوسٹیا چھٹی یا یونانی یا یورپک دو آؤں کی دوسٹیا بھی ریل کے سنسٹانوں میں ہونی چاہئے۔ میری جانکاری میں آپ کے کٹ میں اس کے لیے کہ ڈی دوسٹیا نہیں ہے۔ میں دھارت میں اس کا جگہ جگہ کیا ہوں ہیں۔ ہوسٹیا چھٹی یونانی اور یورپک دو آؤں کے پرکھنے میں کوٹا جا جائے۔ گورکھ پور اور دیگر سببہ کے گورکھ پور کے

برمانہ کیڑوں کی لہیر ہو کر رہ گئی ہے۔ اس لیے برمانہ کیڑوں کی لہیر اور سودھ میں ملنی چاہی اور ان کو پکڑنا بنا کر لہیر۔

اسی طرح سے ہمارے شہر کے پٹیفارمون کی سبب سے بھاری تو آپ نے چلا دی لائن میں پروردن کر دیا لیکن بیٹھ فارم اس طرح ہے جس سے ٹریڈنگ لائن ہوتی ہے۔ کئی یا تریوں کی ٹانگ کٹ گئی ہیں بوڑھوں اور عام لوگوں کو گاڑی میں چڑھنے اور اترنے میں ٹریڈنگ لائن ہوتی ہے۔ ان بیٹھ فارمون کو اٹھانے کیلئے دھن کی دوسٹیا آپ کی طرف سے ضرور ہونی چاہئے۔

گورکھ کے بارے میں بہت چرچا ہوئی۔ میں آپ سے اس لیے درخواست کر دوں گا کہ آپ ساہی ریلوے میں سبک میں تھیوری میں نہیں پڑنا چاہتا لیکن میں سبک انڈسٹری کے نیشنلائیشن کا کیشدھوں۔ میرا کہنا یہ ہے کہ کیڑنگ کے نیشنلائیشن کو ختم کرنا چاہئے۔ اس پر آپ دوچار کریں کہ کیڑنگ دوسٹیا کو کبھی سے ٹریڈنگ لائن کے شری رام انڈسٹری: آپ گھر بات کہہ رہے ہیں۔ شری اشفاق حسین: بات گھر سے لیکن نیشنلائیشن سبک انڈسٹری کا ہونا چاہئے۔ نیشنلائیشن کے معاملے میں چھوٹی چھوٹی چیزوں میں اپنے آپ کو نہیں چھینا چاہئے۔ اس طرح سے کیڑنگ کے معاملے میں آپ کا بیٹوں رہے گا۔ کیڑنگ اسٹاف چیکنگ کے لیے رہے گا اور پٹنگ کے لوگوں کی بھی اس میں چیلنگ ہوتی رہے گی اور اس سے ان میں ڈر کی بھادنا رہے گی۔ آج کل کیڑنگ سرکاری دوسٹیا پر چل رہا ہے اس میں کھانا اچھا نہیں مل رہا ہے۔ جس طرح کا کھانا ملنا چاہئے وہ نہیں ہے۔ ہوسٹیا پر کھانا نہیں ملتا ہے اور ڈسٹریبلر ہا ہے۔ چھوٹی چیزوں کی ٹیم چھوٹے کے لیے آپ موزوں ہیں۔ اصولی بات یہ ہے کہ ریل منڈل کے طرف سے ٹریڈنگ لائن اور نیشنلائیشن کی بھی ہونی چاہئے۔

ابھی میرے سوال کے جواب میں شری اشفاق حسین نے

کہ ان کمپنیوں میں ہر جگہ پارٹی ٹینٹ کی طرف سے نہ سہولتیں
 پزیرا ان کمپنیوں میں ریزریشن سہولت کو نہ دیا گیا ہے اور اس
 ریسٹیٹ کسی افسر کے خلاف نہیں کر رہا ہے۔ لیکن مجھے
 اس بات کا بڑا دکھ ہے کہ پارٹنرشپ کے ممبران کمپنیوں میں
 جاتے ہیں ان کمپنیوں کو ریلوے کے اڑھیکار اور ریزریشن کو
 ہیں۔ میں آپ سے کہوں گا کہ آپ اس پر غور کریں کہ ایسی
 کمپنیوں میں اڑھیکاریوں کی جگہ بیلک نے ریزریشن کو
 پر ریزریشن کرنے کے لیے کہا جائے۔ میں کسی بیلک ریزریشن
 کو برامانٹ چیرمین بنانے کی بات نہیں کرتا لیکن
 رڈیشن سے افسرین پر ریزریشن کرنے کے لیے کہا جائے تاکہ
 جو بیلک ریزریشن سہولتوں میں ان کا سامان اپنی جگہ پر قائم رہے
 رہے۔

اس بات کے ساتھ میں اپنی بات ختم کرتا ہوں۔

17 15 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

PROF. N.G RANGA (Guntur) : Mr. Deputy-Speaker, Sir, I am sorry I cannot agree with my friend, Mr. Ramavator Shastri, where he has said that the Railways are serving the rich people more and better than the poor people. This statement is absolutely not correct. He has said that the fares have been going up. If you take into consideration the inflation that has been going on in the last 20 or 30 years, you will find that the fares have not been going up correspondingly. If you look into even catering also, the charges that we are making from the passengers either by way of fares or by catering charges are about the lowest, not only here but compared to the rest of the world. Even in our own country you cannot get the food, that Railways supply, outside the railway station for the price that the Railways are charging. I do not think the Railways are exploiting the poor people at all.

Secondly, the Railways have rendered a tremendous lot of service to our people, especially the middle class and, of course,

all other people, by starting the Super Fast Expresses and running them efficiently and safely on the whole.

I have only one small criticism to make in this connection and that is, the proposal to raise the platform ticket fee from 50 paise to one rupee is a very unwise thing to do, and the demand of the House, from all sides of the House, against it is a thing which is a very serious matter and which the hon. Minister as well as the Cabinet should take a serious notice of. I sincerely hope that, by the time the hon. Minister begins to make his final statement either today or tomorrow or even after the consideration of the Supplementary Demands, Government would find it possible to go back again to the earlier fee.

Having said that, I have got to sound a note of warning in regard to the new trend of discussion that has been started in this House from the time that my friend, Prof. Madhu Dandavate, had taken charge of the Railways. He initiated the idea that the Railways should not be asked to make any contribution to the General Revenues on account of the thousand and odd crores of rupees that have been invested and more and more of it also which is being invested on the Railways. I do not agree with him. At the same time he wants the General Revenues to make contribution to the Railways because Railways are serving some social purposes. True, we have been having it throughout the 120 or 130 years ever since the Railways have been started in our country. They have been expected to serve social purpose as well as commercial purpose and they have been doing it. I do not understand why, in spite of all this, the Railways should be exonerated from the responsibility of having to pay even a minimum dividend on the huge, colossal amount of capital that has been invested and that is being invested also. I hope, the Railway Convention Committee would take due note of this demand that we are making on behalf of the public that the Railways have a responsibility to make contribution to the General Revenues not as general revenues but as an interest, whatever it may be. Now Government is paying 10 or 15 per cent of

borrowings. It need not pay as much as that but at least half as much as that or one-third as much as that, but there should be contribution from the Railways.

Another thing which my hon. friend, Prof. Madhu Dandavate started and which has been taken advantage of by successive Railway Ministers from our side is to place all the blame on the Planning Commission and then somehow suddenly from all sides, all our members jump into the fray and they exonerate the Railways. They forget the primary responsibility of the Railways to make the best possible use of the moneys that have been placed at their disposal, the assets that have been placed at their disposal and go on blaming the Planning Commission. Planning Commission means the Central Government, the whole of the Parliament. How else does the Planning Commission function? I cannot understand. If the Railways want more money, they should be able to make out a good enough case and get it from the Finance Minister and from the Government. If they are not able to make a good enough case and at the same time, they say that the Planning Commission is not allotting this money and that money—if it had been any other government, an imperial government or an irresponsible government—I would have said that it is the height of irresponsibility. It is the duty of the Railway Minister and the Government as a whole to go into the whole finances of the Railways and find out how much money has to be placed at their disposal and within that money what results have to be achieved...

SHRI SATYASADHAN CHAKRABORTY (Calcutta South): So you say that the Railway Minister is irresponsible. Is it not?

SHRI A.B.A. GHANI KHAN CHOUHDURY: Railway Minister as well as the rest of the Government and not the Planning Commission. He does not know how the whole system functions.

PROF. N.G. RANGA: My hon. friend is a very eloquent Minister. I congratulate him on his eloquence. He is a Bengali and

all Bengalis are eloquent. He has taken advantage of the argument raised by Mr. Dandavate and he has been placing at all the blame on the Planning Commission and the Central Government as if the Railways have no responsibility at all. He says: 'You go on asking for so many railway lines, more waiting rooms, trains and so on. I am ready to satisfy all your demands. But what can I do? There is the Planning Commission. You go and ask the Planning Commission from every side.' That is not the way to deal with this matter. That is all I can say.

Are the Railways utilising the funds that are being placed at their disposal? Are they utilising their assets to the best possible advantage? I am not very sure. It is high time, I think, that a high power commission or committee should go into this matter. As we go by the railway from one part of the country to the other, we find in many places damaged wagons thrown by the side of the railway line, they are lying there and they have not been picked up. So much of railway material in this manner has to be found anywhere and everywhere—rotting and that is not being picked up. Then Moghulsarai—you know it is a den of black-marketeers, thugs and thieves. Nandaji when he was in charge of the Railway wanted to have a special squad to control that but they have not been able to do it. Is there only one Moghulsarai? There are easily 12 Moghulsarais in the whole of India, if not more.

Now, some control has to be instituted over what is being done. In fact, often our friends have said again and again, so many of us. You make a promise that you are going to have a survey. Then you start the survey. After that you lay the foundation-stone and by the time the thing is completed it is one decade or two decades and meanwhile prices are going up. Naturally, the costs go up. The contractors and various other people make so much of money. What is the performance of the Railways? In fact about the time factor and the use they are making of the funds that we place at their disposal, some study has got to be made by the Railway Minister so that

economies are achieved in this direction. I am sure you will be able to achieve not less than Rs. 20 and 30 crores every year if only you were to see that between your surveys and your achievements you minimise the time factor that you are now consuming and the amount of waste that is now taking place.

Next thing is efficiency. Now take the passenger trains; a number of them—have been neglected because of their fancy for these Super Expresses. At the same time, they are in a hopeless condition, they go on shrieking. Even people above 40 years of age get sick by the travel they make in these trains over the whole night. The shutters do not work. Levatories are in a hopeless condition. Seats are not satisfactory and the speed, of course, is hopeless. Punctuality—you need not bother about if at all. This is the condition. So, special attention should be paid to improving the condition of these passenger trains. Now it is there that certainly from the poor people's point of view there is a serious grievance. Ordinary folk want to go from one place to another in their own State, from one district to another. They are poor people. They pay only Janata fares. They are made to suffer in this manner. Therefore, the sooner greater attention is paid to improvement of these passenger trains, the better it would be for the Railways.

Then I agree with the suggestion made by my hon. friend from Andhra that railways should develop their engineering training institutes. They have been attending to social needs of their workers. I do not grudge it. They have been attending to their railway workers almost in the same manner as the welfare-oriented socialist countries have been doing. The working expenses—the proportion and ratio is going up year after year. At one time when the British were here, we used to complain about it. They used to say that they were trying their best to keep them down. Then at that time the workers were not being treated so satisfactorily. Now we are treating our workers very satisfactorily, even to the extent of providing medical services even in these places where at one

time there were no hospital services at all and where to-day there are plenty of hospital services and yet we are providing them special hospital services and so on. I do not grudge all this. But there is the question of welfare aspect. So far as passengers are concerned, what is it you are doing? So many of our members complain about the lack of water supply and the water tanks not being properly cleaned from time to time and in regard to the food also about the nutritive side and health side of it. In this direction not enough is being done and so much more has to be done. Some more special attention has got to be given to these matters.

Now I come to railway development. Two or three years ago, I think the hon. Minister took a decision—then I think Mr. Pande was the Minister—that in view of various considerations of cost, efficiency and economy they would no longer try to pursue the earlier policy of shifting metre gauge to broad gauge and if they were to have any new railways at all, it would be only broad gauge. Well and good. Then is there no need for more and more new railways? My hon. friend has agreed with us and indeed for the last 3 years that has been the direction and orientation also from the Prime Minister right down to the Railway Minister that there should be railway development in the North-Eastern frontier. There are 6 to 7 States we have there. Each one of these States will have to be connected with railways somehow or other up to at least 50 miles proximity. Have we been able to make sufficient progress in regard to the railways, construction of which has been initiated by my hon. friend, the Railway Minister and his predecessor?

Are we placing sufficient funds at their disposal? This has got to be studied. According to me first priority should be given for the development of those railines. It is said that if we build all those then we will starve the rest of India. Further, they are in the strategic area. There is greater risk of losing it if any calamity overtakes us. But I say we must work against those calamities and ensure that those areas become secure and in order to satisfy the

people there develop their economy and assure them that they are being treated as specially precious children of Mother India because they are so far away from the capital of India.

I congratulate the government for the new orientation that they have shown in this direction. But that is not enough. I want them to fight against time.

MR. DEPUTY-SPEAKER : Please conclude.

PROF. N.G. RANGA : So far as Andhra is concerned we have been asking for Bibinagar to Nadikudi line *via* Guntur rail line to be developed and completed. My hon. friend informed me that from Bibinagar to Nalgonda the line was creeping over a period of 10 to 15 years. Now all that my hon. friend was prepared to offer was that they are trying to build two bridges so that they are able to complete this line. I say why be so slow. Then between Nadikudi-Guntur the railway line has to be turned from metre gauge to broad gauge. So also, from Guntur to Guntakul it has to be turned from metre gauge to broad gauge. It will help passenger both from Karnataka and Andhra. The metre gauge line between Katpadi and Tirupati has to be turned into broad gauge. If you delay on this then, you will be losing more and more money. Therefore, as a matter of economy you should convert these from metre gauge into broad gauge.

Then there is a small railway line where a circular train between Guntur-Tenali-Repalle and Vijayawada could be introduced twice a day. During the day there used to be one but it has been dropped and people are suffering. You should run a special train between Nellore and Vijayawada to connect Golconda Krishna Express. A train has to be run so that people are able to catch either of these trains to Hyderabad.

Mr. Deputy-Speaker, Sir, Members of Parliament are being demoralised into petitioners by the railway administration. We make suggestions and they simply say that it cannot be done. Even when a

suggestion is made by the programmes committee it is also dismissed. Nothing is being done. From the Centre nothing is being done. They say, it must be done at Zonal H.Q. But Zonal H.Q. do not bother about it. The Railway Board is supposed to have control over Zonal H.Q. Zonal H.Q. is supposed to have control over Divisional Superintendents. Divisional Superintendents are all in all. They do not want any change at all to be made in regard to trains and timings and time-tables. Now something has to be done in order to see that locally placed officers act in such a manner as to develop the railway connections and time tables and give the best possible satisfaction to the passengers locally. But that is not being done at present people want to go from here to Hyderabad. Andhra Pradesh Express runs for 4 days in the week. Even during these 4 days there is no connection between Kazipet which is on the way, and Vishakapatnam or Waltair. A suggestion has been made by Mr. Naidu to the hon. Minister—and I supported it also—that a connecting train should be run—just as in the earlier days, as you would remember, we used to have K.K. Express, which used to be split up into two at Jalarpet. Similarly the train that goes, the Andhra Express, should go right up to Kazipet; from there 2 or 3 bogies which are attached here in Delhi can be detached and 3 or 4 barriages which may be needed locally can be all fitted into another train and that can be made to run right up to Vizag. Why not give thought to it and thereby give satisfaction to our Andhra friends in Northern Sircars?

I am glad that one or two lines have already been developed in Orissa, in Sambalpur and so on. A small improvement has been made between Bhadrachalam Road and Manuguru. It is a good thing. A suggestion has been made that between Dornakal and Ramagundam you can make a short-cut and save quite a lot of expenditure and also it will give great satisfaction to the people.

Regarding Platform ticket I have stated already. For God's sake, take that decision and give us satisfaction.

Lastly Sir, there is a place called Dharmavaram...

MR. DEPUTY-SPEAKER : Prof. Ranga, have you written to the Minister at least once regarding all these suggestions which you are making? Have you written to the Minister?

PROF. N.G. RANGA : Some of them I have done already.

Sir, I am glad you have reminded me of one other thing. What is the use of our making all these suggestions? According to the practice followed by Mr. S.K. Patil, he used to say, each one of your suggestions will be examined and the Railway Board will send you a reply. That is not a satisfactory thing. No one knows what reply is given to so and so.

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : I never said that. I can challenge this. I never said that the Railway Board will send you a reply. I may have said I will look into it or something like that. But I have never said that the Railway Board will look into this. Because, I have great respect for the people's representatives. I will never say this.

PROF. N.G. RANGA : Anyway, it is the Railway Board. He is functioning as Post Office between Railway Board and ourselves. Various suggestions are made here. The Railway Board people are there in the official box. I do not know whether they are taking any notes at all. I would like them to study the proceedings of the House very carefully. Just as we used to have it in the committees where they used to say, such and such member has made such and such suggestion, these are actions to be taken or proposed to be taken or have been taken or cannot be taken for such and such reasons, likewise here also they should do the same thing. They should make out a whole catalogue of it; they should circulate it among the Members of Parliament... at least within six months, after the Railway budget is passed; by the time we come back

for the next Budget session, we would know what are the things, where the Railway Board has not given satisfaction and if so, why the Railway Minister should not be taken to task. That is my idea. If he is only willing to follow the suggestion, I would be very happy. I am not opposed to the suggestion of having a separate Railway Budget. There again, I cannot agree entirely with my distinguished hon. friend, Mr. Brahmananda Reddy.

MR. DEPUTY-SPEAKER : He wanted a separate Railway Budget. He said that it should not be included in the General Budget.

SHRI K. BRAHMANANDA REDDY (Narasaraopet) : It does not mean that because of the criticism, the praises for the railways functioning will not be there. That will be there.

PROF. N.G. RANGA : The Posts and Telegraph Department also touch so many points and the life of our people. Therefore, the Posts and Telegraphs and the Railways may be put together and they may be treated as one Budget and that budget should be discussed in detail. In spite of it, railways are found to be unresponsive. I don't say irresponsible and unsatisfactory. If they are separated from the General Budget, if you have that kind of opportunity of discussing these two budgets separately, we will be at a great advantage because unlike all other Ministries and the Departments of the Government, Railways touch the whole country and the people at the largest number of points and the Postal people touch even larger number of points and they affect every day life of those people who have something to say to each other, from one place to another, who have something for which they have to move from one place to another. Therefore, I would like them to consider the possibility of bringing these two together—Mr. Reddy's earlier Ministry, that is, Posts and Telegraphs Department under the Communication Ministry and Mr. Ghani Khan's present Ministry of Railways—and have a Budget separate from the General Budget, for discussion.

श्री नाथू राम मिर्धा (नागौर) : उपाध्यक्षजी, मैं बहुत थोड़ा टाइम लूंगा।

रेल बजट के बारे में जो बातें रंगा साहब ने आखिर में कहीं और आलोचनाएं की हैं, मैं अपने को उनसे जोड़ता हूँ और उनके बारे में मैं ज्यादा नहीं कहूंगा। मैं राजस्थान प्रान्त से आता हूँ जो देश का एक प्राचीन पिछड़ा हुआ प्रान्त है और खास तौर से रेलों की दृष्टि से। 22 छोटे-छोटे राज्यों के जो राजा थे, उन्होंने जितनी रेलें अपने समय में बना दीं, वे रेलें आज भी हैं और धिचड़-धिचड़ वे चलती हैं। नई रेलें बनाने का काम राजस्थान में बहुत ही थोड़ा हुआ है। जैसलमेर में थोड़ी रेलवे लाइन बनी है और कुछ राजस्थान केनाल के पास बन रही है और कुल 150, 200 किलोमीटर से ज्यादा रेलवे लाइन नहीं बन्यी हैं। आजादी के बाद से आज तक इससे ज्यादा काम वहाँ पर नहीं हुआ है और मैं यह भी समझता हूँ कि मेरे आज भाषण देने से ही सारा काम नहीं हो जाएगा। रेल मंत्री जो होता है, उस पर कितना पालीटिकल प्रेसर पड़ता है और किस तरह से काम होता है। यह आप भी जानते हैं और मैं भी जानता हूँ। इसलिए मैं कुछ सुझाव ऐसे दूंगा, जो बिना पैसा खर्च किए माने जा सकते हैं और उनके मानने से मेरे क्षेत्र की जनता को लाभ मिल सकता है और मेरे ये सुझाव बहुत ही छोटे हैं लेकिन मुझे दुःख के साथ कहना पड़ता है कि मेरी दो साल की पैरवी के बाद भी कोई हल नहीं निकला। मैं इसके लिए आपको और आपके विभाग को ब्लैम नहीं करूंगा लेकिन यह सिस्टम ऐसा गजब का है कि वहाँ पर भी उंगली रखने का भौका नहीं होता।

मेरे इलाके में एक बहुत छोटा स्टेशन है, जिस का नाम है जालसू हॉल्ट स्टेशन। और यह रेल एक और दो बी० एम० एफ० बहुत अर्से से चलती है जो जुलसु स्टेशन पर मैंने बहुत कोशिश करके रुकवाई थी, लेकिन बाद में उसको बंद कर दिया गया। पता नहीं क्यों बंद कर दिया गया? उससे तकलीफ क्या हुई? उस गांव के आसपास फीजी

रहते हैं, विद्यार्थी पढ़ने जाते हैं, गांव के मजदूर नौकरी पर जाते हैं, उन सबको इससे लाभ था अब वे इस लाभ से वंचित हो गए हैं। मेहरबानी करके इसको फिर से वहाँ रुकवा दें। यह बड़ी स्लो ट्रेन है, बहुत आराम से चलती है। इससे जनता को बहुत लाभ होगा और आपको भी फायदा होगा।

मेरा दूसरा सुझाव है कि जो मरुधर एक्सप्रेस आपने जयपुर और जोधपुर के बीच चलाई है, यह जोधपुर से जयपुर सात घंटे में जाती है। कहते हैं बड़ी तेज गाड़ी है। इसको मैं नागौर जिले में रेल स्टेशन पर रुकवाने की बात कर रहा हूँ जहाँ कि रामनिवास जी और हम सब लोग उतरते हैं। यह बहुत बड़ा स्टेशन है और यहाँ से रोड और रेल का बड़ा कनेक्टिंग लिंक है। जब हमने इसके बारे में आपसे कहा तो हमसे कहा गया कि हम इसमें डीजल इंजिन लगायेंगे, फिर यह गाड़ी तेज चलेगी। लेकिन अभी तक यह स्टीम इंजिन से ही चलती है। इसको आप रेल स्टेशन पर दो मिनट के लिए ही रुकवा दें। इसमें आपका कोई खर्चा नहीं लगेगा। बैसे भी यह यहाँ सिगनल पर 10-15 मिनट तक हमेशा रुकती है। मरुधर एक्सप्रेस को आप वहाँ रोक दें, आपकी बड़ी कृपा होगी।

तीसरा मेरा बहुत छोटा सुझाव है। दिल्ली से एक सुपर फास्ट गाड़ी जोधपुर जाती है। यह 12 घंटे में जोधपुर पहुंचती है। मेरे क्षेत्र नागौर में कोई ढाई सौ किलोमीटर यह सफर करती है। मेरी आपसे रिक्वेस्ट है कि इसको मेरे क्षेत्र नागौर में एक स्टेशन पर रुकवा दें। वहाँ मकराना है जहाँ कि संगमरमर की खानें हैं और वहाँ तमाम हिन्दुस्तान से लोग आते हैं। मेहरबानी करके दो मिनट का एक हॉल्ट आप वहाँ दे दो। यह 12 घंटे में जोधपुर पहुंचती है। अगर आप इसे वहाँ रुकवा दोगे तो पांच मिनट और लग जाएंगे। मंत्री जी तो यहाँ बैठे ही हैं, रेलवे अधिकारी भी बैठे हैं। उनसे भी मेरी यह रिक्वेस्ट है। मुझे इन सुझावों के बारे में मंत्री जी का जवाब नहीं चाहिए, बल्कि कर्म चाहिए। अगर मंत्री जी कर्म प्रकट करेंगे तो उनकी

बड़ी जेनरोसिटी होगी।

हमारे राजस्थान के लोग बहुत अनुशासित लोग हैं। रेलवे वालों से कभी झगड़ा नहीं करते हैं, कोई तौड़फोड़ नहीं करते हैं, बिना टिकट रेल सफर नहीं करते हैं। अब वे निराश्रम न हों। कहीं ऐसा न हो कि वे भी दूसरों की नकल करने लग जाएं। मुझे आशा है कि आप मेरे इन तीन छोटे-छोटे सुझावों पर गौर करेंगे। आप टाइम टेबल भी इस तरह से एडजस्ट कर सकते हैं। आपके यहां तो टाइम टेबल एडजस्ट करने के बड़े-बड़े कारीगर बैठे हैं। दो-चार मिनट तो इधर-उधर किया जा सकता है। रेल मंत्री जी मेरे ऊपर दया करें और हमारे यहां की जनता पर भी दया करें।

ये तीन सुझाव मैंने आपको बिना खर्च वाले दिए हैं। अब मैं कुछ सुझावों की तरफ आता हूँ जिन पर बहुत खर्चा होगा। राजस्थान में कोई ब्राडगेज लाइन नहीं है। मुझे यहां 14 वर्ष हो गए हैं और मैं इस हाउस में लगातार यह बात कहता आ रहा हूँ कि जयपुर-अहमदाबाद लाइन को ब्राडगेज में कंवर्ट किया जाए। चौथी योजना में यह कहा गया था कि इसका सर्वे हो गया है। पीछे रेल मंत्री श्री केदार पांडे हुए, उन्होंने कह दिया कि हमारी ब्राडगेज करने की पालिसी नहीं है, इसको हमने बंद कर दिया है। अगर आपने यह पालिसी बिल्कुल छोड़ दी है तो बात दूसरी है लेकिन कहीं इसको आप चलाते रहें और जयपुर अहमदाबाद लाइन पर आप काम न करें तो बड़ा अफसोस होगा। अगर हो सके तो सेकण्ड प्रिफरेंस इसको दीजिए, इससे सारा राजस्थान ब्राडगेज से जुड़ सकता है। सिर्फ 60 मील का डिस्टेंस है सर्वाई-माघोपुर से जयपुर को अगर ब्राडगेज से जोड़ दें तो राजस्थान के सभी बड़े शहर ब्राडगेज से जुड़ सकते हैं। इसी प्रकार मारवाड़ जंक्शन से जोधपुर तक अगर ब्राडगेज हो जाए तो फिर राजस्थान में और ब्राडगेज की जरूरत नहीं रह जाती। यह भी 60 मील का डिस्टेंस है। सारे राजस्थान का विकास इन तीन लाइनों में इनवाल्ड है। जब आपके पास

घन हो तब दीजिए, लेकिन कुछ शुरुआत तो कर दीजिए। मैंने अपने तीन प्वाइंट्स में तो बिल्कुल घन की मांग नहीं की है, उनमें घन की आवश्यकता नहीं है।

एक बात अन्त में और कहना चाहता हूँ कि मेरे इलाके में इस बार फसल बहुत अच्छी हुई है और अनाज को बाहर ले जाने के लिए डिब्बों की जरूरत होगी और पशुओं के मेले चल रहे हैं। तिलवाड़ा का मेला, मेडका का मेला, रानीवाड़ का मेला, सांचोर का मेला तो इनके लिए भी डिब्बों की कमी न हो, इसकी ओर भी ध्यान देने की आवश्यकता है।

इन शब्दों के साथ मैं अपनी बात समाप्त करता हूँ।

SHRI SONTOSH MOHAN DEV
(Silchar): At the very outset, I congratulate the Railway Minister who is going to give us a gift on the Bengali new year day—broadgauge line upto Gauhati. It was a long-felt desire of the people of Assam and I congratulate him for this.

Recently, I had been to Calcutta and I had occasion to listen to a small radio newsreel where the artistes were taken to the underground tube line; and I am very happy to see that all the artistes, most of them, who belong to the leftist parties, said that they had never thought that such a wonderful thing has been done by the railways. This is on record of All India Radio. I have heard this myself. (Interruptions)—All the top artistes of Calcutta cinema and theatre were there. You can get a tape-recorded newsreel of Calcutta All India Radio. They said, we had never thought it will be so good. I congratulate him for this because when I go to Calcutta I would like to put it on record, not because I am sycophant. People say, what he has done for Calcutta and West Bengal, had never been done in the past; and after B.C. Roy, he has done the greatest thing for Calcutta; and the West Bengal CPM MPs should

appreciate it.

When he became the Railway Minister, the Cachar Express, which was a bi-weekly train, was converted into a daily train, for which I thank him. Now, with this broad gauge line, which is starting, there was a proposal for a survey from Jagiroad to Silchar for the broad gauge extension. I know the procedure. The RITES India has been given the responsibility. I would request him to speed up this particular project so that in future when the fund will permit that project can be taken up.

All the Members of Parliament from Assam in the past had requested him that there should be a Super Fast Train from Delhi to Assam like Rajdhani Express. I again request him to consider it. I know his constraints. He has assured us, because of line difficulties it is not possible to do it immediately, but, I am sure he will give active consideration to it. Fortunately, the Railway Board Chairman, who is ex-NFR GM, should have some sympathy for NFR from where he comes. So, I am sure he will consider this.

MR. DEPUTY-SPEAKER : From Kerala to Gauhati there is a train now.

SHRI SONTOSH MOHAN DEV : There is a train. It has been given from Trivandrum to Bongaigaon. That is why I am saying that he has done it. There is not a single km of electric line in Assam. Now the new capital of Assam, Pragh Jotyishpur is coming. The possibility of having an electric train from Maligaon upto this new Capital site may be considered in future because Capital construction will take some time keeping that in view, if the survey work starts now, I think, in course of time, it can be done.

There was an assurance for the renovation of the Silchar Railway Station given by the previous Minister and it has been reiterated by the present Railway Minister also. But it has not taken any shape. I do not know why. Now I understand that because of the new lines connecting Jiriban and Dharmana-

gar to Kumarghat, from Lala to Bairahi, Silchar to Jiribana a new station is going to be constructed in Silchar. If that be the case, it should be taken up immediately.

Another small thing is, the broad gauge time-table for the Silchar Express and Kalkhade-Delhi Express should be given a fresh look. Almost everyday these trains are late. The reason is, I am told that there are constraints due to the hill section. I would request at least one train either the Kalkhade-Delhi Express or the Bairahi train should run faster than it is running now, so that we can get the connection from Gauhati to Calcutta and towards Delhi. That should be looked into. When the Railway Minister goes there on 14th we will also be there and we will make a request on the spot, to him to consider our demands.

The Railway Service Commission for N.F. Railway is still not being appointed and the population pattern should be kept in view while starting that service, because unfortunately now it is in a bad shape and the Railway Minister is well aware of it and I am happy that he is taking some positive steps. I request him to look into this. The new lines from Lala to Bairahi, Silchar to Mizoram side, Dharmanagar to Kumarghat also have to be expedited, because I am told that the progress is very slow. I understand that the reason is that the land which is to be handed over to the Railways is not being given by the State Governments. All the State Governments are not cooperating to the extent they should. Why I am mentioning this is, yesterday during his speech a CPI Member said that no new railway line has been given for this area. But four new railway lines have been given ; but the progress has been very slow. To augment this, a task force should be sent to have a dialogue with the State Governments so that the work can be started.

Another request is, there is a bridge at Khatakhal which is threatened by erosion. It is a rail-cum-road bridge and that is the only link between Badagalpur and Silchar. We are very much afraid that this railway bridge may be washed away any time. I

understand that the Railway is going to start the work, and they have already allotted the work to a contractor. I request that this should be taken up speedily so that the bridge can be protected.

Lastly, I will request the Minister to consider the various aspects as Prof. Ranga has very rightly said, that he should give special consideration because our experience about Railway administration is like that. Sometimes the demands made by the Members are not taken care of by the Railway Board Chairman. But when we go to the Railway Minister they are met. I think that there should be a cell to look after the interests and suggestions of the Members. Of course, all the demands cannot be met, but there are certain things which can be done and I have seen from my own experience that the Railway Board officials could have done them without going to the Minister. I fail to understand why it should be so, when different officials are looking after different zones, why they should not take care of the various demands which are projected in this House. Just because only a few Members are present, they should not consider that this House is irrelevant. That sort of attitude should not be in the minds of the Railway officials. They should look into the grievances of Members and try to redress them, of course, within their limitations. Then, I thank the Minister for all the service which he has rendered while in the Railway Ministry.

18 hrs.

SHRI A.K. ROY (Dhanbad) : This year's Railway Budget marks the diamond jubilee of separation of Railway Budget from the General Budget. And this occasion is marked with a deplorable state of affairs of the Railway finance.

Rail represents raj, the rule. Rail does not represent merely an industry. We have got the steel industry in one corner, coal industry in another corner. But rail exists in every corner of the country. So, the bad health of the rail reflects the bad health of the raj, the rule.

Many congratulations were extended to the Railway Minister. I would like to ask : where are the Railways moving : Actually, they are moving towards what ? Railways are moving towards some unknown destination. And that is what is worrying us, the people who generally travel by the railways. We are very much worried because you also perhaps have read certain reports that have come out about the state of affairs of the railways like the C and AG's Report and the Estimates Committee Report. These Reports have presented a very frightening picture of the Indian Railways. And those who are worried about the safety, punctuality and security should be upset after reading that report. I like to ask : Which are the factors responsible, which are the phenomena responsible for this state of affairs ? The House must probe into it. We have heard that we have got a sick textile industry, a sick engineering industry, but we have never heard and we could never imagine that we will reach a stage when we will think of sick railways and we will be placed in such a situation. Now the railway-men are not serving striking notices. But there are reports that the Railway Ministry has served strike notice on the Government.

MR. DEPUTY-SPEAKER : When is it ? I never saw it in the papers.

SHRI A.K. ROY : This is a report from a journal dated December 23, 1983. I am quoting :

"At the present state of general deterioration, the Railways, at least as far as transporting essential raw materials to the core sector is concerned, are likely to come to a grinding halt sooner than you think...The Railways told the Planning Commission if you do not give up more money, we will stop trains."

Such type of statements we have heard in the House also. I am not opposing this demand. After all, the Railway Ministry is on the striking path. But I say : what are the factors and we have we reached such a

stage that the Railway Ministry is to serve a strike notice on the Government of India i.e. the Planning Commission headed by the Prime Minister? That means, the Railway Minister is serving striking notice on the Prime Minister that if you do not give more money, we will stop trains. What is the picture?

The Fifty-sixth Report of the Estimates Committee on Railway Safety revealed that 29,048 kilometres of the tracks need immediate renewal, so also 2,539 bridges, speed restriction is in force on about 2,700 kilometres of the tracks and on 202 bridges, 1,600 unmanned level crossings need manning to avoid accidents. 90 of the total derailments in 1979-80 111 of the 825 derailments in 1980-81 and 89 of the 936 derailments in 1981-82 were attributed to the tracks. Railways need ten years and Rs. 4,300 crores to wipe out the arrears of the worn-out tracks by renewing 3,300 kilometres per year and they have got only Rs. 500 crores. My point is who is responsible for that? Railways have got a provision of keeping a depreciation reserve fund for repairs and other different avenues to look after their assets. We are hearing this talk of rehabilitation for a long time but the entire development proposal has been given go-by. Who is responsible for this? If you look into the past, we find that up to the Third Five Year Plan there was no backlog of track renewal, at the end of the Fourth Five Year Plan there was a backlog of 2,400 kilometres, at the end of the Fifth Five Year Plan it became 10,000 kilometres or so, and now the Report says that the Sixth Five Year Plan will end up with a backlog of about 19,000 kilometres. If we proceed at that rate, one day we will find that the entire route kilometres will become unusable. That is why I say that those of us who generally travel by railways are getting frightened with this state of affairs.

The second point I would like to raise is: what is your attitude towards your employees? Railways are governed by the Central Labour Department. This is a matter which I raised in the Parliament earlier also. Why is it that your employees have always

to go to the High Courts and the Supreme Court and you also have to engage all your lawyers and spend lot of money? I saw one circular from your Railway officials. In that circular they say that the railway authorities are spending money unnecessarily in litigation and that this should be stopped. I say that industrial relations in Railways are governed by the Central Labour Department. RLCs are there. In Dhanbad I raised industrial disputes but I found that the Railway officials are not attending. I gave a Starred Question also which did not come but you gave an answer that there was no bar. But I know it myself that there is bar. There are some instructions from the Railway Ministry to the Labour Department that no railwayman's dispute should be entertained unless it is backed by a strike notice. What type of instructions are these which the Railway Ministry has given to the Labour Department, from Rail Bhawan to Shram Shakti Bhawan? That means you desire a strike threat to entertain a dispute. You say that you have got a Joint Consultative Machinery. All right, but that is only between your recognised unions and the railway officials. What would happen to those people who are not the members of the recognised unions? Can you force under the Constitution any person to become a member of your recognised unions and can you flout clause 2A of the Industrial Disputes Act which empowers or entitles any individual employee to raise a dispute on grounds of victimisation in employment matters?

How could it harm you if your labour machinery comes into the picture? In fact, that will reduce much of your problems of every time going to the Supreme Court and the High Court. Kindly look into the matter. You must have a fresh approach.

Then, what is your approach to those categories of people who actually work under the sun or in rain in the field? You should be very considerate to them. But I find, all your rules, regulations, restrictions and repression are concentrated on these poor people. They have suddenly increased

the workload of the gangmen from 26 to 23 per cent.

PROF. N.G. RANGA : Why not ? They want higher salary and higher dearness allowance and yet lesser work ?

SHRI A.K. ROY : I am not speaking of categories who take advantage of all the benefits. I am talking of the gangmen, who do not get any advantages. Suddenly, they have increased their workload. I asked the railway officials : before you increase their workload, why not there be a joint study or tripartite study or take the RLC as adjudicator ? They said : no, we cannot take the RLC as adjudicator, the Chief Engineer from Calcutta has to fix the work. Why are you afraid of having adjudication or arbitration by your Labour Department ? You must change this attitude.

You have got CPC gangmen and temporary gangmen. While the employees are alive, there is differentiation. As you know, there is a poetry that death is the leveller. But, so far as railways are concerned, even after death they have differentiation. If a permanent employee dies in an accident while working on the line, his son can get employment. But if a casual gangman dies while working on the line, his son does not get employment. I have seen in other fields, even among contractual workers, if death takes place to an employee, his son is given employment. I have seen a case where 10 contractual workers died while in service ; they were buried alive when they were digging a drain for the railways. When we approached the railways with the request that their sons should be provided employment, they said they cannot do it. I say that such requests should be decided on compassionate grounds. There should not be any differentiation between permanent, temporary and contractual employees. If they die on the lines while in service, their children should be treated in the same way and provided employment. Kindly take note of this.

Lastly, the second stage of the budget debate reflects the expectations of the

members. May be, because of paucity of funds, the so-called and often repeated paucity of funds, the Minister may not be able to satisfy all the demands of all the members. But he should concede at least one demand per member. Because of your limitation of funds, you may select a small demand of the member, but you should select one and agree to it. Otherwise, there is no point in our giving notice of a cut motion and taking the time of the House.

PROF. N.G. RANGA : What is the point ?

MR. DEPUTY-SPEAKER : He wants that the Minister should agree to one demand per member.

SHRI A.K. ROY : Every member has many demands to make. The demands are focussed through speeches and cut motions. I say that at least one demand per member should be conceded ; otherwise, what is the fun of making or repeating those demands ?

We have also put our demands.

MR. DEPUTY-SPEAKER : That will come to 540 plus 240=780 demands.

SHRI A.K. ROY : At least one demand per year. If you cannot concede anything, then what is the use of carrying on this debate ? For the last eight years I have seen in this House that not a single demand of any Member was conceded. Then what is the use of this Debate ? We should stop it. I agree with Prof. Ranga that if Member of Parliament has to become a poor petitioner and hopes that he will get a reply what reply we get is such that it cannot be accepted. So, for getting a negative reply we should not have all this positive approach.

MR. DEPUTY-SPEAKER : Now my demand from you is that you must conclude.

SHRI A.K. ROY : And my demand from you is that you kindly persuade the Minister to accept my demand.

MR. DEPUTY-SPEAKER : Definitely,

I will do that.

SHRI A.K. ROY : I have moved cut motions and I have explained them. But I am not pleading for myself, I am pleading for all the hon. Members that at least one Member's demand at least should be accepted.

MR. DEPUTY-SPEAKER : Hon. Members, we have to complete this at least by seven, because the Minister also has got some other work. Therefore, you have to be brief.

SHRI N.K. SHEJWALKAR (Gwalior) : I know we are very short of time and the Hon. Minister also has to reply. Therefore, I will submit points only.

Sir, quite a few points have been raised. Because of the voices of the Hon. Members, probably it is the feeling that they are not properly heard.

Since it is not possible during this Debate that every Member gives all his suggestions and the Hon. Minister may accommodate all these in his reply even if he may say no or yes, my suggestion is that when you hold the Consultative meeting, please do not have them on the day when Parliament is in session. Give them sufficient time so that they may be heard properly.

This time I gave four pages note. Naturally because other Hon. Members are anxious to give their points, I could not make them clear and try to convince him. To my surprise I have not received any reply as yet on those points. Usually the practice is that after the meeting the replies are sent. In this very connection may I suggest that there should be more meetings. Instead of one, let us have, if not three, at least two within a year ; and give more time. Further I suggest that we should have some forum where the Hon. Members may speak or give something in writing, and you give some chance to hearing them. That is how these problems can be properly looked into. It is my suggestion at the very beginning. You know how time-pressed we all of us are here.

Speaking generally there are lot of accidents and many Hon. Members have drawn your attention towards the accidents. I am not a technician. There are so many things which are coming up. According to the report of the Estimates Committee the rails are over-done now.

So far as the safety measures of the tracks are concerned, there is a grinding machine for tracks. I am told if the grinding machine is used when all these tracks become weary, then probably their life may be increased ten times. I don't know whether it is correct. Therefore, you will have to verify it. Similarly, if you make use of the Spino, probably the surface of the rail may be very well done. I don't know whether it is a perfect solution to that or whether any further investment in them will do the job.

Secondly, for safety we should now shift to automatic signals, warning signals, electric signals and all types of new things should be introduced so that these accidents which are taking place in a large number will be reduced. Not that they will not be there at all, but they will not be there in larger number.

Another thing is : Can we not introduce telephones in the running trains ?

PROF. N.G. RANGA : It is difficult.

SHRI N.K. SHEJWALKAR : It is not difficult. I have travelled widely in America, they have got telephones in the trains. If there is a phone from Philadelphia, they can receive it in the running train. It is not very difficult. I do not know why we are not introducing that system. Now, if the engine goes out of the track, after three hours we come to know about it. So, introduction of telephones in the running trains will help a great deal.

These are the few suggestions. (*Interruptions*). I am actually not interested much in going on record, but in convincing the hon. Minister. Practically I have given everything in writing. I could have said, 'Please do all this.' But I want to draw his

attention if he can kindly give his attention to me.

(Interruptions)

श्री हरीश रावत (अल्मोड़ा) : आपका सुझाव इतना महत्वपूर्ण है कि तुरन्त मंत्री महोदय कंसल्ट कर रहे हैं।

श्री एन० के० शेजवालकर : यही लगता है। इसलिए मुझे उनका इन्तजार भी कर लेना चाहिए।

The House is so thin that I can make only the hon. Minister here, not others ; nobody is here.

Sir, another suggestion is regarding some facilities. Regarding these long distance trains, hon. Member Rangaji and other hon. Members have said much about that. I just want to make one point here. Why not introduce vestibules in all the trains ? In some of the trains there is no vestibule. For example, the Jhelum Express, 57 Down, 58 Up, the Punjab Mail and other trains are there. Their position is fixed—the same coaches are going and coming back every time. When there is a provision for vestibule, why don't you introduce the vestibules ? Secondly, why not have the pantry cars in all long distance trains ? I am an extensive traveller in trains. Unfortunately, whatever the reason may be, many times the trains are late and when they reach late, either we reach at 11 in the night after the dinner time, or when we are to reach a particular place at breakfast time we reach there at the time of lunch. All these things happen. I do not know what the policy is, where you are introducing pantry cars and all that. Some policy should be evolved. Let them be there in all long distance trains.

Now, new trains are coming and we welcome them. And there are new coaches in them. But in some of the older trains there are bad coaches. For example, in Amritsar-Pathankot Express, in Dadar-Amritsar Express, most rotten coaches are there.

They are in a hopeless condition. No lavatories are there. I have got all the details and I will give you if you want. So, please at least introduce all these things in long distance trains. You have introduced foam berths in many trains. Very good. But why don't you provide them in all the long distance trains which run more than 24 hours ?

There is one very small suggestion. In almost all these trains, in First Class coaches, there is provision for two western type lavatories. They are very dirty ; nobody uses them.

If it is necessary for somebody, then provide only one and let the other three be the Indian style lavatories. In new coaches you can introduce this. Kindly have statistics whether it is necessary at all.

Now I come to some of the suggestions which I have always been making. You extended Taj to Gwalior. You said in the opening speech that you will make it regular for all these days. When are you going to do this—i.e. the Taj and a new train which you introduced—from Indore, Bhopal, Gwalior and Delhi ? You promised that you will make them regular very soon. I do not know the reason for the delay. Please consider this.

Another demand is a long pending demand. That is also on record—on Delhi-Bombay, i.e. Central Railway route there are only two trains for the last 60 years i.e. Punjab Mail and Amritsar Express. No third train has been introduced. Whenever I got an opportunity I have put forth this demand. My demand has not been met. You are now electrifying the whole of the track. Please consider to introduce a new train from Delhi to Bombay via Jhansi and Bhopal.

You have been kind enough to provide a lot of seats. Of course, they are lesser in number in comparison to other trains. There is pick-pocketing every day. Even though you have allotted a coach at Gwalior, it is not attached there. It is at tachedat Jhansi and Agra. Why do you not get it

attached at Gwalior ? Your argument may be that halt at Gwalior is short. The period of halt may be increased at Gwalior. You have that done for 18 UP Janata, 21 Dn, 150 UP, 178 Jhelum and 6 UP. You have reports of pick-pocketing every time. To avoid these pick-pocketing, I have written letter to one Mr. Jain. Why do you not introduce one door for entry and another door for exit ? Why do you not at least try on some trains ? It had been promised that it would be done. But it has not yet been done.

You yourself laid the foundation stone for overbridge at Gwalior. But what has happened to that ? Nothing has been done.

You had said something about Dabra and Morena over-bridges. Still there is no progress according to my information. It is not necessary that you tell us everything just now. But please consider that.

Third platform at Gwalior is a necessity. It is a junction.

Kindly call for the letter which I have written. I have mentioned all the points therein. It will save the time of this House also. It will be better that you call for that thing and just consider whatever you think proper. Please get that and send my reply.

SHRI A.B.A. GHANI KHAN CHOU-DHURY : Regarding that Gwalior over-bridge, well you see, the procedure is that the M.P. Government has to approve our plan. But they have not approved our plan. They are dilly-dallying. I have just now ordered that whether they agree or do not agree, the Railways should do their part.

SHRI N.K. SHEJWALKAR : At that time, the State Minister also promised in your presence...

SHRI A.B.A. GHANI KHAN CHOU-DHURY : But it has not been approved by the State Government as is the practice.

SHRI N.K. SHEJWALKAR : No. There is no fault on your side. (*Interruptions*)

MR DEPUTY-SPEAKER : Hon. Members, in spite of my request, 5 hon. Members have expressed their desire to speak and the Minister has got to leave and we have got some other Bill also because tomorrow happens to be holiday, I would solicit the kind cooperation of all the hon. Members and I want to call all those names. But they must be as brief as possible. There should be briefest speech in their allotted time between 3 and 5 minutes. Let me see whether they are able to speak in 3 minutes.

Shri Shanmugam.

***SHRI P. SHANMUGAM (Pondicherry) :** Mr. Deputy-Speaker, while extending my support to the Railway Demands, 1984-85 I will confine my remarks to my constituency, Pondicherry.

Pondicherry has a unique place in the geographical history of India. It is the synthesis of Indo-French culture. We have the internationally acclaimed and revered Aurobindo Ashram in Pondicherry, which is visited by the devout followers of patriot-saint Aurobindo from all over the world. Thousands of Indian followers come to Pondicherry to pay homage to Aurobindo. We have also the renowned JIPMER, a prominent Medical College here. In order to provide minimum rail facilities, at the very outset I demand that more trains should be run between Pondicherry and Villupuram. Secondly, Madras to Villupuram is electric traction. The short distance of track between Villupuram and Pondicherry should be electrified. This will facilitate quick flow of traffic to and from Pondicherry. Similarly, in order to give fillip to the industrial development of Pondicherry, a broadgauge line from Bangalore to Pondicherry via Hosur, Krishnagiri, and Thiruvannamalai should be laid. This will give incentive for the industrialists to set up industries not only in Pondicherry but also in the adjoining South Arcot District. This will also

pave the way for the development of Pondicherry Port also. If Pondicherry Port is to be developed, the hinterland must have rail facilities.

I will come now to another part of Pondicherry Union Territory, i.e. Karaikkal, which is the place of pilgrimage for the Saivites. Karaikkal is nearer to Thanjavur. Karaikkal Ammaiyar, who is one of the 63 Nayanmars, has honoured this place by taking birth here. It is the place of great devotion for the Saivites all over the country. Just three kilometres from Karaikkal, we have another holy place called Thirunallar, which is the abode of *Sani Bhagwan* (Lord of Saturn). Every year 20 lakhs of people visit this place. It is more in the year when *Sani Bhagwan* moves from one house to another. This place has got a great heritage also. Nearby we have Nagoor, which has the pride of place for true national integration. In the holy mosque here, the Hindus and Muslims worship with great fervour. Similarly, the Hindus and Christians pray to Almighty from the same pulpit in Velankanni Church which is also adjacent to this place. I have referred to these places because there is great need for having more trains to Karaikkal so that pilgrims are enabled to move in and out of Karaikkal in comfort. Karaikkal station should be remodelled with retiring room facilities.

Before I conclude, I would say a few words about the antiquated railway track between Peralam and Karaikkal. The speed of the train is so slow as for the passengers to get down, walk a few yards along with the train and again get into the train. The train cannot be run fast because the track will not withstand high speed. I request that this track between Peralam and Karaikkal should be renewed.

With these words I conclude my speech.

18.34 hrs.

[SHRI N.K. SHEJWALKAR in the Chair]

PROF. SAIFUDDIN SOZ (Baramulla) :
Mr Chairman, Sir, I feel I am morally bound

to support the hon. Railway Minister in respect of funding for the Railways. With the gross receipt of Rs. 5,342 crores, I find that he will not be able to honour the commitments made to the people of this country. If he wants to provide proper facilities for passenger traffic, for carriage of goods, for modernisation and for strengthening the infrastructure, he should have proper funding.

He has already raised the issue with the Planning Minister. He must also raise the issue vigorously with the Ministry of Finance. Next time, when he presents the Railway Budget, he must express satisfaction so far as his commitments to the people of this country are concerned.

Sir, you have already cautioned us not to take more time. I have to bring certain facts to the notice of the hon. Minister regarding accidents, inefficiency and corruption in the railways and, more particularly, the adverse remarks passed by the Public Accounts Committee and the C and AG of India. But since uppermost in my mind this time is the Jammu and Kashmir State, I will not go into the details of accidents, inefficiency and corruption, etc. in the railways and also the remarks passed by the Public Accounts Committee and the C and AG of India. I hope, the hon. Minister will get the Reports, look into them and make a statement in the Parliament, if not today, on some other day.

When I come to the State of Jammu and Kashmir, it is my complaint that the State of Jammu and Kashmir has been discriminated against so far as the development of railways in that State is concerned. I have no time to give all the details here. I may tell you that we are nowhere so far as the industrial development is concerned. I have got the figure from the Finance Minister who said that our share in the public sector industries is 0.06 per cent. Our hydel power potential is equivalent to that of Saudi Arabia. Our water is running wastefully to Pakistan. This is not being harnessed. I had an impression that against 20,000 MW, 210 MW have been harnessed. But recently

I got a reply from the Energy Minister and I was surprised to find—he was very candid in saying that—that only 177 MW have been harnessed so far.

So far as the railways are concerned, we are nowhere. We are not on the railway map of India. As an integral part of this country, it is our right to demand railways from the hon. Minister. I would, therefore, request him to put the State of Jammu and Kashmir on the railway map of India. It is not being done. He may have to say something different. I do not know. This is my complaint that there is something deliberate in this drama of neglecting the State of Jammu and Kashmir. I have full facts. Unfortunately, my turn comes at the fag-end of the debate and I have no time. But I can prove that we deserve justice and compassion from the hon. Railway Minister.

We have a railway line up to Jammu. Years back, there was a survey for extending the railway line up to Udhampur. Three Years back, they inaugurated the railway line now being extended up to Udhampur. The railway line was inaugurated by the Prime Minister. Against Rs. 17 crores, not even Rs. 5 crores have been spent so far. I want to know when the government is going to complete the railway line up to Udhampur and when you will take the railway line up to Srinagar. We can never agree with you if you say that the terrain is very difficult. With modern technology, it is possible to have tunnels. Srinagar must be connected with Jammu.

Again, 7 or 8 years back, you had a survey of the railway line between Baramulla and Qazigund. Your answer now is that you cannot find Rs. 70 to 80 crores. My earnest appeal to the hon. Minister is that he should put Jammu and Kashmir State on the railway map of India. He will be remembered for that. As of now, are not completing the Jammu-Udhampur railway and there is no urgency with you to take the railway line up to Srinagar. We have not had surveys for the railway lines between Baramulla and Uri and between Baramulla and Kupwara via Sopore and Handwara. This you could

do. But you are not doing it. Therefore, the people of Jammu and Kashmir State feel that the drama of neglecting the State of Jammu and Kashmir is deliberate, unless Shri A.B.A. Ghani Khan Choudhury rises to the occasion and convinces that this is not deliberate.

Apart from this, there are certain things which the Hon. Minister can do within no time, even tomorrow or the day after. To cite one instance, let me take up Shalimar train which goes to Jammu. During winter, it runs only for three days. There is no logic in it. It is because during winter lakhs of people go to Vaishno Devi. The Shalimar trains runs for all the seven days in a week during summer. On the other hand, it is strange and odd that the Shalimar runs only for three days during winter when the traffic will be touching the peak point.

Shri G.L. Dogra and others raised this issue with the Prime Minister earlier. The Prime Minister had agreed. A friend told me that Mr. Ghani Khan Chaudhury is a generous person if you rub on the right side. Incidentally I am on his right side, maybe I am a little farther from him, but I am on his right side. I request the Hon. Minister for Railways to rise to the occasion.

Shalimar train should not only be run for all the seven days in a week but it should have ACC Coaches also.

Shri A.K. Roy was saying that each Member of Parliament should get at least one of his demands acceded to by the Minister of Railways. I agree with Shri A.K. Roy and I think it is possible for the hon. Minister. Even if all the Members of Lok Sabha make demands on the Minister for Railways, still there are some demands which the Hon. Minister can fulfil early. For instance, my demand that Shalimar train should run for all the seven days during winter season is one such demand which can be acceded to instantaneously. It should have 11 ACC bogies.

There should be a double line laid between Jullundur and Jammu. From Delhi to Jul-

Jundur, there is a double line but from Jullundur to Jammu, it is a single line. This is a small demand on my part. I am sure the Hon. Minister for Railways would agree to this demand of mine at least and pass orders within this week itself.

In the end I again urge upon the Railway Minister to put J and K on the Railway map of India.

श्री हरीश रावत (अल्मोड़ा) : सभापति महोदय, 1974-75 से लगातार उत्तर प्रदेश राज्य की तरफ रेलवे का ध्यान बहुत कम रहा है। नई रेलवे लाइनों की बात तो दूर, जो पुरानी रेलवे लाइनों के कन्वर्जन का काम है, वह भी बहुत सुस्त रफ्तार से चल रहा है। मैं माननीय रेल मंत्री जी से यह निवेदन करना चाहूंगा कि उत्तर प्रदेश के साथ जो यह व्यवहार हो रहा है और उसको निगलेकट किया जा रहा है, उस फेज को आप खत्म करें।

कन्वर्जन का काम जो मुरादनगर से रामनगर और बरेली से काठगोदाम रेलवे लाइन का चल रहा है, जिसके लिए नाममात्र का फंड निर्धारित किया गया है, उसके लिए और फंड भुझाए करें। इसके अलावा तनकपुर से लेकर लखनऊ तक उत्तर प्रदेश के बीचों-बीच होकर जंजे वाली रेलवे लाइन है और जिससे नेपाल भी सर्व होता है, मैं मंत्री जी से निवेदन करना चाहूंगा कि उसको ब्राड गेज में कन्वर्ट किया जाना चाहिए।

मान्यवर, रेलवेज हमारी अर्थ-व्यवस्था की एक प्रकार से नाड़ी तंत्र है, जो इस समय कई प्रकार के तनावों से ग्रस्त है। मेल-न्यूट्रीशन यानी पैसे की बहुत कमी है और इंटरनल और एक्सटरनल हेमरिग है मगर हमारे रेल मंत्रीजी एक अच्छे बैच हैं और एक अच्छे डाक्टर हैं, जिनको रेलवे के तंत्र का बहुत अच्छा ज्ञान है। उन्होंने बहुत खूबी के साथ रेलों में सुधार किया है। इस समय अधिकांश रेलें समय से चल रही हैं। सुरक्षा, जिसमें पहले कमी आ गई थी, की स्थिति में भी सुधार आया है और

किराये भी उन्होंने नहीं बढ़ाए हैं और रेलवे का फ्रेट भी नहीं बढ़ाया है। इसके अलावा और भी कई प्रकार के सुधार उन्होंने रेलवेज की आन्तरिक व्यवस्था में किए हैं।

मैं उनका ध्यान दो चीजों की तरफ आकर्षित करना चाहूंगा। एक तो यह है कि रेलवे में जो माल की ढुलाई होती है, उसमें से अधिकांश माल रास्ते में ही चोरी हो जाता है और किसी न किसी प्रकार का नुकसान होता है, जिसके लिए रेलवे को बहुत भारी कम्पेंसेशन लोगों को देना पड़ता है। इसमें मंत्री जी को कुछ सुधार करना चाहिए क्योंकि यह काम बिना लोगों की सांठगांठ के नहीं हो सकता और रेलवे के कर्मचारियों की वजह से यह नुकसान होता है।

दूसरे मेरा कहना यह है कि विशेषकर उत्तरी रेलवे में बहुत से लोग बिना टिकट यात्रा करते हैं, जिससे रेलवेज को बहुत नुकसान हो रहा है। इस को भी सुधारना चाहिए और इसमें सख्ती लाने की बहुत जरूरत है। मैंने देखा है कि बड़े लम्बे समय से एक ही रेलवे के अन्दर टी० टी० आई० इत्यादि रहते हैं। वे लोग काम करते आ रहे हैं, उनके अपने इन्ट्रेस्ट पैदा हो गए हैं। उनके इन्ट्रेस्ट से रेलवे को नुकसान होता है। मैं रेल मंत्री जी का ध्यान इस तरफ आकर्षित करना चाहूंगा।

गढ़वाल में बद्दीनाथ एक बहुत बढ़िया तीर्थ स्थान है। बद्दीनाथ के लिए दिल्ली से कोटद्वार तक रेलवे लाइन की मांग बरसों से गढ़वाली करते आ रहे हैं। मंत्री जी से मेरा आग्रह है कि वे इस पर ध्यान देने की कृपा करें।

एक गाड़ी लखनऊ से नैनीताल के लिए चलती है। यह गाड़ी गर्मियों में चलती है। इसको सारे साल चलाना चाहिए क्योंकि अक्टूबर और दिसम्बर में बंगाल के बहुत सारे टूरिस्ट्स वहां आते हैं। इस गाड़ी के न चलने से अक्टूबर के महीने में यात्रियों को बहुत असुविधा होती है। इसलिए इस गाड़ी को लगातार चलाना चाहिए।

एक गाड़ी लखनऊ और टनकपुर के बीच चलाई जानी चाहिए। अगर यह गाड़ी नहीं चला सकते हैं तो इसी गाड़ी में डीजल इंजन लगा दें तो उस गाड़ी की पैसेजर्स कैपेसिटी बढ़ सकती है। इसको मंत्री जी को करना चाहिए।

इन शब्दों के साथ मैं मंत्री जी को धन्यवाद देना चाहूंगा और आशा करूंगा कि मैंने जो मांग रखी है उन पर वे विचार करेंगे।

श्री भोगेन्द्र झा (मधुबनी) : सभापतिजी, मैं समय के अन्दर ही समाप्त करने का प्रयास करूंगा। मैं इस थोड़े से समय में थोड़ी बातें ही रखना चाह रहा हूँ।

पहली बात तो यह है कि दिल्ली से गौहाटी के लिए जो तिनसुखिया मेल गाड़ी चल रही है, इसकी रफ्तार घीमी कर दी गई है। उसकी रफ्तार राजधानी एक्सप्रेस की तरह कर दी जाए जिससे कि दिल्ली से गौहाटी लोग शीघ्र पहुंच सकें। इससे राष्ट्रीय एकता के लिए भी लाभ होगा और समय की भी बचत होगी।

अभी हमारे कश्मीर के मित्र कह रहे थे कि ऊधमपुर के लिए लाईन का उद्घाटन हुआ था। इस काम में भी गति लाने की आवश्यकता है। यह रेलवे के लिए बहुत महत्वपूर्ण स्टेशन है, सभी रेलवे स्टेशनों से भी महत्वपूर्ण है।

सभापति जी, मैं रेल मंत्री जी से कहना चाहता हूँ कि हेवी ड्यूटी ब्रेकडाउनस फ्रैम का ग्लोबल टेंडर किया गया था। मुझे पता है कि जी० डी० आर० की एक फर्म ने टेक्नोलोजी के साथ नो-हाऊ देने की पेशकश की थी और वे रूपी मेंमेंट में यह सौदा करने को तैयार थी। लेकिन पता चला है कि अब इंग्लैंड की किसी प्राइवेट फर्म को यह ठेका दिया जा रहा है। उस फर्म के पास न टेक्नोलोजी है, न नोहाऊ है। मैं समझता हूँ कि अगर यह टेंडर जी० डी० आर० को दिया जाता है तो उससे हमारे देश को विदेशी मुद्रा की बचत होगी और टेक्नोलोजी

और नो-हाऊ भी देश को मिल सकेगी।

सभापति जी, बिहार में हजारीबाग और दुमका डिविजनल हेडक्वार्टर हैं। इनको कोई भी रेलवे लाईन नहीं जोड़ती है। यहां खनिज सम्पदा का भंडार है और ये कमिश्नरी हैं। इनको रेलवे लाईन से जोड़ने का उपाय किया जाए।

सारे देश में रेलवे के मामले में विकास हुआ है या नहीं, या कम हुआ, इस पर बहस करने का समय नहीं है। लेकिन एक उल्लेख मैं उत्तर बिहार के मिथिला अंचल का करना चाहूंगा। वहाँ विकास नहीं हुआ है, बल्कि वहाँ अवनति हुई है। मैं चाहूंगा रेल मंत्री जी इस पर ध्यान दें। देश का एकमात्र वही ऐसा इलाका है जहाँ पर कुछ साल पहले तक समस्तीपुर से हावड़ा के बीच तीन एक्सप्रेस ट्रेनें चलती थीं, अब समस्तीपुर और हावड़ा के बीच एक भी ट्रेन नहीं है। हावड़ा से समस्तीपुर आने वाले यात्रियों को पांच-सात आदमियों की मदद से आरक्षित दूसरे दर्जे में घुसाना पड़ता है। इसलिए मैं चाहता हूँ कि हावड़ा और समस्तीपुर के बीच गाड़ी चलाई जाए। अगर यह मुमकिन न हो तो मियालदाह, समस्तीपुर के बीच कोई एक्सप्रेस गाड़ी चला दें जिससे कि आजकल आरक्षित स्थानों पर यात्रा करने वालों के लिए भी जो मुसीबत रहती है, उस मुसीबत का समाधान हो सके। क्योंकि तीन ट्रेनें बंद हो गई हैं। कुछ वर्ष पहले तक हम सब लोग सीतामढ़ी, दरभंगा, मधुबनी, निरमली के लोग मुजफ्फरपुर ट्रेन से जाते थे। मुजफ्फरपुर बड़ी लाइन बनने के बाद एक भी यात्री मुजफ्फरपुर ट्रेन से जाने की हिम्मत नहीं कर सकता क्योंकि बड़ी लाइन समस्तीपुर से दरभंगा तक नहीं बढ़ाई गई है। इसकी स्वीकृति 1973 में हुई और उद्घाटन 1981 में हुआ। एक बार इसके लिए 18 लाख रुपए और फिर 60 लाख रुपए खर्च हुए। टेंडर हुआ लेकिन सब वापिस लेकर रख लिया गया। दो दर्जन गांवों को उजाड़ कर सुरक्षा के लिए हवाई अड्डा बनाया गया लेकिन देश के हिस्सों को रेल से जोड़ने की ओर

ध्यान नहीं दिया गया।

नेपाल के उदयपुर में भारत-नेपाल सहयोग से सीमेंट का कारखाना खुला है। छोटी लाइन को समस्तीपुर से जामनगर, उदयपुर तक पहुंचाया जाए। यह हर मामले में महत्वपूर्ण होगा। खर्चा भी नहीं होगा क्योंकि छोटी लाइन के बहुत से डिब्बे और एंजिन हमारे पास हैं पूर्वोत्तर रेलवे के और मैं माननीय मंत्री महोदय से आग्रह करूंगा कि एक जनकपुर काशी एक्सप्रेस जयनगर और बनारस के बीच चलाई जाए, छोटी लाइन पर। इससे दूसरी लाइन पर भीड़ कम होगी और यात्री और माल के लिए भारत-नेपाल आवागमन में सहूलियत होगी।

इसके अलावा चलती गाड़ी में ओर स्टेशनों पर कैंटीन में रिफाईंड आयल का उपयोग किया जाए। यह हमारे स्वास्थ्य के लिए आवश्यक है। प्लेटफार्म टिकट के बारे में कई मित्र कह चुके हैं, इसकी कीमत नहीं बढ़ाई जानी चाहिए।

दिल्ली से पटना जाने के लिए 15-16 घंटे का समय लग जाता है, मगध एक्सप्रेस से। इस समय को 12 घंटे तक किया जा सकता है। जब दिल्ली से कलकत्ता 17 घंटे में पहुंचा जा सकता है तो दिल्ली से पटना भी 12 घंटे में पहुंचा जा सकता है यदि एक सुपरफास्ट ट्रेन चला दी जाए।

इतना कहकर मैं अपनी बात समाप्त कर रहा हूँ।

श्री राम विलास पासवान (हाजीपुर): सभा-पति महोदय, मैंने तीन-चार विषयों पर कटमोशन दिया था और उन्हीं का जिक्र करूंगा। एक तो मंत्री महोदय ने बहुत से प्रोजेक्ट खोल रखे हैं। नए-नए 46 प्रोजेक्ट्स का उल्लेख किया गया है। उनको पूरा करने के लिए एक हजार करोड़ रुपया चाहिए जिसमें से 90 लाख रुपया आवंटित किया गया है। आडिटर जनरल की रिपोर्ट आई है, उस

को मैंने देखा है। उसके अनुसार रेलवे के पास 12 लाख एकड़ जमीन है और उस 12 लाख एकड़ जमीन में सिर्फ 8 लाख एकड़ जमीन का उपयोग होता है। बाकी चार लाख एकड़ जमीन यूं ही पड़ी हुई है। उस चार लाख एकड़ जमीन की कीमत 15 हजार करोड़ रुपए आंकी गई है। तो मैं मंत्री महोदय से जानना चाहता हूँ कि अंग्रेज जब हमारे देश में थे उस वक्त हिन्दुस्तान में कितनी रेल लाइन थी और आजादी के 36 वर्ष के बाद हमने उसमें कितनी बढ़ोत्तरी की है। मैं चाहूंगा कि मंत्री महोदय इसका स्पेसिफिक जवाब दें।

15 हजार करोड़ रुपए में से अगर पांच हजार करोड़ का खर्चा हो तो पूरे देश में रेलवे लाइन बिछायी जा सकती है। आप बहुत कड़ाई से काम कर रहे हैं और अपने आफिसर्स पर अंकुश रखा हुआ है, यह बहुत ही अच्छी बात है। शेड्यूल कास्ट्स के लिए जो रिजर्व पोस्ट्स हैं, उनके बारे में मैं जरूर कहना चाहूंगा। भारी संख्या में पोस्ट्स को डी-रिजर्व किया जा रहा है। इसी सदन में जब मैंसे 1982 में पूछा था तो मुझे बताया गया था कि तीन हजार से ज्यादा पोस्टें डी-रिजर्व की गयीं। सारी की सारी तृतीय श्रेणी को पोस्टें थीं। यह आपके डिपार्टमेंट में जो आफिसर्स हैं उनकी मनोवृत्ति का द्योतक है। रेलवे और बैंकिंग डिपार्टमेंट ऐसे हैं, जिसके लिए कोई यह नहीं कह सकता कि शेड्यूल कास्ट्स के आदमी उपलब्ध नहीं हो रहे हैं। तीन-तीन चार-चार हजार पोस्टें डी-रिजर्व कर दी जाएं तो मैं समझता हूँ कि जो आफिसर ऐसा करता है, यह बेईमानी करता है। ऐसे आफिसर को दण्डित करना चाहिए। मैं मुजफ्फरपुर रेलवे सर्विस कमीशन के बारे में कहना चाहूंगा। पता नहीं वहां किस तरह का चेयरमैन भेजा जाता है जो बगैर घूस लिए काम ही नहीं करता। दस हजार रुपए देकर सीधा अपाइटमेंट लैटर मिल जाता है। उस कमीशन का ऐसा दुर्भाग्य रहा है कि वहां जो भी चेयरमैन होता है, वह भगवान का दिया हुआ होता है।

18.57 hrs.

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

SHRI A.B.A. GHANI KHAN CHOU-
DHURY : Why don't you write to me ?

SHRI RAM VILAS PASWAN : I have already written to you. But, for how many cases can I write to you ?

SHRI A.B.A. GHANI KHAN CHOU-
DHURY : You may refer to me as many cases as you can.

SHRI RAM VILAS PASWAN : I have already referred. If you will refer, you will find them.

मैं यही कह रहा था कि दस हजार रुपए देकर सीधे अपाइन्टमेंट लैटर ले सकते हैं। मैं आपको इसी तरह का एक उदाहरण देना चाहूंगा। 1981 से 90 लोग कंजुअल वेजेज के रूप में काम कर रहे थे। उसमें से 9 शेड्यूलड कास्ट्स के लोगों को छोड़कर बाकी सबको परमानेंट कर दिया। वे लोग मेरे यहां आए हुए हैं। जो शेड्यूलड कास्ट्स के लोग थे उनको 13-2-84 को वाराणसी में भेज दिया है। वहां का डी०आर०एम० उनको लैफ्ट-राइट करवा रहा है। मैं समझता हूं आप इस केस को अवश्य देखेंगे। बिहार में अभी तक एक भी जोनल आफिस की स्थापना नहीं हुई है। आपके पास फण्ड का अभाव हो सकता है लेकिन आप सदन को आश्वासन दे सकते हैं कि बिहार में भी जोनल आफिस होना चाहिए और इसके लिए कार्यवाही कर रहे हैं।

पटना में गंगा के ऊपर रेलवे पुल का मामला बहुत दिनों से लटक रहा है। हम 1977 में जीत कर आए तब से तो मैं देख रहा हूं कि यह मामला लटक रहा है। उससे पहले शास्त्री जी थे और वे बता सकते हैं कि मामला लटका आ रहा है। पहले कहा गया कि इधर ढींगा की तरफ बनेगा और बाद में हो गया कि दूसरी तरफ बनेगा। बीच में यह मामला करीब-करीब फाइनलाइज भी हो गया था। लेकिन अब स्टेज यह पहुंच गई है कि अब यह

प्रोजेक्ट बन्द होने वाला है। मैं प्रार्थना करता हूं कि इसको मंत्री महोदय देखें और हमें बताएं कि वह इस मामले में क्या करने का विचार रखते हैं।

इतना ही मुझे कहना है। मैं आशा करता हूं कि जो नुक्ते मैंने उठाए हैं उनका उत्तर मंत्री महोदय अवश्य देंगे।

19 hrs.

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHAUDHURY) : Mr. Deputy-Speaker, Sir, at the outset I would like to thank the hon. Members for the keen interest they have taken in the Railway Budget and the very very valuable suggestions which they have made. As I have said earlier all these suggestions will be considered very carefully. I would assure the hon. Members that even though it would not be possible for me to cover all the suggestions in my reply I would be replying individually to the Members whose suggestions are not so covered. Further, as has been said by me in the House earlier I will welcome Members coming for discussion with me and my officers across the table so that we can take the decision then and there.

Mr. Deputy-Speaker, Sir, there has been disappointment around in the matter of Plan funds allotted to the railways during the current year 1983-84 and ensuing year 1984-85. I share the feelings of the House in the matter and shall try my utmost with my colleagues the Finance Minister and the Planning Minister to get higher Plan funds for the railways during 1984-85 and also in the subsequent years.

Sir, the total allocation in the Sixth Five Year Plan for Railways was Rs. 5,100 crores. Now, if I am very frank and candid with the House there are two aspects in railways. One aspect is expansion. Many Members have asked for expansion and correctly so because with the growth of the Indian economy naturally the order of the day is for expansion.

One of the hon. Members from Kashmir said as to why Kashmir should not be on the railway map. I fully appreciate his sentiments and I do wish I could put Kashmir on the Indian railways map. Probably it will be so one day. But the basic difficulty is finance. I will deal separately with certain suggestions which have come from the hon. Members as to how can I get the finances. Some members from my party have said that I can get any amount of money that I want from the Planning Commission and the Finance Ministry.

The position is like this. I cannot start a single programme without the approval of the Planning Commission. Railway Minister has nothing to do. I can send my recommendation to the Planning Commission. It is for the Planning Commission to decide whether I should take up that particular project or not. It is not me, the Railway Minister, but it is the Planning Ministry.

PROF. N.G. RANGA : It is Government all the same ; why do you dispute it ?

SHRI A.B.A. GHANI KHAN CHOU-
DHURY : I have not disturbed my hon.
friend. Now, what I am talking is the sys-
tem. I am not blaming anybody. There is
nothing personal between me and the
Planning Minister. Somebody suggested that
Planning Minister is superior, I am inferior ;
or I am superior, Planning Minister is inferior
Nothing of that sort. I am only talking of
the system.

After the plan Appraisal, they have
increased it from Rs. 5100 crores to
Rs. 6593.87 crores. During 1983-84 the net
deficit was Rs. 111.50 crores. During 1984-85
the total dividend payable is Rs. 490 crores.
Additional resource mobilisation to be done
in 1984-85 is Rs. 114.220 crores. Deficit of
Rs. 70 crores will be carried over, the defer-
red dividend liability, to balance the budget.
Hon. Members know how poor was the
allocation. Total lump sum allocation is
made by Finance and Planning Commission
to Railways and Railways then make differ-
ent allocations. Now, for example for new
lines we have been able to give only Rs.

90 crores. For Gauge Conversion we ha-
ve been able to give only Rs. 51.72 crores. For
electrification we have been able to give only
Rs. 160 crores. For track renewals we have
been able to give Rs. 350.46 crores. Our
philosophy is to allocate as much as possible
of our resources where we think that on-
going projects are going to be completed
soon.

Now, with regard to contribution to
Depreciation Reserve Fund the figures during
the Sixth Five year plan are as follows :

In 1980-81 the Depreciation Reserve Fund
was Rs. 220 crores only. In 1981-82 it was
Rs. 350 crores only. In 1982-83 it was Rs.
556 crores. Since I have become Minister
of Railways I have made it Rs. 850 crores.
This Depreciation Reserve Fund is very
important. It has been neglected for years
together and today we are facing the music.
And Rs. 850 crores I have given this year
also. Some members might argue why I
have given. Many of the Members have
very candidly expressed their opinion that
the very system is in jeopardy, not to speak
of expansion. As a Railway Minister, I
say that the system is in jeopardy and we
will not see the light of day for another 8
years or 7 years unless we make a definite
positive contribution to the depreciation
reserve fund because Depreciation Reserve
Fund is responsible for the worn out assets
of Railways. There is no way out. We have
to keep this amount. Actually the Railway
Reforms Committee suggested that their
recommendations on Depreciation Reserve
Fund should be forwarded to the Railway
Convention Committee for their considera-
tion. This is being done. Now, what is their
recommendation ? The Railway Reforms
Committee have suggested that the annual
contribution to the Depreciation Reserve
Fund from 1983-84 onwards should be of
the order of Rs. 1110 crores. Of this, Rail-
ways should contribute Rs. 850 crores and
Rs. 260 crores be raised by way of subsidy
from the General Exchequer. Sir, we have
a group of experts. We have appointed
them and they are suggesting that we should
get Rs. 260 crores as a subsidy from the
General Budget. Ministry of Finance have

not agreed to the payment of this subsidy. However, we have kept the Railways' contribution to this at Rs. 850 crores level. We have not scaled it down. As long as I am the Minister, I am not going to scale it down.

Mr. Deputy-Speaker, Sir, now coming to 1984-85, our size of the Plan outlay is Rs. 1650 crores out of which Rs. 850 crores will come from the internal resources and Rs. 800 crores will be the budgetary support. The Railways Sixth Five Year Plan provides an investment of Rs. 5100 crores. In the mid-term appraisal I have already said initially that in regard to this amount of Rs. 5100 crores, we thought of acquisition of 780 locomotives, 5680 coaches, 606 electric multiple units, one lakh of wagons and renewal of 14,000 Kms. of track and completion of 2800 Kms. of electrification. But because of the hike in prices today, we will not be able to do that. Our target is now for 950 locomotives and from one lakh figure, we have come down to 72,000 in the case of wagons. It is anticipated that with this resource that we have now at our disposal, it may not be possible to acquire more than about 5000 coaches, 7,000 wagons and renew more than 9150 Kms. of track and complete more than 1824 Kms. of electrification.

Now, what is the liability? The liability, when we come to the close of the Sixth Five Year Plan, with regard to the renewal of tracks—if I am not wrong, as far as my memory goes—will probably be 20,000 kilometres.

Now, all these are essential things that have to be done. But we cannot do all. It is no use blaming any Railway Minister.

MR. DEPUTY-SPEAKER : Can't you decide about the priorities on these things ?

SHRI A.B.A. GHANI KHAN CHOU-DHURY : There is a priority list and I am going to tell you.

Somebody asked : Is not the Railway Minister efficient enough to get the money

that is required for the railways ? It is not a question of efficiency or inefficiency, it is only a question of how much allocation the Planning Commission and the Finance Ministry make. We have to work on that. If sufficient allocation is not made, if the resources are not increased, well, I am a prisoner of the situation.

MR. DEPUTY-SPEAKER : Prisoner of the circumstances.

SHRI A.B.A. GHANI KHAN CHOU-DHURY : Yes, I cannot do anything.

Now, about priority, we have 43 on-going projects of new lines. For completing the ongoing new line projects and three new projects planned this year, as I have informed you, ninety crores have been allotted. It is the philosophy and I have already said that if we are able to complete the jobs quicker, we will get more money. I am trying my best to get more allocation and as soon as I do, I will put that money on these on-going new line projects.

For completing nineteen gauge conversion projects, we require 680 crores of rupees, but we have only been allocated Rs. 51.72 crores. The Planning Commission has given some priority and on that priority, we have to allocate money.

I will not further lengthen my speech except to say something on certain aspects which have been very correctly raised by the hon. Members. One is about the jobs to the Scheduled Caste and Scheduled Tribe people. I would like to inform the House that I have been doing my best ; I have opened a cell in my Ministry and I have told the officers concerned that I also do not believe that we were not able to get competent men from amongst the Scheduled Castes and Scheduled Tribes. There must be something wrong somewhere. Here, I seek the cooperation of each of you to kindly send me the names and I will see that they get the job provided they are competent etc.

There was another suggestion that came from the hon. Members that when we were

handcapped so much in the matter of funds, why we were not able to sell the railway lands, procure some money and then execute things in a speedier manner. I would like to mention that whenever we have tried to dismantle encroachments on the railway lands, members from both the House have come to me and told me not to touch them, as they were poor people. I have been forced not to touch them. When a Member comes to me, what am I to do? I have got to listen to him. It is not prudent to utter their names, but as I said, Members from both the Houses have approached me for this.....(Interruptions)

SHRI RAM VILAS PASWAN : Seventy five thousand acres of railway land has been encroached upon; all of them are not poor; many of them are rich people.

SHRI A.B.A. GHANI KHAN CHOU-DHURY : Specially, I remember about Bombay. Now, the Bombay land is very valuable. I wanted to do something there, but I was not allowed to do by Members of my own party as well as from the opposition. Well, I am helpless here; I cannot do it.

SHRI RAM VILAS PASWAN : We will cooperate with you.

SHRI A.B.A. GHANI KHAN CHOU-DHURY : Many members have spoken about the imbalances. I do agree that there are imbalances. It is my duty to finish these imbalances as quickly as possible. There are some members who have said about discrimination. I do not want to read all the figures. As far as Rajasthan is concerned, there is no discrimination, so far as the railway department is concerned. That hon. member is not here. I have given to Rajasthan Rs. 74 crores in this budget and I don't think that Rajasthan should have any complaint on that account. Some members have said about shortage of accommodation in trains and overcrowding in trains. I do agree with them. There is nothing to disagree.

आचार्य भगवान देव (अजमेर) : राजस्थान के

लिए इन्होंने विशेष ध्यान दिया, वहां का रेप्रे-जेन्टेटिव होने के नाते इनको मैं इसके लिए धन्य-वाद देता हूँ।

SHRI A.B.A. GHANI KHAN CHOU-DHURY : That is why I have introduced 100 trains and I am going to introduce more trains, although I have faced a lot of opposition. I assure the House that I will introduce more trains to minimise overcrowding in trains. Some members told me about the people riding on the roofs of the trains. That is very negligible now; and in due course, in another one month or so, I will be able to completely eliminate it probably if I can give some more trains.

SHRI RAM VILAS PASWAN : In Bihar, it is too much.

SHRI A.B.A. GHANI KHAN CHOU-DHURY : Then there are certain complaints about over-bridges and stoppages of some trains. Some members have pointed out that we are not providing drinking water not only in trains but also in very many stations. I do agree with them. I would say that this can be done as quickly as possible, but there is a difficulty with regard to law and order situation. This is not within my competence; this is with the State Governments. I am at the mercy of the State Governments. But I am constantly in correspondence with the State Governments regarding this. I have made it a practice that with every State Capital every two months I will have meetings with Zonal Managers and with Railway Board Members. I am also meeting the Chief Ministers. I am also asking them to tell their problems; I am also seeking their help on what to do with anti-social elements.

SHRI RAM VILAS PASWAN : Why don't you appoint more and more RPF personnel?

SHRI A.B.A. GHANI KHAN CHOU-DHURY : They do not have powers dealing with certain offences. Some members have mentioned about cleanliness, etc. They have also mentioned about creation of new zones. The trouble is that every State is asking for

their own zone. Bihar is asking for it. Rajasthan is also asking for it and so on and so forth. I do not want to name all the States. This is why we have referred the matter to the Railway Reforms Committee also with regard to divisions. I am told by them that they will send their recommendations by the end of May. As soon as we get the recommendation we will act upon that.

Some hon. Members from Bihar criticised me that they are not having a railway line in Hazaribagh etc., etc. Well, I am not to be blamed. I have explained that the first thing is the constraint of funds. The recommendation of the Railway Reforms Committee is that we should not start a project if we do not have the money, as that would only increase the costs. They warned me that I would become a victim of escalation of prices, as we have become in Calcutta. When we started in 1972, when the Prime Minister laid the foundation-stone,—I am talking about the underground project—the estimate was that it would cost about Rs. 140 crores. After one year they said that it would cost Rs. 175 crores. Today, we have already spent lot of money on it.

MR. DEPUTY-SPEAKER : How much ?

SHRI A.B.A. GHANI KHAN CHOU-DHURY : I think we have spent about, approximately Rs. 300 crores. Even today, I am told that I have to spend another Rs. 500 crores. It is a white elephant, neither here nor there. Anyway, now I cannot retreat. I have got to complete the work.

आचार्य भगवान देव : यह कितने किलोमीटर होगा ?

SHRI A.B.A. GHANI KHAN CHOU-DHURY : 16.5 kilometres. I am told that Delhi is asking for underground railway.

MR. DEPUTY-SPEAKER : It has become a prestige question both for Bengal friends and for the Central Government. Neither of them would like to stop it nor can it be shelved even by the Central

Government.

SHRI A.B.A. GHANI KHAN CHOU-DHURY : Shrimati Gopalan asked why there should be a separate budget for the Railways. The need for Railway Budget being presented separately was long felt, and the Railway Budget was separated from the General Budget to give better freedom and powers to the Railways. The size and the organisation and the public interest involved justify the continuance of this arrangement. If the Railways also become a part of the General Budget, then the hon. Members may not get a chance to discuss the railway matters as they do now. So, I think it will continue.

She also referred to the difficulties of workers. Well, I can only assure her that we have a proper machinery for resolving the difficulties. With regard to the non-recognised trade unions, they can come and see me or the Member (Staff) and we will certainly look into their difficulties. But that does not mean that I have become a Minister of Railways only to send the Railways under liquidation. It only simply means that whatever problems are there, or justifiable demands are there, we will certainly look into them. There is no doubt about this.

She also wanted more powers to be given to the Railway Convention Committee so that they can examine all the aspects of the working of the Railways. That Committee has not confined itself to dividend, or any subject. Sixteen subjects covering various aspects of the working of the Railways are to be examined by the Committee.

She also mentioned that the working of the Railways is not subject to the scrutiny of the Committee on Public Undertakings. This Committee examined the working of the Ministry of Railways, and also in respect of the working of RITES and IRCON. The Estimates Committee and the Railway Convention Committee also examined various other aspects.

There is adequate scrutiny of railway working by the Public Accounts Committee.

Since Shastriji is here I shall reply to him. The Railways cover many categories. There are natural tendencies for these groups to organise themselves into small categories—unions or associations—and ask for negotiating rights to improve their pay and allowances. The Railways cannot encourage this tendency irrespective of whether these groups call themselves by global terms category/group. But I certainly assure Shastriji and the House that there is absolutely no feeling of hostility or revenge as commented by him. Only we do not want any disruption. The Government have the friendliest feelings for all workers and all genuine grievances will certainly receive our sympathies and consideration.

Another Member asked me, after the British, how many kilometres of railways we have constructed. We have constructed 8698 kms after the British left this country.

Some of the suggestions that have come to me about how to raise the railway's fund are—floating of special loan for the railways, non-plan grant of Rs. 260 crores per annum being given to the Railways in accordance with the recommendations of the Railway Reforms Committee; the indebtedness to the General Revenues being written off; the beneficial utilisation of the land resources be examined in consultation with various Ministries concerned with a framework of constitutional provision.

One thing I would like to appeal to all the Members here. There are some States—West Bengal mostly, Bihar mostly and some portion of UP mostly—where people think that the railway is a joy ride and they do not pay a single pie. I make an appeal to all the Members to help us on this. Only police action cannot solve the problem. It is only the cooperation of all the concerned; and social conditions have to be created in such a fashion that every intelligent person who thinks of social values, should condemn these ticketless passengers. I style them also anti-socials not because they deprive me of the revenues but simply because they do give lot of trouble to the *bonafide* passengers. First there is no reservation for

them and they will force the helpless passengers to get out of their seats, and themselves occupy the seats.

SHRI RAM VILAS PASWAN : What about forged tickets ?

**SHRI A.B.A. GHANI KHAN CHOU-
DHURY :** I have heard of that. I have told my Members to be careful about that and to make necessary enquiries. I cannot give any details about that at the moment.

By and large, I have got the cooperation of all the Members on both sides and for that I am grateful to them. So far as the money is concerned, I will do my best to get the money from the Planning Commission and the Finance people so that we can make better allocations.

MR. DEPUTY-SPEAKER : They all wish you success in your efforts.

I shall now put the resolution *re* : approval of recommendations made in the Tenth Report of the Railway Convention Committee, 1980, moved by Shri A.B.A. Ghani Khan Choudhury to the vote of the House.

The question is :

“That this House approves the recommendations made in paragraphs 7, 8, 12 and 13 contained in the Tenth Report of the Railway Convention Committee (1980), appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance, which was presented to Parliament on the 24th February, 1984.”

The motion was adopted.

MR. DEPUTY-SPEAKER : Hon. Members, a number of cut motions have been moved by Members to the Demands for Grants (Railways) for 1984-85. Shall I put all the cut motions to the vote of the House together ?

SEVERAL HON. MEMBERS : Together.

MR. DEPUTY-SPEAKER : I shall now put all the cut motions together to the vote of the House.

All the cut motions were put and negatived.

MR. DEPUTY-SPEAKER : I shall now put the Demands for Grants (Railways) for 1984-85 to the vote of the House. The question is :

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, to defray the charges that will come in the course of payment during the year ending the 31st day of March 1985, in respect of the heads of demands entered in the second column thereof against Demand Nos. 1 to 16."

The motion was adopted.

MR. DEPUTY-SPEAKER : I shall now put the Supplementary Demands for Grants (Railways) for 1983-84 to the vote of the House.

The question is :

"That the respective supplementary sum not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India 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, 1984, in respect of the heads of Demands entered in the second column thereof—

Demand Nos. 3 to 13."

The motion was adopted.

THE DEPUTY-SPEAKER : I shall now

put the Demands for Excess Grants (Railways) for 1981-82 to the vote of the House.

The question is :

"That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended on the 31st day of March, 1982, in respect of the following Demands entered in the second column thereof—

Demand Nos. 4, 6, 10 and 16."

The motion was adopted.

19.38 hrs.

APPROPRIATION (RAILWAYS)
BILL,* 1984

MR. DEPUTY-SPEAKER : Now the hon. Minister may seek leave of the House to introduce the Appropriation (Railways) Bill.

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : Sir, I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the Financial year 1984-85 for the purposes of Railways.

MR. DEPUTY-SPEAKER : The question is :

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1984-85 for the purposes of Railways."

The motion was adopted.