

## THE BUDGET (RAILWAYS), 1984-85 —contd.

**SHRI GHULAM RASOOL MATTO** (Jammu and Kashmir): Mr. Deputy Chairman, Sir, I have read the speech of the Railway Minister and on page 19, paragraph 26.17 says:

"Railways have been described as the life-line of the nation. Our strategy, in short, will be aimed at making this life-line stronger, safer, securer and speedier so as to render more satisfying service to the community."

So this is what the Railway Minister has said. Shall I continue?

**MR. DEPUTY CHAIRMAN:** Please go on. You will have 10 minutes. Finish in 10 minutes.

**SHRI GHULAM RASOOL MATTO:** No, 15 minutes.

**MR. DEPUTY CHAIRMAN:** Your party has got 33 minutes and there are five speakers.

**SHRI GHULAM RASOOL MATTO:** All right.

**SHRI LAL K. ADVANI** (Madhya Pradesh): Let him continue after lunch. Let him start now.

**MR. DEPUTY CHAIRMAN:** He had already started. All right,

सदन की कार्यवाही दो बजे तक के लिये स्थगित की जाती है ।

The House then adjourned for lunch at fifty-eight minutes past twelve of the clock.

The House reassembled after lunch at five minutes past two of the clock. The Vice-Chairman [Dr. (Shrimati) Najma Heptulla] in the Chair.

**THE VICE-CHAIRMAN** [Dr. (SHRIMATI) NAJMA HEPTULLA]: Shri Ghulam Rasool Matto, may continue his speech

**SHRI GHULAM RASOOL MATTO:** Madam, Vice-Chairman, Shri A. B. A. Ghani Khan Choudhury, in his speech had made the following observation in his speech on page 19, paragraph 26.17. And I quote:

Railways have been described as the life-line of the nation. Our strategy, in short, will be aimed at making this life-line stronger, safer, securer and speedier so as to render more satisfying service to the community.

I would like to know whether we all, including the Government and the opposition and the people at large, really contributing their mite to make the railways really a life-line. Whether we are doing it or not doing that, we have to go to the health of the Railways. In connection with the health of the Railways, I have certain observations to make which will reveal the present state of affairs of the railways. The original idea as mentioned by the Railway Minister again on page 8 is that the Sixth Plan was a rehabilitation plan. In other words the amount spent so far has been on rehabilitation and that has always been the strategy. No effort has been made to see that we catch up with the developed nations of the world. With regard to the health of the railways....

**THE VICE-CHAIRMAN** [Dr. (SHRIMATI) NAJMA HEPTULLA]: You are talking of the health of the Railways. The Health Minister is here. You can go ahead.

**SHRI GHULAM RASOOL MATTO:** I will give some figures. According to the Explanatory Memorandum given by the Railway Ministry, passenger traffic in the year 1950-51 was 412,000 for the suburban and 872,000 for the non-suburban railways. Today the position is that the suburban traffic of passengers is 2,029,000 and that of the non-suburban sector is 1,626,000. This means that on the suburban sector alone, there has been an increase of 400 per cent and on the non-suburban sector there has been

an increase of 100 per cent. This is the load on the railways. And what is the achievement?

In route-kilometers the position in 1950-51 was 53,596 kms and today it is 61,385 kms. Thus there is a nominal increase of 11 per cent.

With regard to the rolling stock, the number of locomotives, including steam, diesel and electric, was 8,209 in 1950-51 and today it is 10,087. It means that there is an increase of 10 per cent only. On the one hand, you have found that there is an increase of 400 per cent in the suburban passenger traffic, on the other hand, the infrastructure increase is only 10 per cent. You can yourself understand the position, Madam, Vice-Chairman.

The position at present is that 6000 km railway track is not fit and requires replacement. Twenty thousand kilometres require immediate replacement. Twenty per cent of coaches are over-aged and 65,000 wagons are unfit and require immediate replacement. Twenty per cent of operating signals and points are also overdue for overhauling. The number of over-aged and weak bridges has increased to 3500 during the last ten years. This is the state of affairs of the Railways at present.

During the year under review, there has been an anticipated revenue deficit as against budget estimate of Rs. 5174 crores. The revised estimates are Rs. 5024 crores: that means, a decrease of Rs. 147 crores. So this is the state of affairs of the Railways. The dividend as envisaged in the Budget estimates was Rs. 438 crores, whereas in the revised estimates only Rs. 311 has been provided. This means that in the current dividends also there is a shortfall of Rs. 126 crores. There is a total deficit of Rs. 152 crores during the year.

Taking all these factors into consideration, I would like to know from the hon. Minister, if this is the state of affairs of the Railways, how is he going to rectify the situation.

Now, again on page 8, col. 7.6 he states that some unorthodox methods have to be adopted, but the Minister has not so far come out with any specific proposals as to what these unorthodox methods are for mobilisation of resources. If a single explanation was there, we would have thought that there is earnestness for mobilisation of resources. This has not been done. On the contrary, we are going on with the Budgets.

The other point that I have to make is that in every industrial concern—and the Railways is also an industrial concern—depreciation is always fixed 10 per cent for one shift, 15 per cent for the second shift and 20 per cent for the third shift. But here the depreciation is determined according to their own calculations. This needs an explanation as to why this depreciation has been fixed in a manner which is different from other industrial undertakings.

So I would like the hon. Minister to please enlighten us what he proposes to do in order to mobilise resources. (*Time bell rings*)

Mr. Ghani Khan Choudhury is here. Last year he came out with a plea that he was not getting money from the Finance Ministry. The Finance Ministry has its own problems. They have to look after as many things. Of course they have also given some money. But is that money sufficient to make the Railways a successful Railway and a Railway—which we can be proud of? It is not possible unless we resort to certain unorthodox methods. In this connection, I had mentioned last year that as the Railways are getting money every day, why they should not issue bonds for Rs. 300 crores every year repayable so that they can augment their resources?

The second point that I want to make is this. He has mentioned in his speech that the Railways are the lifeline of the nation. I agree with him one hundred per cent. This is

the lifeline of the country. What should the nation do? I propose that Mr. Ghani Khan Choudhury should suggest to the Cabinet that on the total receipts of the Railways, one paisa per rupee or one per cent, should be levied as surcharge exclusively for the Railways. Similarly, a request should be made to the State Governments that on the revenue that they collect, one per cent should be collected. A pool should be made of this sum. It should be governed by the National Development Council in which all the Chief Ministers are present who will specify as to where this amount can be spent. The situation can be rectified by this method alone. I had read some article recently in some journal according to which I learn that Rs 16000 crores are needed for the Railways to rehabilitate it and to make it as modern as the other Railways in the world. How is this sum of Rs. 16,000 crores to be mobilised? He himself states that unorthodox methods have to be adopted. I would request him to come out with certain concrete proposals. I have made two proposals. Let him come out with other proposals. Other Members can also make proposals. I agree with the Finance Minister when he says that he is not in a position to give more money. He can give only to the extent it is possible for him and that he has given in the Budget. The Railways have to mobilise the resources. (*Time bell rings*).

Madam, I come to two or three points with regard to Jammu and Kashmir. In the Budget estimates, for the Jammu-Udhampur railway line, the total expenditure is expected to be 50 crores and the provision made by the hon. Minister is just 2 crores of rupees for the current year I would like to say that it will take 25 years for this 56 kilometre line to be completed. I would request that he should immediately announce that more allocation would be made so that this railway line from Jammu to Udhampur is completed as early as possible.

My second point is that in this scientific age, it is not impossible to take the Railways to the Kashmir Valley. I had made a suggestion and I am astounded to find that no provision has been made for survey work. I would request the Railway Minister to provide Rs. 15 to 20 lakhs for survey work for providing a railway line from Udhampur to Srinagar. This is very vital. We have seen that every year during the winter months our roads get blocked. In 1905, Maharaja Hari Singh get a survey done. A survey was made suggesting that the railways can be taken to Srinagar. Of course, that was via Rawalpindi. It is not impossible. The terrain that we have got in Kashmir, i.e. from Udhampur to Srinagar, is as good as in any other part of the world. I would request him that a minimum of 20 to 25 lakhs of rupees may be earmarked this year for survey work on the railway line between Udhampur to Srinagar. Madam Vice-Chairman, three years back, the predecessor of Mr. Jaffar Sharief had announced with a bang that an internal railway line in the Kashmir Valley from Baramulla to Panihal will be started soon. In fact, a survey has already been made on that. I would like to know from the hon. Minister as to, what progress has been made in that direction and what has been done in that case. Madam, I am very grateful to the Railway Minister that a Railway Service Commission has been constituted. Railways is the biggest employer, and the people from Jammu and Kashmir are the worst affected so far as the employment is concerned in the Railways. I would only request him that this Railway Service Commission should be really made working. And I would request him that steps should be taken to recruit as many people as possible from the State of Jammu and Kashmir, and a report should be placed before the House as soon as possible as to what steps have been taken with regard to the minorities and weaker sections of the people so that they get more employment in the Railways in all parts of the country.

**THE VICE-CHAIRMAN [DR. (SHRIMATI) NAJMA HEPTULLA]:** You have taken a lot of time. You have taken more than your time.

**SHRI GHULAM RASOOL MATTO:** All right. If you want to say that, I will sit down. I have only to say, and I would request the hon. Minister that with regard to the railway line from Jammu to Udhampur, more allocation should be made and announced as soon as possible.

The last point I want to make is that although Mr. Ghani Khan Choudhury is not here—and I do not want to convert this serious debate into a political affair—he has made a distinction the other day between West Bengal and Jammu and Kashmir whereas he wanted to dump West Bengal Government in to the Bay of Bengal, he wanted that the Jammu and Kashmir Government to be dumped in the Indian Ocean. I think .... (Interruptions) I think that he has lost the sense of geography. If the crow flies from Kashmir, the Mediterranean is nearer to us than the Indian Ocean. He should have chosen any other thing. My idea is that he should treat the entire railway system from Kashmir to Kanyakumari as one, and not treat Malda only as the place that should be attended to. Even North Bengal is weeping that it is not being attended to. Malda alone is not the country. Kashmir to Kanyakumari is the country. And I would request him that he should pay as much attention to any other part of the country as he pays to Malda for which he has launched various schemes. Thank you, Madam.

**SHRIMATI PRATIBHA SINGH (Bihar):** Madam, Vice-Chairman, while supporting this Railway Budget, I would like to clearly say that the Railway Budget has to be considered mainly in two aspects. It is mainly a service organisation. It is meant for giving facilities to the public, creating new infrastructure for the industry, and helping the development, of

the backward areas. Now, we have to see what are its projections, and what are the facilities and amenities given. The other aspect of the Railways is its commercial side. There also we have to see what the achievements are and where the failures are because as the Railway Minister has said in his Budget Speech, the railways are the nerve lines of the nation and the health of the nation depends on this. He has also given a slogan in his Budget Speech—safety, security and punctuality. This is the new slogan given in his Budget Speech this year. Now, the train accidents in 1981-82 were 1130. In 1982-83, the number has been reduced to 797, a reduction of 29.5 per cent as compared to 1981-82. Now, we have to see what are the reasons behind these train accidents. These reasons have to be analysed. The public has to be given confidence that while they travel, when they start from home, they will be able to reach their destinations or back home again. Now the reasons analysed in their booklet say that a rise in the failure of equipment especially of permanent way signalling apparatus due to railways inability to replace and renew the assets satisfactorily because of financial constraints are responsible for these things. They say that they do not have so much funds as are required for renewal of all these tracks, or their repair or replacement. The other reasons given are that arrears have accumulated in renewal of outdated track and replacement of rolling stock and equipment.

Madam Vice-Chairman, the Railway Reform Committee estimated that nearly one-third, i. e., 60 thousand kilometres of rail track in the country is overaged and defective. This is quite a sizeable length. The condition of the track, they say, is so poor that there are speed restrictions on 4500 kilometres of rail lines. The rolling stock is in no better position. It is also said that 41 thousand wagons, i. e., 10 per cent of the total, are unserviceable. The RRC estima-

[Shrimati Pratibha Singh]

ted that these two things alone would require Rs. 2,000 crores. Do we hope that a part of the levies will be utilised for these two things? Do we expect that the Railway Minister would see to it that we utilise whatever we get from levels on these things so that their new slogan of 'Safety' can really be achieved in the coming year.

Madam Vice-Chairman, the outlay for maintenance of track and bridge has been raised from Rs. 250 crores to Rs. 278 crores and for track renewal from Rs. 150 crores to Rs. 220 crores. But even this will not suffice. How they will cover up these gaps or how they will mobilise more resources, they have to think.

Madam, it has been said that compensation for rail accident victims would be raised from the present Rs. 50 thousand to rupees one lakh in fatal cases as recommended by the Railway Reforms Committee. They have also said that while analysing the reasons for accidents, the failure of the railway staff constituted the largest single causative factor responsible for rail accidents. This is nearly 64.5 per cent of all train accidents. Out of a total of 34 collisions in 1982-83, 52 were as a result of momentary negligence or error of judgement of staff engaged in train operations, for example, drivers, station masters, etc. etc. Madam, I would request the Railway Minister that the reasons should be properly evaluated and appointments should be done only on the basis of merit and not on any other considerations.

As it is, there are many other considerations on which appointments are made. I am sorry to say it.

An amount of Rs. 725 crores has been set apart for replacement and renewal of railway track and locomotives. Wanchoo Railway Accidents Enquiry Committee of 1968, made certain recommendations. I would like

to know the position about it and whether they have been implemented and in what percentage. I would also like to know as to what has been the result, and whether anybody has analysed the results or made any assessment, because certain definite things had been said by them like periodical inspections of new railway lines. Periodical inspection of open lines, approval of new works, renewals and introduction of new types of rolling stocks.

Madam, the manning of the unmanned crossings and providing lift barriers with interlocking arrangements etc. launched during the current year had a provision of Rs. 4.7 crores in 1982-83 revised budget. Axles of the coaches had been built and thus the Railways have tried to take some action. So far as safety part is concerned, I feel a little more attention is needed to see that travelling public feel secure while travelling on the trains.

The other slogan is punctuality. This depends upon the preparation of the railway time-tables. This is very important. If one train is coming and some other train which was late, also happens to come by that time, it may result in accident. Therefore, punctuality is very important.

Then special purpose wagons and engineered terminals for loading and unloading are needed for freight movement. RDSO Lucknow is working on these lines and I feel that they should be provided with more and more facilities for research and development to meet our needs.

The Minister in his budget speech has paid special attention on the development projects and for this, a gross surplus of Rs. 205.73 crores has been set apart which, he says, would be utilised for development fund expenditure and partial liquidation of indebtedness. I would request the hon. Minister to pay more attention to development fund expenditure. A new direction is expected to flow from the Railway Minister's deve-

lopment projections contained in the budget. RDSO Lucknow will have a new set-up to face the growing challenges of the future.

About the 20-point programme, it is said that Railways have identified several areas for exploiting non-convention and renewable sources of energy on the Railways, and it has been said that these include 31 wind energy, 60 for solar thermal schemes, 21 for biogas technology and 50 for photo-volties energy systems.

RDSO has designed high-speed coaches with a speed potential of 120 Km. per hour. Development testing is also going on. I would like to ask the Minister whether I am not correct that if the track is not in a proper condition, if all other things are not in proper shape, there is likelihood of having more number of accidents in our attempt to save some time of the travelling public. Somebody has to think about these problems also, take note of them and see that whatever you do, is gainful to the nation.

Madam, expenditure on gauge conversion has been pruned to Rs. 50 crores as against a need-based estimate of Rs. 600 crores. This is a very big pruning. Therefore, I have become suspicious as to what will happen to the Muzaffarpur-Dharbanga-Raxaul line conversion scheme, from metre gauge to B.G. line I have been told that this has been taken out of the priority list of your conversion schemes. Madam, I would request, through you, the hon. Railway Minister that this should not be taken out of the priority list. In fact, it should be completed as soon as possible because this will create a proper infrastructure for the under-developed North Bihar area and part of Nepal Tarai. Therefore, this is a very important line. As it is, Bihar is always left behind. I would request the hon. Minister that Bihar should not be left behind, when you take up such projects.

**SHRI NIRMAL CHATTERJEE**  
(West Bengal): Railways should

be on the Bihar map or Bihar should be on the railway map?

**SHRIMATI PRATIBHA SINGH:**  
Both.

Madam, there is another point which I would like to mention here. You say that there is paucity of funds. Where you cannot have new lines, for the movement of goods, for the movement of public and for the development of the backward areas, you should think of some plans. Therefore, I would request that the integration of bus-truck-rail travel should be taken up. Wherever you cannot have new lines, you should co-operate with the transport people and you should try to develop the bus and truck services. The report of the National Transport Policy Committee is already there. It says that buses will be able to take travelling passengers by (1) frequency of service (2) availability of feeder bus services and (3) restructuring the fares.

The net requirement for the Sixth Plan is Rs. 11,000 crores. The plans are already there. But the money available is only Rs. 5,100 crores. This leaves a very big gap for the new projects. Madam, I would request, through you, the hon. Minister that whatever schemes they already have, they should try to complete them before venturing upon new schemes. Now, the question is, how to raise resources. You should set up some committee to study this. But I will make one or two suggestions in this connection. For example, exports should be stepped up. This should be done both in the area of laying of new lines and through the export of bogies and wagons which you are already doing. But this has to be encouraged a little more and some incentives should also be given for this purpose. This will also gear up the employment potential and bring foreign exchange.

Then, there is another source through which you can earn some money, though not very much. You

[Shri Nirmal Chatterjee]  
should have better printing of railway time-tables. This is a small thing. This is a small item in your railway budget. But if you have better printing of railway time-tables, you will be able to get good advertisements and you will be able to earn more money because these are sold in crores throughout the country. If they are beautiful and presentable, you can earn a little more money, through advertisements and sales. Then the railway land lying idle all over the country has to be utilised properly so that it can yield money. Throughout the country we have seen that the railway land is lying vacant. You are not even building staff houses. Use that land for your staff houses. You should give your staff more facilities. Plus, you can utilise it for commercial ventures so that you can earn money.

Stalls of all categories on stations have to be reassessed and given to unemployed graduates, whether male or female, to Harijans and economically backward people. So long they have been lying there with the old people for the last 20 years, 30 years, and at the same rates. You have to revise the rates, co-relate them with their earnings.

These are a few suggestions about how you can make improvement in your revenue earning.

Madam,, they have also to think how to fill up the gap between the earnings and rising higher operations costs. At present you are having losses because you have experience gained, there should be some committee to study this how we can reduce the operational cost and how we can increase the revenue yield.

Madam, this is the third consecutive year when rail users have to suffer hike in fares and freight rates without a comparative improvement in passenger amenities and goods movement. Even salt, edible oils, cement, paper, sugar and oil seeds will

be covered by hike of 1.3 paise and 2.3 paise per tonne. Coal and petroleum products' rate is even higher. Of course, the hon. Minister has given a concession of 6 per cent on freight traffic to and from stations in Assam and North-Eastern railways. But in spite of these hikes and severe shortfalls in revenue earning, traffic and other problems faced by the railways, compared to other years the burden of the additional levies is moderate.

Madam, the Minister deserves special thanks for allocating Rs. 80 crores for the Calcutta Metro Railways. but I would like to tell the Minister that this is really a remarkable work that our engineers have done and this has to be completed, funds have to be found out from somewhere, and this has to be completed to ease the difficulties of the Calcutta public.

I thank the Minister for introducing New Delhi-Patna-Magadh Express, New Delhi-Barauni Jayanti Janata Express in Bihar and I would request that a little more attention Bihar does desire and require from your organisation.

Madam, railways are the nerve lines of the nation. If they are working well, the nation is healthy. With these words I support the Railway Budget.

श्री हरी शंकर भानड़ा (राजस्थान) :

मेडम वाइस-चेयरमैन महोदया, सत्ताखंड दल पिछले कुछ वर्षों से एक बहुत बड़ा नारा लगा रहा है कि सरकार को चलाने में विरोधी दल हर जगह बाधक है और सरकार इसलिए नहीं चल पा रही है। विरोधी दल वाले अड़ेंगे लगाते हैं। मैंने यह देखा है कि रेलवे मिनिस्टर, सत्ताखंड दल के नेता और उनके सहयोगी इस नारे को बड़े जोरों से बुलन्द कर रहे हैं। लेकिन मैंने रेलवे मिनिस्टर की पूरी स्पीच को पढ़ा, उन्होंने शायद भूल से यह कहीं भी नहीं कहा कि रेलवे

प्रशासन को रोकने में विरोधी दल का हाथ है या सेबोटेज विरोधी दल वाले कर रहे हैं या रेलवे को जो घाटा हो रहा है वह विरोधी दल वालों की वजह से हो रहा है। रेलवे मिनिस्टर से यह भूल हो गई है। मैं नहीं समझता कि रेलवे मिनिस्टर इस भूल में कोई सुधार करेंगे।

मान्यवर, असल बात यह है कि अब तक हमारे चौधरी साहब कहते रहे कि रेलवे का काम स्मैश हो गया, यह स्मैश हुआ या नहीं लेकिन इस बजट के अंत में रेल पटरी से निश्चित रूप से उतर गई, इसमें कोई शंका हो ही सकती। इसका कारण साफ है। जो रेलवे बजट बनाया गया है उसमें जो प्रमुख बात हमको देखनी चाहिए वह यह है कि रेल के सुधार के लिये या रेल के विकास के लिये इसमें क्या प्रावधान है। सारा बजट देखने के बाद यह लगता है कि आंकड़ों की हेराफेरी करके घाटे को नफा और नफे को घाटा, इस तरह से आंकड़ों को जादूगरी इसमें की गई है और रेलों के सुधार या विकास की कोई संभावना इस बजट में नहीं है। बजट में कुल आमदनी 5342 करोड़ रुपये की कूती गई और खर्चा 4011 करोड़ रुपया कूता गया। लेकिन दूसरी तरफ रेल मंत्री ने अपने भाषण में यह स्वीकार किया कि यह 4011 करोड़ रुपये का जो घाटा है यह लाभ बंटवारे की राशि 490 करोड़ रुपये और पूंजी राजकोष से 58 करोड़ रुपया देने के बाद यह खर्चा 5037 करोड़ रुपये का हो जायेगा। इसके बावजूद भी यह लाभ विकास की राशि और राहत पूंजी की जो राशि है उनको भी जोड़कर इसको पूरा नहीं कर पायेंगे और 242 करोड़ रुपये फिर भी कम रहेंगे। अभी जो सर चार्ज के नाम पर, माल भाड़े के नाम पर

थोड़ी बहुत बढ़ोतरी की है वह 128 करोड़ रुपये की है। उसको मिलाने के बाद भी यह घाटा रेलवे में रहने वाला है। फिर उसको पूरा करने के लिये लाभ बंटवारे की राशि 490 करोड़ रुपये से घटाकर 420 करोड़ रुपया कर दिया गया और 170 करोड़ रुपये देनदारी के खाते में डाल दी गई हैं जब कि पिछले साल 111 करोड़ रुपये डाली थी। 58 करोड़ रुपया का कर्जा ग्राम राजस्व से मांगा गया। इस तरह से रेलवे सरकार की 850 रुपये की कर्जदार बन गई है। इस तरह से आंकड़ों की इस जगलरी से यह बजट बनाया गया है। वस्तुस्थिति मैं समझता हूं यह है कि रेल बजट बनाते समय वास्तविकता को नजरअंदाज किया गया है। पिछले साल माल ढोने का लक्ष्य 24.5 करोड़ टन था लेकिन 23 करोड़ टन ही माल की ढुलाई हुई। लेकिन इस बार फिर से 24.5 करोड़ टन का जो इन्होंने लक्ष्य रखा है, मेरी समझ में नहीं आता कि इन दिनों में कौन सी ऐसी बात हो गई जिससे आप इतनी ढुलाई को कर पायेंगे। रेलवे में कौन सी एफिसियेंसी बढ़ जायेगी या हमारे यहां जो व्यापार व्यवस्था है, जिसकी वजह से पिछले साल ढुलाई नहीं हुई उसमें क्या प्रगति होगी। इसलिये आने वाले समय में ऐसी कौन सी बढ़ोतरी, प्रगति हो जायेगी जिससे 24.5 करोड़ टन माल आप ढो पायेंगे। श्रीमन, वस्तुस्थिति यह है कि इतना माल यह ढो नहीं सकेंगे। यह केवल एक महज आंकड़ों का खेल बजट में रखा गया है और आंकड़ों के रूप में अच्छी तस्वीर दिखाने के लिए रखा गया है। सबसे दुखद बात तो यह है कि इस रेलवे बजट में इस साल रेलों के विकास के लिये पर्याप्त धन रखा ही नहीं गया है। अभी सरकार के पास नई रेलवे लाइन बनाने के लिये कुल 46 प्रोजेक्ट की परि-



### [श्री हरी शंकर भाभड़ा]

कल्पनायें हैं। इन परिकल्पनाओं को पूरा करने के लिये 1 हजार करोड़ रुपयों की जरूरत है जब कि इस बजट में केवल 90 करोड़ रुपये का प्रावधान किया गया है। अब यह 90 करोड़ रुपये ऊंट के मुंह में जीरा के बराबर हैं। ये सारी बातें इस बात का द्योतक हैं कि रेल मंत्री की इच्छा ही नहीं कि रेलों का विकास हो। रेलों के विकास के लिये 1 हजार करोड़ रुपये जहां लगने वाले हैं वहां इसके लिये केवल 90 करोड़ रुपयों का प्रावधान किया गया है। इससे जो आपकी परिकल्पना है वह कभी पूरी नहीं होगी, नई लाइनों का सवाल ही नहीं, उनका पूरा होने का सवाल ही नहीं, इस बजट को देखकर ऐसा लगता है। इसी प्रकार से जिन लाइनों को आप बड़ी लाइनों में कन्वर्ट करना चाहते हैं, 19 प्रोजेक्ट स्वीकृत पड़े हुए हैं, जिनमें 680 करोड़ रुपया लागत आने की आशा है लेकिन बजट में इसके लिये व्यवस्था की गई है केवल 50 करोड़ रुपयों की। यह भी इस बात का द्योतक है कि रेलवे मंत्री इस मामले में गम्भीर नहीं हैं। किसी भी तरह से इस बजट को देखते हुए यह बजट रेल या यात्रियों के लिए कुछ सुविधायें देगा, इसका विकास करेगा इसकी कोई सम्भावना इस बजट में नहीं है। इसके विपरीत रेल जो अभी पटरी पर चल रही है वह और उतर जाएगी।

छठी पंचवर्षीय योजना में एक लाख वेगन बनाने का लक्ष्य था लेकिन अब इन्होंने इसे कम कर दिया है और अब यह कहते हैं कि 7.2 हजार से ज्यादा वेगन प्राप्त नहीं कर सकते। 14 हजार किलो मीटर से ज्यादा लाइनें बदलने की योजना थी अब यह स्वयं 14 हजार से उतर कर 9150 पर आ गये। यह विकास

का रास्ता ही नहीं है। आप विकास के मार्ग पर चल ही नहीं रहे हैं। यह आपके आंकड़े बता रहे हैं। आप एक कदम आगे जाते हैं तो दो कदम पीछे जाते हैं। लक्ष्य बनाते हैं और स्वयं उससे हटते रहते हैं। इस प्रकार के बजट से भारत की जनता को कोई सुविधा मिलेगी यही नहीं समझता और इसलिए यह बजट भले ही चुनावी है क्योंकि इनकी हिम्मत माल भाड़ा बढ़ाने की नहीं हुई। हालांकि सरचार्ज के रूप में कुछ बढ़ाया है लेकिन क्या बढ़ाते। अब किराये की स्थिति क्या है? इसका आप अन्दाज लगाएं। सन 1970, मार्च में एक्सप्रेस और मेल का किराया ए०सी०सी० फर्स्ट क्लास का तीन सौ रुपये प्रति हजार किलो मीटर था और फर्स्ट क्लास का 153.50 पैसे, सेकेंड क्लास का 40.50 पैसे था। सुपरफास्ट ए०सी०सी० फर्स्ट क्लास का किराया 158 रुपये और सेकेंड क्लास का 41.95 पैसे प्रति 1000 किलो मीटर था। यह स्थिति 1979 में बनी रही और 1980 में भी कुछ अन्तर नहीं हुआ लेकिन दिसम्बर, 1983 में मेल और एक्सप्रेस का ए०सी०सी० फर्स्ट क्लास का किराया जो मार्च, 1970 में तीन सौ रुपये था उससे बढ़ कर 495 रुपये हो गया, सुपरफास्ट का जो 310 रुपये था वह 520 हो गया और फर्स्ट क्लास का किराया 153 से बढ़ कर के 248 रुपये हो गया, सुपरफास्ट का 260 हो गया तथा सेकेंड क्लास में 40.50 पैसे से बढ़ कर किराया 63 रुपये हो गया, सिटिंग का 65 रुपये हो गया। यह रिजर्वेशन एक्सक्लूड कर के है। इतनी बढ़ोतरी तो पहले से ही हो चुकी है। अब इनमें और किराया बढ़ाने की कोई गुंजाइश ही नहीं थी इसलिए किराया बढ़ाने की हिम्मत तो नहीं हुई लेकिन सरचार्ज के नाम पर जरूर बढ़ा दिया। इसी तरह से माल

दुलाई की बात है। मार्च, 1970 में 100 किलोमीटर पर माल दुलाई भाड़ा 1.73 पैसे प्रति क्विंटल था वह दिसम्बर, 1983 में बढ़ कर के तीन रुपये दस पैसे प्रति क्विंटल प्रति 100 किलो मीटर हो गया। जितना मैं सीमित बढ़ा सकते थे यह तो आपने पिछले साल हो बढ़ा लिया अब उसमें अधिक गुंजाइश नहीं थी इसलिए नहीं बढ़ाया। अब उसमें आप जनता को किसी तरह से बचकूफ बनाने की कोशिश करें लेकिन इसमें भी बहुत सी कमियाँ रही हैं। सबसे बड़ी कमी यह है कि राउंड फिगर के नाम पर 50 पैसे का प्लेटफार्म टिकट एक रुपये का कर दिया। यह बात तो समझ में आती है 10 पैसे के सिक्के नहीं मिलते, 20 पैसे के सिक्के नहीं मिलते, पांच पैसे के सिक्के नहीं मिलते लेकिन 25 पैसे और उससे ज्यादा के तो सिक्के मिलते हैं और पचास पैसे के सिक्कों की तो कोई कमी नहीं है। राउंड फिगर के नाम जो प्लेटफार्म टिकट दो साल पहले 30 पैसे का था उसको बढ़ा कर के एक रुपया कर दिया यानी दो सौ प्रतिशत की बढ़ोतरी कर दी है, क्या साधारण आदमी जो स्टेशन जाना चाहता है कम से कम यदि वह बेचारा, यात्रा नहीं कर सकता, यात्रा करने वालों के दर्शन करने के लिए जाना चाहे तो वह भी नहीं कर सकता, आपने उसको इससे भी महसूस कर दिया है। राउंड फिगर को बड़ी लचर दलोल है। कम से कम प्लेटफार्म टिकट बढ़ाने के लिए तो यह दलोल बिल्कुल ठीक नहीं है। मैं समझता हूँ कि आम आदमी पर यह भार डालना उचित नहीं है। इसी तरफ से सरचार्ज की बात है। आपने सरचार्ज सेकेंड क्लास पैसेंजर ट्रेन से यात्रा करने वालों पर नहीं बढ़ाया है लेकिन यह तो सिंगल टिकट के लिए है और यदि कोई रिटर्न टिकट ले कर यात्रा करता है तो उसके सम्बन्ध में यह बात

साफ नहीं है। यह आप माफ करें कि पैसेंजर ट्रेन में भी रिटर्न टिकट ले कर यात्रा करने वालों को सरचार्ज देना पड़ेगा या नहीं। सिंगल जर्नी का तो है कि नहीं लगेगा। फिर आपने मेल और एक्सप्रेस पर सरचार्ज बढ़ाया है। एक बात मेरी समझ में नहीं आती कि पैसेंजर ट्रेन और मेल ट्रेन को सुविधाओं में क्या अन्तर है। मैं तो पैसेंजर से भी यात्रा करता हूँ, मेल, एक्सप्रेस से भी यात्रा करता हूँ, सुपरफास्ट से भी यात्रा करता हूँ, लेकिन मुझे तो वहाँ ज्यादा फर्क नजर नहीं आया। वही गति पैसेंजर ट्रेन की है और कमोवेश ऐसी हालत कोचेज की, मेन्टिनेंस की, स्टाफ की मेल और अन्य में भी है। बल्कि मैं तो कहूँगा कि आज आपके रेलवे में सुपरफास्ट ट्रेन्स तो अधिक से अधिक लेट हो सकती हैं अर्थात् 24 घंटे लेट आये। एक घंटा तो साधारण बात है लेकिन एक घंटे से लेकर 24 घंटे तक जो लेट आये वह सुपरफास्ट ट्रेन है। आज सुपरफास्ट ट्रेन वही है वह रोज होता है।

**उपसभाध्यक्ष [ डा० श्रीमती नाजमा हसन ] :** स्लो ट्रेन्स कितने दिनों में आती हैं ?

**श्री हरी शंकर भाबड़ा :** वे तो अपनी गति से चलती हैं उसको तीन दिन में पहुंचना है तो तीन दिन में पहुंच जातो है। मगर सुपरफास्ट ट्रेन 12 घंटे में पहुंचने वाली है तो यह एक घंटे से लेकर 24 घंटे लेट तक पहुंचेगी। आपकी जो दिल्ली-जोधपुर सुपर फास्ट चलती है। दिल्ली से जोधपुर और फिर जोधपुर उसके स्टोपेज हैं। मैं कई बार इससे यात्रा कर चुका हूँ। दिल्ली से जोधपुर जाने वाली का एक स्टोपेज है लेकिन दिल्ली से रवाना होने के बाद रिवाड़ी के हर स्टेशन पर वह ट्रेन रुकती है। मैंने पूछा तो कुछ ने कहा कि जो रेलवे के इंजन ड्राइवर और स्टाफ के लोग दिल्ली से

[श्री हरी शंकर भाभड़ा]

आते हैं, 6 बजकर 10 मिनट का टाइम है तो ये अपने मित्रों को उतारने के लिए रोक देते हैं। यह अनअथराइड्ड दिल्ली से रिवाड़ी के बीच में बिना चैन पुलिंग के बता रहा हूँ कि वह रुकती है। तो यह है सुपरफास्ट ट्रेन। तामिलनाडु एक्सप्रेस के दो तीन स्टोपेज हैं, झांसी, भोपाल और नागपुर। लेकिन स्टेशन पर वह नहीं रुकेगी और जंगल में घंटों पड़ी रहती है। यह सबका अनुभव है, आप भी देखते हैं। यह हमारी स्थिति है। सुपर फास्ट ट्रेन का सिर्फ नाम सुपरफास्ट है। हम चार्ज लेते हैं लेकिन पैसेंजर्स को उस टाइम पर पहुंचाने में कभी कामयाब नहीं होते हैं। मैं आज सुबह अहमदाबाद मेल से आया हूँ। वह मेल है, परसों भी उससे आया था। वह कभी 7 बजकर 15 मिनट पर पहुंचेगी तो कभी 10 बजे। आज साढ़े 8 बजे पहुंची थी। मैंने कहा खुशी है कि आज सिर्फ एक घंटा लेट पहुंची। यह रोज का काम है। पैसेंजर और मेल एक्सप्रेस में... (समय की घंटी) अभी मेरा टाइम है मैं 25 मिनट बोलूंगा।

उपसभाध्यक्ष [डा० (श्रीमती नाजमा हेपतुल्ला)]: अभी और 25 मिनट या टोटल 25 मिनट?

श्री जगदीश प्रसाद माथुर (उत्तर प्रदेश): हमारे 42 मिनट हैं। वे 25 मिनट बोलेंगे।

श्री हरी शंकर भाभड़ा: इसलिए मैं नहीं समझता कि इनमें क्या अंतर है... (व्यवधान) इस लिए पैसेंजर और मेल, एक्सप्रेस में सुविधाओं के लिहाज से कोई खास अंतर नहीं है लेकिन उसके बावजूद यह सरचार्ज जो बढ़ाया गया है इसमें कौन सा तुक है यह मेरी समझ में नहीं आया है। जैसा कि मैंने अभी बताया कि किराये और माल भाड़े की

बढ़ोत्तरी के कारण यह स्थिति बनी है कि इस साल माल ढोने और यात्रियों की संख्या में कमी आई है। यदि आप किराया बढ़ाते रहे तो निश्चित रूप से उसमें और कमी आयेगी क्योंकि लोगों को सुविधाएं तो आप कुछ दे नहीं रहे हैं और केवल उन पर भाड़ा बढ़ाने के लिए अधिक से अधिक कोशिश कर रहे हैं। मगर सवाल यह है कि आखिर रेलवे अपने इस सारे खर्च को कहां से लाये? अब उसके रास्ते हैं लेकिन वे सब रास्ते रेलवे ने ही बंद कर रखे हैं। उदाहरण के लिए स्टीम इंजन चल रहे हैं, उसका खर्चा और डीजल तथा इलेक्ट्रिक इंजन का खर्चा देखिए। इस समय स्टीम इंजन आपके पास 7500 हैं जिसमें पयूल कंजम्पशन होता है 226 करोड़ रुपये का और इम्प्लायीज उसमें लगते हैं 2,21,000। डीजल और इलेक्ट्रिक इंजन 3400 हैं जिसमें 400 करोड़ रुपये का खर्चा और 69 हजार इम्प्लायीज लगते हैं। यानी स्टीम इंजन से बहुत कम खर्चा डीजल और इलेक्ट्रिक में लगता है (व्यवधान) यदि नहीं सुनें तो मैं बंद करूँ।

उपसभाध्यक्ष [डा० (श्रीमती) नाजमा हेपतुल्ला]: आप बोलिए रिकार्ड हो रहा है।

श्री हरी शंकर भाभड़ा: मैं ऐसी बातें नहीं कर रहा हूँ जो रेल मंत्री जी सुनना पसन्द न करें।

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ): मैं सुन रहा हूँ।

श्री हरी शंकर भाभड़ा: तो स्टीम 3 PM इंजन जो है इनकी संख्या इन्होंने कम की है? लेकिन कोल कंजम्पशन में कमी नहीं है। कोयला उतना ही खप रहा है और स्टीम इंजंस की संख्या में कमी हो रही है। यदि रेलवे टाईम-बाउंड कार्यक्रम बना करके इन सारे

स्टीम इंजंस को स्क्रैप में बेच कर और सारी गाड़ियों का डीज़लाइजेशन और इलैक्ट्रिफिकेशन कर दें, तो रेलवे का बहुत कम खर्चा होगा और उनको चलाने में रेलवे को सुविधा ही होगी।

इसी तरह से आपके पास 2 लाख 75 हजार ब्रासबेयरिंग फोर व्हीलज वगैरह हैं और करीब 80-90 हजार वाक्स वगैरह एच व्हीलर जो हैं, उनकी कैपेसिटी 60 किलोमीटर घंटा से होती है और फोरव्हीलर यदि एक भी गुड्स ट्रेन में लगाया जाए, तो उसकी रनिंग स्पीड हो जाएगी 30 किलोमीटर प्रति घंटा।

[उपसभाध्यक्ष (श्री सैयद रहमत अली) पीठासीन हुए]

तो जो आपके ब्रास बेयरिंग वाले फोर व्हील वगैरह हैं, यह आपकी लायबिलिटी है। यदि आप ज्यादा माल ढोना चाहते हैं, कम समय में अधिक ढोना चाहते हैं, अपनी कैपेसिटी को डबल करना चाहते हैं, तो यह जो आपकी ब्रासबेयरिंग वगैरह हैं, इनसे पिड़ छुड़ाना चाहिए। इसके बारे में कई बार सजेरेंस दिए गये हैं, लेकिन रेलवे मिनिस्ट्री में शायद कोई स्टीम इंजन लाबी काम कर रही है, या उसमें किसका हाथ है, यह कोई नहीं जानता, लेकिन इन इंजनों से पिड़ नहीं छुड़ाया जा रहा है।

अगर रेलवे केवल ब्रासबेयरिंग वगैरह और स्टीम इंजंस को बेचे, तो उनको कम से कम दो हजार करोड़ रुपये की आमदनी स्क्रैप बेच करके हो सकती है और वह अपनी योजनाओं को पूरा कर सकते हैं। लेकिन इस संबंध में रेलवे मंत्री ने कभी ध्यान नहीं दिया है। उनका ध्यान उलटी बातों पर जाता है। तो उसका कोई इलाज नहीं है।

उदाहरण के लिए कम्पट्रोलर एण्ड आडिटर जनरल ने जो अभी रिपोर्ट दी

है, उसमें उन पर एक एडीवर्स रिमांक कसा है कि रेलवे का जो कान्ट्रक्ट वर्क है, उसके मिसहैंडल करने से रेलवे को 2.79 करोड़ रुपये का नुकसान हुआ है। यह इस तरह से आप नुकसान होना पसन्द कर लेंगे।

इसी तरह से कम्पट्रोलर एण्ड आडिटर जनरल ने इस बात पर भी आपत्ति की है कि दिल्ली की एक फर्म ने करोड़ों रुपये की रेलवे की जमीन पर नाजायज कब्जा कर रखा है। उसको भी इजैक्ट नहीं करा सकते, उस जमीन को भी आप प्राप्त नहीं कर सकते और इस तरह से आप करोड़ों का घाटा सहन करने के लिए तैयार हैं।

श्री प्यारेलाल खड्डेलवाल (मध्य प्रदेश) : वह एम. पी. हैं, कैसे करा सकते हैं।

श्री जगदीश प्रसाद माथुर : कहां की बात कर रहे हैं, दिल्ली वाले ?

श्री प्यारेलाल खड्डेलवाल : वह तो कांग्रेसी संसद सदस्य हैं।

श्री हरी शंकर भाभड़ा : हां, जी, दिल्ली वाले ही।

लेकिन कम्पट्रोलर एण्ड आडिटर जनरल ने आपत्ति की है। इसी तरह से हम जब कई गाड़ियों के लिए कहते हैं कि हमारी मरुधर एक्सप्रेस गाड़ी जो है, उसमें डीज़ल का इंजन लगाइये, तो बराबर बार-बार जवाब मिलता है कि हमारे पास डीज़ल इंजन की कमी है। लेकिन पी. ए. सी. ने अपनी रिपोर्ट में इस बात को खास तौर से कहा है और खोला है कि आपके पास इलेक्ट्रिक और डीज़ल इंजंस सरप्लस हैं हर जेन में—यह पी. ए. सी. की रिपोर्ट में आया है और मेम्बर ऑफ पार्लियामेंट को, बल्कि हमारी कंसल्टेंटिव कमेटी में भी और पार्लियामेंट में भी रेलवे मिनिस्टर इस तरह का जवाब देते हैं जब कि

[श्री हरी शंकर भाभड़ा]

पी. ए. सो. कह रही है कि इनके पास सरप्लस हैं और गाड़ियां स्टीम इंजनों से चलाई जा रही हैं, जोकि डीजल इंजनों से चलाई जानी चाहिए।

तो इस प्रकार से रेलवे मिनिस्टर जो हैं, वह इस तरफ तो ध्यान देते नहीं जिससे कि रेलवे को फायदा हो, और-और बातें ही वे करते हैं।

अब एक और बहुत बड़ी बात है रेलवे में करप्शन की। मैं रेलवे में छोटी-मोटी करप्शन को बात नहीं करता, बाकी करप्शन की चर्चा तो रोज होती है, लेकिन कुछ दिनों पहले हमारे यहां श्री कलराज मिश्र जो जो इसी हाउस के मेम्बर हैं, उन्होंने एक पत्र प्रधान मंत्री को लिखा है और उसमें रेलवे मंत्री पर ही आरोप लगाया गया है कि वह किसी एक जनरल मैनेजर से, जिसको एक्टिंग जनरल मैनेजर उन्होंने बना रखा है, उसकी सहायता से जम्मू से कश्मीर अपने गेस्ट को उन्होंने भेजा, दिल्ली से आगरा, आगरा से जयपुर और वहां से टिकट कलेक्शन में जो रुपये हुए, जम्मू स्टेशन पर, उन रुपयों से ही टैक्सी किराये पर की गई और उनको वहां पर घुमाया गया।

ऐसे ही आगरा से उनको जयपुर घुमाया गया, यानी उनको पूरे घुमाने का खर्चा—और आपका यह जो कमिश्नल मैनुअल है, जिसमें 37 ऐसी व्यवस्थाएं हैं कि जिसके आधार पर रेलवे टिकट कलेक्शन का जो पैसा है, उसको खर्च किया जा सकता है, उसमें यह कवर नहीं होता।

श्री श्याम सुन्दर महापात्र (उड़ीसा): क्या सबूत है आप के पास? आप कैसे कह सकते हैं.....

श्री हरी शंकर भाभड़ा : : मैं पार्लियामेंट में बोल रहा हूं। यह चार्जज अखबारों में आया है, रेलवे मिनिस्टर पर

लगाये गये हैं। हम ने फिर इस लिए प्राइम मिनिस्टर को लिखा है कि इस की जांच करिए। सबूत जांच करने पर मिलेगा। अभी कुछ दिन पहले सत्ताधारी दल ने कहा कि यह आरोप बाहर लगाइये। यह आरोप बाहर लगे हैं। यदि करप्शन रेलवे मिनिस्टर से, ऊपर से शुरू होगा तो आप के कंडक्टर जो पैसा लेते हैं, रिजर्वेशन में पैसा लेते हैं, माल के बुक करने में जो पैसा लेते हैं, उन को क्या दोष दिया जाए। यह एक बात है।

दूसरी बात और है। आपके रेलवे के जो जनरल मैनेजर है उन को आप ने टी० बी० सेट दिये हैं। पूछने पर बताया गया कि टी० बी० सेट इसलिए दे रखे हैं कि उन में समाचार आते हैं और उन लोगों को लेटेस्ट समाचारों की जानकारी होनी चाहिए। अब यदि यही क्राइटेरिया है तो हिन्दुस्तान का जो होम सेक्रेटरी है उस के पास जरूर टी० बी० सेट होने चाहिए हर कलक्टर जो है डिस्ट्रिक्ट में उसके पास भी टी० बी० सेट होना चाहिए। उन के पास नहीं है, लेकिन रेलवे के जनरल मैनेजर और रेलवे के डी० आर० एम० के पास जरूर टी० बी० होना चाहिए यानी फालतू की चीजों पर खर्च कर रहे हैं। इसी तरह टी० बी० सेट खरीद कर मंत्री जी के गेस्ट्स को प्रेजेंट किये गये। यह सारी बातें प्रधान मंत्री को लेटर में लिखी हैं। यदि वह गलत है इस की जांच करिए आप। प्राइम मिनिस्टर को पर्सनल लेटर लिख कर दिया गया है। अखबारों में चर्चा हुई है।

श्री सी० के० जाफर शरीफ : अगर कुछ ऐसी बात हो तो हमें भी लिख दीजिए हम जांच करेंगे।

श्री हरी शंकर भामड़ा : अगर प्राइम मिनिस्टर को कोई पत्र दिया है तो उन्होंने जरूर आप के पास भेजा होगा। ऐसी भूल प्राइम मिनिस्टर नहीं कर सकती है। यह पत्र 18 फरवरी 1984 का आप के पास आ गया होगा। आप इस की जांच कर लीजिए। एक छोटा सा उदाहरण दिया है। यदि इस तरह से करप्शन होता रहा फिर नीचे करप्शन रोकने की बात आप कर नहीं सकते। कोयले की चोरी होती है, करोड़ों रुपये का आप का नुकसान होता है। आपके सारे अफसर रेलवे के सीमेंट को अपना समझते हैं, रेलवे की लकड़ी को अपना समझते हैं। उन के मकान बने हैं रेलवे की लकड़ी, रेलवे का सीमेंट सब काम में आते हैं। आप जांच करिए। बहुत से जनरल मैनेजर के बंगले बने हैं बड़े बड़े शहरों में। एक एक कंट्रैक्ट में निगलते रहते हैं; अगर उस को रोक नहीं सकते तो करप्शन को जो बात मंत्री जी ने कही है वह बेकार है। अगर करप्शन रोकना है तो ऊपर से शुरू करिए। रेलवे मिनिस्टर के गैस्ट्स पर रेलवे ने थोड़ा कुछ खर्च कर दिया, इतनी बड़ी बात नहीं है लेकिन उस पर बहुत बड़ा असर नीचे होगा, इस की चिन्ता करिए। यदि यह बात गलत है भी तो इसकी चर्चा क्यों आई। जब यह चर्चा अखबारों में हुई तो इस का स्पष्टीकरण निश्चित रूप से रेलवे मिनिस्ट्री को स्वयं जांच करवा कर करना चाहिए ताकि स्थिति स्पष्ट हो।

श्री कलराज मिश्र : रेलवे अधिकारी ने स्वीकार किया है कि गेस्ट्स के ऊपर खर्च अनिग मनी से किया गया है। अनिग मनी कहाँ से आया, किस के लिए उपयोग में आता है यह आप मैन्युअल के हिसाब से देख सकते हैं यह सीधा सीधा मेरा आरोप है।

श्री हरी शंकर भामड़ा : इसके अलावा और एक बात है। रेलवे सर्विस कमीशन

है। अभी अभी अखबारों में रेलवे सर्विस कमीशन के संबंध में आया। वह गलत है? वह गलत है तो आप ने संस्पैंड क्यों किया। एक और केस है कम्प्यूटरों की खरीद का—रिजर्वेशन के कम्प्यूटराइजेशन के लिए। इसके लिए ग्लोबल टेंडर मांगने की बात हुई थी, लेकिन ग्लोबल टेंडर मांगे नहीं गये और कलकत्ते के किसी मिस्टर घोष से जो बी०के० पालिट से मिले हुए हैं आप ने कम्प्यूटर खरीदने का सौदा किया जिस को बाद में 83 कम्प्यूटर मान कर रिजैक्ट किया गया। यह सब बातें हैं जो प्राइम मिनिस्टर को पत्र में लिखी गयी है। विवरण सहित लिखी है और इस के बारे में जब तक स्पष्टीकरण जांच कर के आप नहीं देंगे काम नहीं चलेगा और इन सारी बातों का असर रेलवे इंफ्लाइज पर पड़ता है और वे सोचते हैं कि हमारे मिनिस्टर इस में लगे हुए हैं तो हम भी यह सब कुछ कर सकते हैं। तो मेरे कहने का मतलब यह कि इस करप्शन को आप चेक करिये और इस को चेक करेंगे तो आप को करोड़ों रुपये की बचत होगी। आज करोड़ों रुपया आपको बोगस क्लेमस के लिये देना पड़ता है और उस में आप के अफसर लोगों से मिले रहते हैं, मगर उस को आप चेक नहीं कर सकते अगर इस को आप चेक कर लें तो उस से आप की आमदनी बढ़ेगी।

श्री सी० के० जाफर शरीफ : आप को जो इल्जाम लगाना हो लगायें, लेकिन हम को इतना छोटा समझना ये बात कुछ शोभा नहीं देती।

श्री हरी शंकर भामड़ा : मैंने अपने भाषण में कहा कि मैं इससे बहुत बड़ी बात नहीं समझता, छोटी ही समझता हूँ लेकिन इस का असर उन पर क्या पड़ता है इस को आप देखिये, समझिये। नीचे वाले लोगों पर अगर इस का

कोई छोटा असर होता तो मैं उसका उल्लेख ही नहीं करता, लेकिन इन बातों का असर सारे देश पर पड़ता है। आप शासन में बैठे हुए हैं। आप की हर बात को हिन्दुस्तान की जनता देखती है। आप के चाल चलन को देखती है, आपके आचरण को देखती है और उसका असर सारे देश पर पड़ता है इस बात को आप मत भूलिये और अगर इस को आप भूलेंगे तो वही गलती करेंगे जो आप करते आ रहे हैं और इसी का परिणाम है कि आज सारे देश में भ्रष्टाचार बढ़ रहा है। लोग इशारा करते हैं कि यह एम पी है, यह एम एल ए है यह मिनिस्टर हैं, यह करण्ट है। तो यह सोचने की बात है और इस बात का असर ज्यादा पड़ रहा है। इसी लिये मैंने यह छोटी सी बात कही ....

**उपसभाध्यक्ष (श्री सैयद रहमत अली)**

एक छोटी सी बात के लिये आप ने बहुत ज्यादा वक्त ले लिया।

**श्री हरी शंकर भाभड़ा :** मंत्री जी ने कहा इस लिये मैं ने इस बात के लिये कुछ ज्यादा समय ले लिया। तो मैं ने दो, तीन सजेशन दिये हैं जिन से आप पैसे की व्यवस्था कर सकते हैं और इस रेलवे में सुधार कर सकते हैं और आगे बढ़ सकते हैं और जो भी आप के प्रोजेक्ट्स हैं उन को समय में कंप्लीट कर सकते हैं। क्योंकि प्रोजेक्ट्स का समय पर कंप्लीट न होना भी दुखदायी होता है। उस से उन की कास्ट बढ़ती जाती है। एक प्रोजेक्ट आप हाथ में ले कर अगर साल भर में पूरा करना चाहते हैं और यदि वह साल भर में पूरा नहीं होता उस की कास्ट बढ़ जाने से आगे आप पर भार और बढ़ जाता है।

इस के अतिरिक्त रेलवे में जो रीजनल इंबैलेंस है, जो इस में क्षेत्रीय असंतुलन है उस की शिकायत सभी कर रहे हैं,

लेकिन मैं राजस्थान के बारे में पूछना चाहता हूँ कि सारे हिन्दुस्तान के जितने भी राज्य हैं किसी भी राज्य की राजधानी ऐसी नहीं है कि जो ब्राड गेज से जुड़ी हुई न हो। लेकिन राजस्थान एक ऐसा अभाग्य प्रदेश है जिस की राजधानी जयपुर आज तक ब्राड गेज से जुड़ी हुई नहीं है जब कि ब्राड गेज की लाइन उस से बहुत ज्यादा दूरी पर नहीं है। केवल 130 किलोमीटर पर सवाई माधोपुर है। इस को टाप प्रायिटी में लेना चाहिए। सारे देश के हर प्रदेश की राजधानियां ब्राड गेज से जुड़ी हुई हैं लेकिन हिन्दुस्तान में राजस्थान स्टेट की राजधानी ब्राड गेज से नहीं जुड़ी हुई है। इसके बारे में आप को विचार करना चाहिए। इस वक्त आप ने राजस्थान के लिये बजट में कोई प्राविजन भी नहीं रखा है। और इस से राजस्थान के लोगों में बड़ी भारी निराशा हो रही है। राजस्थान एक ऐसा प्रदेश है कि जो अपने बलबूते पर डवलप हो सकता है। इंडस्ट्रीज में भी और मिनिरल्स में भी। वहां इतने मिनिरल्स हैं और भगवान ने वहां पर इतना धन दिया है जमीन को नीचे कि केवल ब्राड गेज लाइन वहां दे दी जाए तो राजस्थान हिन्दुस्तान का टाप मोस्ट इंडस्ट्रियल प्रदेश बन जाएगा। कोटा में जो इंडस्ट्रीज लगी हुई हैं वह इसी वजह से कि वहां ब्राड गेज लाइन है। इस लिये राजस्थान को ब्राड गेज लाइन दी जाए इस लिये कि वहां मिनिरल्स हैं, वहां काफी खनिज हैं, रा मंटीरियल हैं। उन को हम उपयोग में ला सकते हैं। और इस के अलावा पश्चिमी राजस्थान का पूरा इलाका पाकिस्तान से जुड़ा हुआ है, डिफेंस के लिये महत्व का है लेकिन वहां कोई कम्प्युनिकेशन नहीं है। वार के समय कितनी परेशानी होती होगी और भविष्य में क्या हो सकता है इस बात को ध्यान में रख कर राजस्थान में तो कहूंगा कि राजस्थान के साथ सीतेला व्यवहार हो रहा है

और यह जो क्षेत्रीय असंतुलन है इस को आप समाप्त करिये और जयपुर को त्राड नेज से जोड़ने की व्यवस्था करिये। दूसरी बात मैं यह कहना चाहता हूँ कि मैंने कई बार आपसे निवेदन किया है कि राजस्थान एक ऐसा प्रदेश है जहाँ बीच बहुत हार्ड होती है, ठंड भी होती है, गर्मी भी होती है, धूल भी उड़ती है तो जो आप ए सी स्लीपर बना रहे हैं इसका सचमुच उपयोग अगर कहीं हो सकता है तो वह राजस्थान में ही हो सकता है। य न बीकानेर शल में है, न जोधपुर शल में है, न चेतक में है। बार-बार आग्रह करने के बावजूद भी आपने ऐसा नहीं किया। आप हमारे लिये ऐसा नहीं करना चाहते तो कम से कम जो बाहर से लोग आते हैं, जो पर्यटन स्थल देखने आते हैं उनकी सुविधा के लिये ही सही, यह कर दीजिए। अब गर्मियाँ आने वाली हैं। जब पर्यटक यहां पर्यटन स्थल देखने आयेंगे तो उनको धूल ही उड़ती हुई नजर आयेगी। दूसरे मैं यह कहना चाहता हूँ कि आपने जो यह पैलेस आफ व्हील्स बना रखी है, यह अजीब बात है इस पर लाखों रुपये का घाटा हो रहा है। इससे आपको क्या मजा आता है। या तो इसका किराया घटा कर इसको कामन मैन के लिये बना दीजिए जिससे आनन्द और लोग भी उठा सकें, उनको सुविधा दीजिए और फिर या इसे बंद कर दीजिए। यह घाटा आप क्यों उठा रहे हैं ? केवल नाम के लिये और कुछ लोगों को दिखाने के लिये ? जयपुर स्टेशन पर खड़ी कर रखी है। लोग आते हैं और देख लेते हैं। इसके अलावा इसका और कोई फायदा नहीं है। दिल्ली से चेतक चलती है। इसमें 15 कौचेज को खींचने की क्षमता है लेकिन 8 कौचेज आप ले जाते हैं। दिल्ली और जयपुर के बीच जो यह गाड़ी चलती है इसमें अगर आप 15 कौचेज लगा दें तो वहां पर रश काफी हद तक कवर हो सकता है लेकिन यह काम हो नहीं रहा है। लोग परेशान

होते हैं। लोगों को जाने में परेशानी होती है। एक ही ट्रेन है जो दिल्ली-जयपुर के बीच चलती है। इससे लोगों में परेशानी होती है। लेकिन आज इस पर बार-बार कहने पर भी ध्यान नहीं दे पा रहे हैं। इसलिये मैं आपसे निवेदन करूंगा कि इस बजट में तो आपने कोई प्रावधान किया नहीं लेकिन जो आपने कुछ नई लाइने डालने की या लाइनों को बदलने के लिये कहा है उसमें अगर कुछ गुंजाइश हो सकती है तो इस पर ध्यान देने की कृपा करें।

दूसरे मैं रेलवे स्टेशन की जो कैंटरिंग सर्विस है उसके बारे में कहना चाहता हूँ जनरल जो आप कर रहे हैं, करिये, लेकिन जो आप ठेके देते हैं, जो आपकी नीति है शेड्यूल्ड कास्ट्स और शेड्यूल्ड ट्राइव्स और को-ऑपरेटिव को देने की इसके बारे में कहना चाहता हूँ कि खागोडिया स्टेशन में एक ब्रैन्डर कोऑपरेटिव है। उसने आप के यहां ब्रैन्डरिंग के लिए टैंडर दिये। लेकिन वहां के लोगों ने कुछ पुराने लोगों को या जो उनके मिलने वाले, व्यवितगत लोग हैं उनको टैंडर दे दिया, इस कोऑपरेटिव को पूछे बिना। जिनको आप ने ठेका दिया है उनसे आपने कोई लाइसेंस फीस भी नहीं ली। यह जो कोऑपरेटिव बनी हुई है इस कोऑपरेटिव के साथ इस तरह का दुर्व्यवहार किया जा रहा है।

सर्विसेज के मामले में आपने लिखा है कि आप कुछ कर रहे हैं। मेरे पास एक मेमोरेण्डम ए सी फर्स्ट क्लास के अटेंडेंट्स का है। उन बेचारे लोगों के ग्रेड को डी-ग्रेड कर दिया गया है। प्रमोशनल वेन्यूज कुछ भी नहीं हैं। शुरु में नौकरी में जहां पर आए थे वहीं पर हैं। इसके बारे में जरा सोचिये। बड़े-बड़े लोगों के बारे में आप सोचते हैं, थोड़ा इन लोगों के बारे में भी सोचिये। इतना कह कर मैं अपनी बात को समाप्त करता हूँ।



[Sri M. S. Ramachandran]

**SHRI M. S. RAMACHANDRAN**  
(Tamil Nadu): Mr. Vice-Chairman, Sir, I am thankful to you for giving me this opportunity of participating in the general discussion on the Railway Budget. At the outset, I wish to congratulate our Railway Minister and his Ministry for presenting such a least painful budget this time. Though the pace of development is not as satisfactory as many of the Members would like to have at a time when the prices are on the increase, adequate care has been taken not to do anything in the matter of passenger fares and freight charges which will add to the chances of any escalation in prices on that account.

Sir, there have been a number of observations made by hon. Members from both sides of the House.

They said that the allocations made in respect of several railways are not adequate. I am also in agreement with them that the allocations do not satisfy many projects and many areas. At the same time, I am not able to reconcile with the statement that a particular State has been discriminated against some other State. Particularly, my friends from South, from both sides, both in the opposition and the ruling party, have been saying that the whole of South has been discriminated against. One of my friends said that Kerala has been completely discriminated against and another friend said that Tamil Nadu has been discriminated against. I did some exercise over the allocations made and I find that my Zone, i. e., the Southern Railways, comes at the third position from the top of the list. Actually, only two other Railways, namely, South-Central and North-East Frontier Railways have been given higher allocations than the Southern Railway. If you take the whole amount including the amount already spent on the projects and the allocation made for this year. I am happy to note that the Southern Railway stands at the top of the list because it got Rs. 167.89 crores (already spent) and provision of Rs. 20.53 crores for 1984-85, making a

total of Rs. 188.42 crores. Therefore I do not see any justification in the allegation that the Southern Railway has been dealt with unjustly. Sir, at the same time, I would like to appeal to the hon. Railway Minister to give priority to such Zones which are more backward and which have been neglected in the past.

I would like to bring to the notice of the hon. Railway Minister that the money sanctioned for the Karur-Dindigul, Dindigul-Madurai and Madurai-Trunelveli for this year and also what was spent during the last two years is not at all adequate for this project. Another important thing is that while they have provided parallel line almost throughout the whole length of this new project, only between Madurai and Maniyachi they have sanctioned only the conversion from metre-gauge to broad-gauge. While the whole line has parallel line, only this gap in between Madurai-Maniyachi in having the conversion. It will not suit the requirement of the area. I hope the Railway Minister will be kind enough to sanction the additional funds for this project, at least after the allocation made for this year is spent. Sir, the Railway Minister deserves congratulations from all sides not only for this Budget but also for the improvement that has taken place in the general working of our railways as such. On the punctuality front, a lot of improvement has been made though something more needs to be done. On the availability of wagons also, we find a lot of improvement. All these things have been achieved by the hon. Railway Minister not by investing any more money or anything like that but by mere streamlining of the organisation structure and taking up a little more vigorous enforcement of the rules and the working conditions. I wish the Railway Minister and the other chief officials in the Railway Board would keep up the tempo and try to improve further the conditions in the Railways, particularly in regard to punctuality and passenger amenities.

Sir, with regard to passenger amenities, I am sorry to find that nothing much has been done in this Budget. Sir, one irritating source, apart from the late running of the trains, is the catering facilities. Since many of my colleagues have already spoken much about this, I do not want to add anything more. But I join my other colleagues who have expressed their dissatisfaction about the catering facilities presently available. In this connection, I would like to point out one thing about the catering arrangements, particularly when the trains are running late. If the catering arrangements for a particular train for breakfast or lunch or dinner are stipulated at a particular station, passengers in other trains, arrive earlier by chance at that station, they just get whatever is available, and the passengers of the long-distance trains for whom those arrangements are intended do not get anything. Very often, when the trains are running late, there is a total failure in the catering arrangements. That is because the concerned staff do not take adequate caution and do not advise the concerned people at the next station about the late running of the train and the catering arrangements that have got to be kept ready. I have myself experienced this. This is not because of the non-availability of the infrastructure but it is just due to the negligence on the part of the concerned officials. They assume that the train will reach the station at the appointed time and everything will be taken care of and that they have nothing more to worry. It is only their assumption that is creating all these difficulties.

Another point which I would like to bring to the notice of the hon. Railway Minister is about the casual workers. Yesterday, Hon. Member Mr. Kulkarni was telling that he has met a casual worker with 30 years of service. I am less fortunate than him. I have met a person who has got a service of 32 years. I cannot just understand this sort of keeping a person as a casual worker for a

long time, for a whole generation. Under what rules or what procedure this is being done, I do not know. I would appeal to the hon. Railway Minister to see whether there is any procedure for regularising these casual workers. And if there is a procedure and if it is not implemented, let him at least spare some time, some thought for this. This is very difficult to swallow. Somebody joins the Railway administration as a casual worker and at the time of retirement he retires as a casual worker is something which is very unreasonable and inhuman. And I hope our Railway Minister will take care to see that at least in future this is not allowed to continue. Then, Sir, another unfortunate category of people who are serving the railways, is that of licensed porters. I do not know what for they are licensed. They are supposed to be licensed to do the work of porters job inside the station, on the platforms. But, at the same time, in a number of stations I have seen that there are other people without any badges or uniform who are also competing with these people in their work and remuneration. I do not know why and how it is allowed. This is one way of exploiting them. The other way of exploiting them is that at certain small stations when the goods wagons arrive and they are detached from the main train and the engine is taken away they are asked to take these wagons from the place they are stationed to the goods yard. For this thing these licensed porters are used and they are not given any remuneration for this work at all. I hope the hon. Railway Minister will look into these grievances and rectify them.

One of the irritants to the general public is that at some of the level crossings—I do not know whether this is being done under any rules or not—instead of keeping the gates open, they are kept closed most of the time. The railway employees just keep the gates closed at the level crossing and either they go away somewhere or keep chatting some-

[SHRI M. S. Ramachandran]

where. All the buses and bullock carts and all sorts of traffic is held up. It is only if and when some experienced lorry driver goes and talks to the level crossing man and greases his palm that the gate is opened. This is not happening at just one or two level crossing. This has become almost a regular feature at a number of level crossings. I do not want to mention any particular names. But my personal experience is that at the border of Tamil Nadu with Andhra Pradesh this has assumed severe proportions. I was myself a victim a number of times. I had to stop there for more than an hour until some lorryman came to my rescue. I think this would be the experience of several other people. I think the Railway administration should take care of it. I feel that some sort of a log-book should be maintained at these level crossings in which it should be noted as to which train, goods or passenger, crossed at what time and when the gates were closed and when they were opened.

Sir, before concluding I would like to make an appeal to the hon. Railway Minister regarding the platform tickets. This is another irritant to the general public. There are two categories of people who go to the railway station. One category always purchases the platform tickets. The other category never purchases platform tickets. Regarding the second category, which never purchases platform tickets, whether it costs half a rupee or one rupee or two rupees, it does not matter to them. But for the law-abiding citizens who always purchase platform tickets, this fifty paise to one rupee hike is a great irritant, which will affect the common man, and by way of revenue you are not going to get any substantial amount. So I appeal to the hon. Railway Minister to give up this increase and retain, if possible, the platform ticket at its previous cost of thirty paise, and, if that is not possible, retain it at least at the cost of fifty paise.

The other difficulty which I have myself experienced is that when I went to the Old Delhi Railway Station one day, I was to board one train, the public address system announced that the train would arrive at such and such platform number and that it would also leave from the same platform number. I was looking the train from that platform number but there was no train. Just five minutes before the departure of the train, the public address system announced that this train will leave Delhi from a different platform. As I mentioned earlier, this is another instance of absolute negligence and indifference on the part of the administration. It is these small things and small complaints which causes irritation and avoidable inconvenience to the travelling public.

I am happy to note that our Railway Minister has done quite a good amount of work in streamlining the machinery and putting things in order. I wish he and his colleagues would increase the present tempo and bring in more and more improvement in the future. Thank you.

श्री रामेश्वर सिंह (उत्तर प्रदेश) :

उपसभाध्यक्ष महोदय, रेलवे मंत्री जी ने जो बजट पेश किया है इस बजट के सवाल पर बहुत से हमारे साथियों ने अपनी-अपनी राय रखी है। मैं केवल इन शब्दों से शुरु करना चाहता हूँ कि आजादी की लड़ाई के वक्त अंग्रेजों ने डेढ़, दो सौ वर्ष में जितनी रेल लाइनों का विकास किया, जितने रेलवे स्टेशन्स बनाये, जितना रेल को साज-सज्जा से सुसज्जित किया अगर इसका हिसाब लगाया जाये तो 36-37 वर्ष की आजादी में जो किया गया है उसको नगण्य ही कह सकते हैं। आजादी के बाद की कल्पना थी कि रेलवे का विकास किया जायेगा। यह देश कोई ऐसा नहीं है कि सौ, दो सौ या तीन सौ किलोमीटर के एरिया में हो जैसे कि बांग्लादेश है, पाकिस्तान है या अन्य छोटे-मोटे देश जैसे बर्मा वगैरह

हैं या श्री लंका है। मैं उन देशों का नाम इसलिए ले रहा हूँ कि यह एक बहुत बड़ा, विशाल देश है। लेकिन इस देश में जो गरीबी है वह दुनिया के मुकाबले में यहां इतनी चरम सीमा पर है कि इसका अन्दाजा इससे ही लगाया जा सकता है कि यहां पर आम आदमी की पर कैपिटा इन्कम 198 रुपये हैं। जिस देश में यह हालत हो वहां पर यह कल्पना थी कि जब आजादी आयेगी तो इस देश का बहुमुखी विकास किया जायेगा, इस देश का चौरफा विकास होगा। कुछ हमारे साथी कह रहे हैं कि करप्शन ज्यादा है, भ्रष्टाचार ज्यादा है। भ्रष्टाचार आखिर है क्यों? करप्शन आखिर है क्यों? इसके पहले मूल में जाना पड़ेगा। मेरे जैसा आदमी इस बात को मान करके वहस में हिस्सा लेना चाहता है कि मैं बुनियादी परिवर्तन लाने के पक्ष में हूँ। जब तक बुनियादी परिवर्तन नहीं लाया जायेगा तब तक ऊपर, जिसको सतही कह सकते हैं उससे कोई समस्या का समाधान होने वाला नहीं है। मुझे हैरानी इस बात की है कि इस देश में हम कहां आ करके खड़े हैं जब कि इस देश के हमारे ही साथी यह महसूस करते हैं कि दक्षिण के लोगों को उपेक्षित किया जाता है, पूरव के लोग कहें कि उनको उपेक्षा को दृष्टि से देखते हैं, हमारे काश्मीर के लोग कहें कि हमारे इलाके को उपेक्षा को दृष्टि से देखा जाता है। आखिर लोगों के मन में यह भावना क्यों पैदा हो रहा है? इसलिए कि यह हम को लगता है कि इस सरकार के पास कोई बुनियादी नीति है ही नहीं। वित्त मंत्री जी यहां बैठे हुए हैं, उनका भी इससे सम्बन्ध है। वित्त मंत्री जो हमारी बात को सुन रहे हैं, मंत्री महोदय भी हमारी बात को सुन रहे हैं। कोई बुनियादी नीति आपने नहीं बनाई है कि इस देश का विकास कैसे हो मैं मिसाल के तौर पर बताता हूँ कि ज्यों ही कोई मंत्री बनता

है वह पहले अपना घर, फिर अपना इलाका और अपने इलाके के बाद अपने रिश्तेदारों का इलाका और फिर रिश्तेदारों से ऊपर उठकर अपने दोस्तों का इलाका और उससे कहीं ऊपर उठता है तो उसे देश का इलाका नजर आता है। पहले अपना, हमारा घर ठीक हो फिर हमारा घर ठीक होने के बाद वह देखते हैं कि हमारे परिवार का घर ठीक हो। परिवार के घर ठीक होने के बाद वह देखने लगते हैं कि हमारा इलाका ठीक होता है कि नहीं और जब वह होता है, तब देखते हैं कि हमारे मित्रों का हो जाए। इस आधार पर आप उठाकर देख लीजिए, विगत दस वर्षों को लिस्ट उठाकर के देख लीजिए— बाबू जगजीवन राम जी आए, तो उन्होंने अपने इलाके का विकास शुरू कर दिया। कमलापति त्रिपाठी जी आए...

श्री सूरज प्रसाद (बिहार) : वहां तो कुछ नहीं हुआ। ... (व्यवधान)

श्री रामेश्वर सिंह : लेकिन उन्होंने अपने इलाके को ही देखा और जब कमलापति त्रिपाठी जी आए, तो उनको बाबा विश्वनाथ ही दिखाई देने लगे, और जब वह हटे और केदारनाथ पांडे आए, तो जनकपुर का इलाका ही, जानकी वाला इलाका ही उनको दिखाई देने लगा।

अब माननीय गनो खान चौधरी आ गये, तो उनको मालदा ही दिखाई देने लग गया है, हालांकि इन्होंने कुछ किया नहीं है, लेकिन लोग कहते हैं कि इनको मालदा ही दिखाई देने लगा है। अखिर क्यों?

इसलिए कि कोई नीति आपके पास नहीं है। पहले रेलवे मंत्री जी आपको यह नीति बनानी चाहिए कि इस देश में कौन-कौन सा इलाका है कलकत्ता, बम्बई मद्रास या जो विकसित इलाका है, उसमें कौन सा इलाका ऐसा है जो अविकसित है। पहले तो यह बात देखनी चाहिए कि जो इलाके अविकसित हों, जिसका विकास

[श्री रामेश्वर सिंह]

नहीं हुआ हो, उस इलाके को आपको पहले लेना चाहिए।

मुझको माफ करिएगा, मैं करप्शन पर बहस नहीं करना चाहता क्योंकि करप्शन तो अब एक फैशन हो गया है। किसी को भी कहा जा सकता है कि करप्ट है। इसमें करप्शन की जो धारा है जो उसकी नदी है, वह गंगोत्री से बह रही है, ऐसी मेरी मान्यता है। यह मान कर चलता हूँ कि करप्शन इस देश में एक धर्म बन गया है और धर्म बनाने का श्रेय किसको है? गंगोत्री को।

हमारा कहना है कि गंगोत्री का पानी अगर गंगा वहीं से पवित्र निकलेगी, तो बनारस, प्रयाग और चलते जाइये, समुद्र में जहां तक इसका मिलन होता है, वहां तक पवित्र रहेगी, लेकिन अगर गंगोत्री ही अपवित्र है, वहीं से अगर गंगा का पानी अशुद्ध चला है, उसी में मैला है, उसी में कूड़ा है, उसी में करक्कट है, उसी में भ्रष्टाचार है, उसी में गंदगी है, तो काशी में भी गंगा अपवित्र ही रहेगी।

संसदीय कार्य विभाग में राज्य मंत्री (श्री कल्पनाथ राय) : उपसभाध्यक्ष महोदय, यह रेलवे पर बहस हो रही है ना...

उपसभाध्यक्ष (श्री सैयद रहमत अली) : तप्सरा गंगा पर।

श्री कल्पनाथ राय : मेरा आग्रह है कि यह एक ही बात पर कह रहे हैं। अगर यह रेलवे की बात करेंगे तो लाभ होगा। रेलवे बजट के बारे में बोलें।

श्री रामेश्वर सिंह : उपसभाध्यक्ष महोदय, कल्पनाथ राय जी को मालूम ही नहीं है कि यह किस विभाग के मंत्री हैं।

उपसभाध्यक्ष (श्री सैयद रहमत अली) : यह भी रेलवे में आ गये।

श्री रामेश्वर सिंह : इनको खुद मालूम नहीं है कि यह किस विभाग के मंत्री हैं

और इनको खुद मालूम नहीं कि यह कहां बैठे हुए हैं और इनको खुद मालूम नहीं है कि यहां बहस क्या हो रही है।

इनको गंगोत्री क्यों दिखाई दी, क्योंकि गंगोत्री के प्रति यह समर्पित हैं और उस गंगोत्री के प्रति समर्पित हैं जो गंगोत्री अपवित्र है और उसमें गंदगी की भरमार है और जब इनका दिमाग और मन उस गंगोत्री से जुड़ा हुआ है जो बिलकुल गंदा है, वहां सफाई नहीं है, तो फिर उनको गंगा, बनारस और जमुना का पानी कैसे शुद्ध दिखाई देगा। इनको तो दिखाई दे रहा है कि यह तो रेलवे पर बहस हो रही है।

मैं रेलवे बजट पर ही बहस कर रहा हूँ। भाई कल्पनाथ जी, आप अपने को समर्पित करिए, तो शुद्ध गंगोत्री के प्रति समर्पित करिए, जहां पानी साफ हो। खैर मैं आपको इसमें नहीं ले जाना चाहता हूँ और वह चाहते हैं कि मैं अपने रास्ते से हट कर के अपना समय इसी में गंवा दूँ। कल्पनाथ राय जी बराबर यह टैक्टिक्स सीखे हुए हैं और अपने लोगों को उभारते रहते हैं कि जब रामेश्वर सिंह बोले, तो इनको जरा छोड़ो, ताकी यह लाइन से हट जाएं। पर मैं लाइन से हट नहीं सकता।

उपसभाध्यक्ष (श्री सैयद रहमत अली) : लाइन से हटेंगे, तो ट्रेन गिर जाएगी।

श्री आर.० रामकृष्णन : (तमिलनाडु) : डिरेल हो गये।

श्री रामेश्वर सिंह : ठीक ही कह रहे हैं कि हट गया उधर। पर मैं नहीं हट रहा हूँ। मेरा कहना है कि पहले हमारे रेल मंत्री को यह देखना होगा कि अपनी कल्पना के मुताबिक जो मंत्री आता है, मैंने अभी जिक्र किया कि जो मंत्री आता है, पहले अपना घर, फिर अपना परिवार और अपने इलाके का विकास करने लगता है। मैंने सभी का

बताया, बाबू जगजीवन राम जी का बताया, कमलापति त्रिपाठी जी का बताया कि कमलापति त्रिपाठी जी को शंकर जी दिखाई देने लगे और केदार पांडे जी आए, तो इनको जनकपुर दिखाई देने लगा। अब गनी खां चौधरी आ गये तो उनको मालदा दिखाई देने लगा। मेरा कहना है कि रेल मंत्री, आपको नीति बनानी पड़ेगी अगर आप चाहते हैं कि समूचे देश का विकास हो। रेलवे का क्या मतलब है? रेलवे का मतलब यह नहीं है कि रामेश्वर सिंह को सुविधा है बनारस से दिल्ली चले जायेंगे। रेलवे का मतलब यह भी है कि जिन लोगों ने रेलवे देखी नहीं है, जो रेल पर चढ़े ही नहीं है—मैं ऐसे लोगों को जानता हूँ, मैं उस इलाके में घूमता रहता हूँ जहाँ के लोगों ने रेल कभी देखी ही नहीं, कभी रेल का इंजन देखा नहीं—ऐसे लोगों की संख्या इस देश में हजार-दो हजार नहीं है, लाखों में होगी—आप कोल्डीह इलाके में चले जाइये। मेरे कहने का मतलब यह है कि आप के पास कोई नीति नहीं है।

मैं आपके करप्शन पर नहीं कह रहा, गंगोत्री पवित्र है, उस पर बहस करना बेकार है। रिजर्वेशन में है, इंजीनियर ले रहे हैं। जब आप लेंगे तो वह भी लेगा। मैं आपके द्वारा कहना चाहता हूँ कि जिस इलाके से मैं आता हूँ—कल्पनाथ राय जी बैठे हैं, यह भी आते हैं, लेकिन इनकी हिम्मत नहीं है कि लें। हमको छोड़खानी करेंगे कि हम बोलें। हमारे बोलने से शायद उनका कल्याण हो जाए। तो, भाई कल्पनाथ, मैं वही बात कहूंगा जो तुम्हारे मन की हो, तुम्हारे लिये हितकर हो। कल्पनाथ राय जी जहाँ से आते हैं उस इलाके की क्या हालत है? आजादी की लड़ाई में सबसे ज्यादा कुर्बानी—हम नहीं कहते हमी ने की, लेकिन आजादी की लड़ाई में उस इलाके में बलिया में हिन्दुस्तान की सबसे पहली गवर्नमेंट बनी

थी। चित्तू पांडे ने बनाई। अंग्रेज छोड़कर चले गये, चित्तू पांडे के हाथ में ट्रेजरी की चाबी दे दी, यह चाबी है। चित्तू पांडे बन गये कलक्टर, राधामोहन सिंह बन गये एस० पी० और प्रशासन चला एक महीने तक। अंग्रेज आये, उन्होंने गोली से मार डाला, कब्जा कर लिया। लखनऊ से फौज आई। कहने का क्या मतलब है। जिस इलाके से मैं आ रहा हूँ, कल्पनाथ जी आते हैं कभी आप ने सोचा है कि वहाँ के रहने वाले गोबर से निकाले हुये अन्न से भरणपोषण करते हैं यह गरीबी की हालत है। कभी आपने सोचा है इस इलाके का विकास कैसे होगा। विकास के दो माध्यम हैं। एक तो यातायात का साधन हो जिससे आदमी अपने इलाके का कच्चा माल भेजे और पक्का माल ले आये। आपने कभी इस पर ध्यान नहीं दिया। बनारस से छपरा तक की रेलवे लाइन का तीन बार सर्वे हो चुका है। कमलापति जी ने करवाया। केदार पांडे आये वे उसको ले गये सीतामढ़ी, आप ले गये बंगलौर और वह ले गये मालदा। गवर्नमेंट का लाखों रुपया सर्वे में बेकार हुआ। आप प्रोजेक्ट बनाते हैं, करोड़ों रुपया सर्वे में लगाते हैं और करोड़ों रुपया लगने के बाद उस फाइल को बन्द कर दिया और नयी फाइल तैयार कर के बंगलौर की तरफ उसको खींच लिया क्योंकि आपका दृष्टिकोण है कलकत्ता, बम्बई दिल्ली बनाने का क्योंकि यहाँ पर बड़े लोग रहते हैं। आपका फोटो छप जाता है, गनी खां का फोटो छप गया, प्रधान मंत्री का फोटो छप गया, आप खुश हैं। लेकिन कभी आपने सोचा है कि जो गांवों में रहते हैं ऐसी हालत में रहते हैं उनके इलाके का विकास कैसे होगा। आप कहते हैं कि ला एंड आर्डर से इसका क्या मतलब है। ला एंड आर्डर से इसका मतलब यह है कि जब गरीबी मिटेगी लोगों को जब खाने को मिलेगा, लोगों को जब आराम से रहने को मिलेगा तो लोग फ्राइम से हट कर निर्माण की तरफ लगेंगे अभी तो आप क्रिमिनल पैदा कर रहे हैं

[श्री रामेश्वर सिंह]

जब तक गरीबी और बेरोजगारी रहेगी यही सब होगा। और गरीबी और बेरोजगारी को दूर करने का उपाय है कि इन क्षेत्रों का विकास किया जाए।

अभी मैं गया था ग्वालियर। वह डकैतों का इलाका है। क्यों है? आप ने कभी सोचा है कि उस इलाके में ट्रेन की पटरी बंटायी जाए। नहीं सोचा। (समय की घंटी) मैं जल्दी ही खत्म कर दूंगा। आपका आप सोच तो है बम्बई, मद्रास, कलकत्ता, और दिल्ली को बनाने का और उसकी तरफ आपकी तवज्जो है। जरूर बगावत होगी इस देश में और ला एंड आर्डर की सेचुरेशन को आप कंट्रोल नहीं कर सकते। हर ट्रेन में डकैती होती है, लूट होती है। आप ट्रेनें बनाते हैं, लेकिन उन ट्रेनों में पानी नहीं रहता। लोग डिब्बों के ऊपर चढ़कर बैठते हैं और फिर गिर कर मरते हैं। आप हैरान हो जायेंगे, एक हमारे बहुत रेस्पॉसिबिल साथी ने बताया कि बहुत से लोग जो कि ट्रेन के ऊपर बैठ कर चलते हैं वे टट्टी करने नीचे तो उतरते नहीं, तो डिब्बों में पानी की टंकी जो ऊपर खुली रहती है उसी में बैठ कर टट्टी कर लेते हैं। आप कल्पना कर पायेंगे इसकी। कभी आपने सोचा कि क्यों वह नीचे नहीं उतरते। (ध्वजध्वनि) हमारे एक सदस्य कह रहे हैं कि यह बात सही है। हम हंस नहीं रहे हैं।

उपसभाध्यक्ष (श्री संयद रहमत अली) : आपके हंसने से यह जाहिर होता है कि आप को भी इस बात पर भरोसा नहीं है।

श्रीमती मोनिका दास (कर्णाटक) : पहली बार आप से ऐसी बात सुनी है। कभी देखी और सुनी नहीं ऐसी बात।

एक माननीय सदस्य : वह अपने इलाके की बात कह रहे हैं।

श्री रामेश्वर सिंह : अब यह कहते हैं ट्रेन एक्सीडेंट की बात। 1982-83 में 514 ट्रेन एक्सीडेंट हुये हैं और यह आप की किताब के चैप्टर 4 के पेज 22 पर दिया हुआ है। इसमें आप कहते हैं कि 1982-83 में 514 रेल दुर्घटनायें हुईं जिनमें 82 दुर्घटनायें तो अन्य कारणों से हुई हैं, बाहरी, जिनमें पुल आदि टूट गया या कोई और बात हो गयी लेकिन इसके अतिरिक्त जो दुर्घटनायें हुई हैं वे सारी रेल कर्मचारियों की लापरवाही से घटी हैं। यह बात आप मानते हैं और यह आप को पुस्तक में है। जब यह बात है तो इसका मतलब है कि आपके विभाग में अनुशासन नाम की कोई चीज नहीं रह गयी है और मैं इस बात को जोड़ना चाहता हूँ गुजराल से। मंत्री जी कुछ कहते हैं और चेयरमैन कुछ कहता है। कही आपने सुनी है ऐसा बात? ऐसे हक में उस बोर्ड के चेयरमैन को तुरन्त सस्पेंड कर देना चाहिये था और उसको बन्द कर देना चाहिये था। रामेश्वर सिंह को बंद कर देंगे

श्री कल्प नाथ राय : डेमोक्रेसी है।

श्री रामेश्वर सिंह : या मीसा लगा देंगे कि यह देश में तोड़-फोड़ कराते हैं। हमारी बहन रोज कहती है कि यह विरोधी दल के लोग गड़बड़ करते हैं। तुम्हारी हुकुमत तुम्हारा ही कहना नहीं मानती तो इसके लिये कौन जिम्मेदार हैं। हम लोग आपके नौकर नहीं हैं। हम पोलिटिकल आदमी हैं। विरोधी दल के लोग हैं, हमारा काम है विरोध करना। लेकिन तुम्हारे आदेश का पालन तुम्हारे मुलाजिम ही नहीं करते तो कहीं न कहीं बहुत बड़ी गड़बड़ी है। वह गड़बड़ या तो मंत्री महोदय में है, या उसके एम्पलाई पर है। लेकिन मैं कहता हूँ मंत्री तो तब तक

हैं जब तक मंत्री हैं और तब तक वह सुप्रीम हैं उसके आदेश का पहले पालन होगा उसके बाद मैनेजर का या बोर्ड के चेयरमैन का बोर्ड का चेयरमैन बड़ा नहीं होता। लेकिन बोर्ड का चेयरमैन आपको तंग करेगा। आपको काम नहीं करने देगा। आप कुछ कहेंगे और वह कुछ करेगा।

एक-दो बात और कहना चाहूंगा। ट्रांसपोर्ट की बात आप कहते हैं। ट्रांसपोर्ट की दुर्भाई में आपने कहा है कि रेलवे ने बड़ी तरक्की की है। क्या यही तरक्की है कि अगर बनारस से माल भेजा जाए दिल्ली में तो एक महीना लग जाता है जबकि रोड ट्रांसपोर्ट से अगर माल जाता है तो वह आपसे ज्यादा कंपीटेंट है, वह उस माल को तीन दिन के अंदर भेज देता है। आपका माल एक महीने में जा रहा है और आपका माल चोरी भी हो जाता है जब कि ट्रांसपोर्ट से, रोड ट्रांसपोर्ट से माल तीन दिन में पहुंचता है और सुरक्षित पहुंचता है। उसमें चोरी भी नहीं होती। बनारस से अगर चांदी की डिब्बी भर कर भेजी जाए रोड ट्रांसपोर्ट के द्वारा तो सुरक्षित पहुंच जायेंगे। और रेलवे के द्वारा भेजी जाए तो पता नहीं कहां गायब हो जायेंगी। या तो कल्पनाथ राय के घर चली जायेंगी या रामेश्वर सिंह के घर चली जाएंगी। मैं कल्पनाथ राय का नाम इसलिए लेता हूं वह मेरा दोस्त है, वह बुरा नहीं मानेगा। आप अब सोचिए कि आपके ऊपर क्या विश्वास रह गया है। रेलवे के ऊपर क्या विश्वास रह गया है।

अब आप देखिए मजदूरों की बात को। मजदूरों की क्या हालत है? जब चाहो आप मजदूरों को टरमिनेट कर दो। उनकी शिकायत सुनने के लिये कोई

तैयार नहीं है। कोई शिकायत नहीं सुनता। अभी हमारे साथी कह रहे थे कुलियों के बारे में। जिसके मन में आता है वह कुली का काम करने लग जाता है। क्या आपने कुली के लिये लाइसेंस सिस्टम कर रखा है? कोई प्रोविजन इसके लिए आपने नहीं बनाया। (समय की घंटों)

आखिर में मैं एक बात और कहना चाहता हूं। आप कहते हैं 72 डीजल ट्रेनें चलाई हैं।

श्री कल्पनाथ राय : बनारस-छपरा के बारे में बोलिये।

श्री रामेश्वर सिंह : मैं इस बारे में पहले बोल चुका हूं। कोई सुनता ही नहीं। आपने कहा 72 डीजल की ट्रेनें चली। 232 गाड़ियां आपने तेज रफ्तार की कर दी। लेकिन मैं बनारस से आता हूं, मुगलसराय के पास से। यह रास्ता कलकत्ता को जाता है। एक गाड़ी जयन्ती जनता है। उसको आपने गोरखपुर तक चलाने के लिये सोचा। बनारस के लोग कैसे जायेंगे इस बारे में आपने सोचा? मेरा एक मुझाब है कि जो तिनसुखिया भेल है—दिल्ली से बोंगाई गांव तक यह चलती है, इलाहाबाद से मिर्जापुर होकर, मुगलसराय भी सकती है। बनारस के पैसेंजर 6 बजे इसमें चढ़ते हैं। बनारस से जैसे डीलक्स दो दिन आप चलाते हैं वाया मिरजापुर, दो-तीन दिन चलाते हैं वाया बनारस तो क्या आप ऐसा इंतजाम करेंगे तिनसुखिया को आप डेली ले जायें। इससे बनारस के लोगों की सुविधा होगी।



[श्री रामेश्वर सिंह]

जैसा मैंने कहा कि बनारस से गाजीपुर-बलिया होते हुए एक छोटी लाइन है इसको बड़ी लाइन बनाने के लिये सर्वे हो चुका है। मैंने पिछली बार भी कहा था कि बिहार और यू० पी० की सरहद पर, जयप्रकाश नारायण ने काफी कुर्बानी दी है, आप मंत्री बन कर यहां आये हैं, उन्हीं के प्रयास से यहां बैठे हैं। उनके गांव पर एक पुल है। उस पुल में हर साल 10-20 लोग मरते रहते हैं क्योंकि पुल की पटरी छोटी है।

श्री कल्प नाथ राय : जनता पार्टी के राज में क्यों नहीं हुआ ?

श्री रामेश्वर सिंह : जनता पार्टी बनवायेगी। अगर ऐसा ही होता रहा तो जनता पार्टी आयगी और वह बनवागी। इसको छोड़ दीजिए। मेरा आपसे यह अनुरोध है कि इस लाइन को जिसका सर्वे हो चुका है, कई बार सर्वे हो चुका है आप रिकार्ड उठा कर देख लीजिए अगर वह गलत हो तो आप बेशक इस चीज को निकाल दीजिये लेकिन जो सर्वे हुआ है छोटी लाइन को बड़ी

4 P.M. लाइन में बदलने का, इसको जल्दी करिये। लेकिन सारा फंड बंगलौर चला गया है। या श्री गनी खान चौधरी मालदा ले गये हैं। सारा पैसा वहां चला गया है। अगर इस पैसे को दूसरी जगहों पर लगाया जाएगा तो इससे मंत्री महोदय को दुख नहीं होना चाहिए। मैं यह नहीं कहता कि आप इन इलाकों का विकास न करें। मेरे कहने का मतलब यह है कि अगर आप हमारी तरफ नहीं देखेंगे तो आम जनता चुप नहीं बैठेगी।

आखिर में एक बात मैं और कहना चाहता हूं। आप दोनों के लिए सामान

खरीदते हैं। बनारस में एक शाह एजेन्सी है जिससे सीलिंग फैन खरीदे जाते हैं। इन सीलिंग फैनस की कीमत 180 रु० या 160 रु० बैठती है। लेकिन इनको 500 रु० में खरीदा जाता है। बनारस में ये पंखे 160 रु० में बनते हैं। लेकिन उनको रेलवे तीन सौ या चार सौ रूपयों में खरीदता है। यह बहुत बड़ा भ्रष्टाचार है। दिल्ली और गंगोत्री की जो बात मैंने कही थी उसी के संबंध में मैं यह बात कह रहा हूं। इस विभाग में भ्रष्टाचार भरा पड़ा है। आपने बनारस में डीजल इंजिन का कारखाना बनाया। इस कारखाने से हमको बहुत उम्मीदें थीं, लेकिन आपने इसके टुकड़े-टुकड़े करके इसको कई हिस्सों में बांट दिया है। कुछ हिस्सा आप पटियाला ले जा रहे हैं और कुछ हिस्सा श्री गनी खान चौधरी अपने यहां ले जा रहे हैं। आप नहीं चाहते हैं कि एक जगह पर किसी जगह का विकास हो ... (व्यवधान)।

उपसभाध्यक्ष (श्री सैयद रहमत अली) : आपका वक्त समाप्त हो गया है।

श्री रामेश्वर सिंह : जब तक आप सब इलाकों का विकास नहीं करेंगे तब तक मैं आपकी मदद करने के लिए तैयार नहीं हूं। इस देश में सब इलाकों का विकास एक समान होना चाहिए और उनमें फंड को बराबर बांटा जाना चाहिए। मैं पूछना चाहता हूं कि अगर आपने विकास के लिए सौ रूपए रखे हैं तो आप बंगलौर के लिए कितना पैसा देते हैं, कलकत्ता के लिए कितना पैसा देते हैं, अमेठी के लिए कितना पैसा देते हैं? अभी तो हालत यह है कि 12 आने तो अपने इलाकों पर खर्च किये जाते हैं और 4 आने बाकी सब जगहों पर

खर्च किए जाते हैं। आप मुझे माफ करें, मैं एक मिनट का समय और लूंगा। सारा विकास अमेठी का हो रहा है। (व्यवधान)।

उपसभाध्यक्ष (श्री संयद रहमत अली) : आपका समय समाप्त हो गया है। अब मैं 4 बजकर 2 मिनट के बाद आपको नहीं बोलने दूंगा। अब आप बैठ जाइए।

श्री रामेश्वर सिंह : अभी हालत यह है कि सारा जोर अमेठी पर लगाया जा रहा है। सारे देश में पांच सौ से भी अधिक कांस्टिट्यूएन्सीज हैं। उनमें से कितनों का विकास हो रहा है। जितना अमेठी का हो रहा है। सारी प्रोजेक्ट्स अमेठी में चलाई जा रही हैं। सारे ट्यूबवेल और सारे कारखाने अमेठी में लगाये जा रहे हैं। अस्पताल वहां पर बनाये जा रहे हैं। देश भर को छोड़कर सारी प्रोजेक्ट्स वहां पर चलायी जा रही हैं। सन् 1977 में रायबरेली से हारी थी।\*

उपसभाध्यक्ष (श्री संयद रहमत अली) : आपका वक्त खत्म हो गया।

SHRI C. K. JAFFAR SHARIEF: So far as the Railways are concerned, what he is stating is not correct. Nothing has been done like that.

श्री रामेश्वर सिंह : श्रीमन्, मैं सिर्फ एक मिनट का वक्त लूंगा। मुझे मंत्री महोदय को धन्यवाद देना है।

SHRI C. K. JAFFAR SHARIEF: Mr. Vice-Chairman, Sir, it is wrong reflection, and it should not go on record.

THE VICE-CHAIRMAN (SHRI SYED RAHMAT ALI): I will see.

SHRI LAL K. ADVANI: You have refused it. That is alright.

श्री रामेश्वर सिंह : उपसभाध्यक्ष महोदय, मैं मंत्री जी को बहुत-बहुत मुबारकबाद देता हूँ। मंत्री जी ने हिम्मत के साथ कहा कि अमेठी में हम किसी स्कीम पर खर्च नहीं कर रहे हैं। वे बर्धाई के पात्र हैं। गवर्नमेंट को इस पर अडिग रहना चाहिए। लेकिन मैं यह कहना चाहता हूँ कि देश का बहुमुखी विकास तभी होगा जब हर इलाके का आप विकास करेंगे, हर इलाके को मजबूर करेंगे, हर कांस्टिट्यूएन्सी को मजबूत करेंगे।

श्री सी० के० जाफर शरीफ : देश में विकास हर हिस्से का हो रहा है। अमेठी भी इस देश का हिस्सा है। माननीय सदस्य को कोई इल्जाम नहीं लगाना चाहिए। जैसा कि और जगहों का विकास हो रहा है वैसे ही वहां का भी विकास हो रहा है। दूसरी जगहों का पैसा निकाल करके वहां लगाया जा रहा है, यह कहना गलत है। माननीय सदस्य किसी पर कीचड़ उछालने की कोशिश कर रहे हैं। ऐसी बात उनको नहीं कहनी चाहिए। यह सब रिकार्ड पर न रखा जाए, यह मैं आपसे दखिस्त करूंगा।

उपसभाध्यक्ष (श्री संयद रहमत अली) : मैं इसको देखूंगा।

SHRI LAL K. ADVANI: If something has been said and the Minister has refused it, both should go on record, unless something unparliamentary has been said. Nothing unparliamentary has been said. That matter ends.

श्री रामेश्वर सिंह : श्रीमन्, मुझे

\*Expunged as ordered by the Chair.

उपसभाध्यक्ष (श्री सैयद रहमत अली) : रामेश्वर सिंह जी जो बात कहेंगे वह रिकार्ड पर नहीं आयेगी ।

SHRI RAMESHWAR SINGH:

उपसभाध्यक्ष (श्री सैयद रहमत अली) : आप बैठ जाइये । आपकी कोई बात रिकार्ड पर नहीं जायेगी ।

SHRI RAMESHWAR SINGH:

SHRI C. K. JAFFAR SHARIEF: Sir, the name of the Member of the other House should be expunged.

उपसभाध्यक्ष (श्री सैयद रहमत अली) : वह कोई चीज रिकार्ड पर नहीं आ रही है, यह मैं पहले ही कह चुका हूँ ।

SHRI T. BASHEER (Kerala): I rise to support the Budget proposals presented here by the hon. Minister for Railways.

Sir, before I speak, I offer my thanks to the hon. Minister for introducing two long-distance trains from Trivandrum, one between Ahmedabad and Trivandrum and the second between New Bongaigaon and Trivandrum.

Sir, I am aware that the hon. Minister of Railways has very limited resources, and he deserves compliments for the Budget presented by him with the limited resources at his disposal.

Sir, the Indian Railways is the largest national, public enterprise. It is the main transport system in the country. No doubt, the railways are greatly contributing to the development of our country. So, the rail-

ways require great development as a matter of great importance. They are arteries of the country and contribute a lot to the social and economic development. They are a requisite for industrialisation and urbanisation of this country. But in the past, development of the railways was not given the emphasis and importance that it deserved. Now the importance of the railways has very much increased. The scarcity of the petroleum products and the continuous rise in prices of the petroleum products has made transport by road very hard and costly. Much emphasis is required for the development of the railways.

Sir, about the Budget proposals, my colleagues here have talked a lot. So, I will not take much time on them. I understand that the total increase in the freight and fares is about Rs. 140.22 crores. It is not much, and I would like to say that it is justifiable compared to the previous year's increase. I also hope that this will be spent for the right causes. Of this amount of Rs. 114.22 crores, Rs. 104.22 crores is being raised through increase in the passenger fares. So I hope the hon. Minister will take necessary steps to increase the amenities of the passengers. I must congratulate the Minister for reducing the freight rates on 121 commodities. This will help the anti-inflationary measures and also help to keep the prices down.

Now, I would like to draw the attention of the hon. Minister to some very important needs, vital needs of the State of Kerala, my own State. I am sorry to say that Kerala is very much neglected. Kerala is a neglected State on the map of Indian Railways. As the Government of India is aware, the development of railways in Kerala has been lagging behind the rest of the country. The length of the rail network in the State per lakh of population is less than 4 kilometres against 10 kilometres in the country as a whole. Kerala has an area of

38,864 sq. kilometres. Kerala's density of population is 654 per sq. kilometre. It is higher than the density of population of any other State. The State, with a large proportion of skilled man-power and vast hydro-electric power remains underdeveloped, one of the contributory reasons being want of efficient railway transport infrastructure. This is naturally affecting the development of the State very badly. So this neglect of Kerala in this budget also is quite unjustified. Where is the Minister? The Minister is not there.

Sir, I am happy to say that the people of Kerala will be grateful to the Government of India for their decision to have the Ernakulam-Alleppey line extended up to Kayankulam. But, Sir, for that work the allocation in the budget is only Rs. 1 lakh—a very nominal, very meagre amount. Anybody can imagine what can be done with Rs. 1 lakh. I do not know what is the basis of this allocation. I am sorry to say that this is a disgrace to that line and a disgrace to the Kerala people. I hope the Government will come forward with sufficient allocation for that work. Construction of Ernakulam-Alleppey line is going on. As my information goes, nearly Rs. 10½ crores is required for the completion of that line. But I am sorry to say that only Rs. 3 crores is allotted. I hope the Railway Minister will be good enough to allot sufficient funds for that work, because that is a very important line so far as the development of that area is concerned. I must add that some new factories are fast coming up there. If you could complete this line at the earliest, that will help speedy development of the State. As regards repair work, from Quilon to Trivandrum the Budget provision is only Rs. 4 lakhs. This is insufficient. What can be done with a mere Rs. 4 lakhs? You cannot even construct a small bridge. The next thing is about electrification. I have with me a news item published in a local Malayalam daily some months ago, and in that there is a statement made by the Southern Rail-

way General Manager, Mr. Ramaswamy. He said electrification will be completed in Kerala during the Seventh Plan period. But I am astonished to see that nothing has been said in the Budget; no provision has been made in the Budget for electrification of Kerala lines. In the Budget Speech Mr. Ghani Khan Choudhury expected that by the end of March 1985 a total of 1824 route kms. will have been electrified, bringing the total electrified routes on the Indian Railways to 6784 kms. But I am astonished that there is no proposal on the part of the Government to electrify even a kilometre in Kerala. I take this opportunity to express my strong resentment at this. I would request the Government to take steps to electrify from Jwalarpet to Palghat and from Palghat to Cochin and from Cochin to Trivandrum. I hope Government will do justice in this respect and take necessary steps.

I come to my next point. There is a long-felt demand by the people of Kerala for a coach factory. Kerala has no railway workshop while there are five workshops in Tamil Nadu. Of course, I do not mean to say that Tamil Nadu is having more. But I am asking for my State also. There are two in Karnataka and two in Andhra Pradesh. Kerala State's problem of educated unemployed has to be solved. The State Government has already offered the required land free of cost for establishing a coach factory in Palghat district. The State Government has also offered other facilities for the purpose and has been informed by the Government of India that a team is being sent abroad to study the latest technology and that on completion of the study, the State Government's request will be considered for establishing the Coach Factory in the State. We are really disappointed that the units planned are being allotted elsewhere one by one. The legitimate claim of the State Government may be considered by the Government of India.

[Shri T. Basheer]

There was a proposal for introduction of a new train between Kanyakumari and Jammu-Tawi. Many times Railway officers have even declared that this train is going to be introduced and on several occasions even dates were given. But even today it has not been introduced. I request the Government to introduce this new train between Kashmir and Kerala symbolising the unity of this country.

Today I got a reply from the Hon'ble Minister for Railways that there is no proposal to conduct any survey for laying a railway line between Chengannur and Trivandrum via Pandalam, Kottarakara, Kilimanoor, Vembayam and Nedumangad. This broad gauge railway line is highly essential for catering to the needs of the travelling public as the people in the area between Chengannur and Trivandrum they are facing a lot of difficulties due to lack of transport facilities. Survey for this line may be taken up immediately.

Sir, I am going to conclude in a few minutes. Consequent on the conversion of the Trivandrum-Eranakulam line into broad gauge, there has been a fast development of passenger traffic necessitating increase in the number of trains along the line, saturation having been reached far ahead of the anticipated time. Requests for essential additional services are not being accommodated for want of line capacity. This is the most ideal section for electrification in the country, with adequate availability of electricity and from the angle of passenger traffic and pattern. The State Government would, therefore, strongly recommend the doubling of the line from Trivandrum-Kayamkulam immediately along with the extension of the Ernakulam-Alleppey line to Qayamkulam.

I would like to mention one or two points more. And these are regarding the trains running in Kerala. The coaches of these trains are very old,

especially those of Trivandrum-Cannanore Express, the Madras Mail, and the Trivandrum-Mangalore Express. The coaches of these trains are old and leaky and their windows cannot be shut or opened. So I would like the Railway Ministry to put an end to such state of affairs, Sir.

And, then, there is the Parshuram Express. In that Express there is no A.C. chair car. Actually, the tourists use this train for their travel. So I would suggest that there should be an AC chair car in Parshuram Express.

Sir, before I conclude, I would also like to point out that the work on the Trivandrum Divisional Office is going on. The remaining work must be speeded up.

Thank you, Sir.

THE VICE-CHAIRMAN (SHRI SYED RAHMAT ALI): Shri S. S. Mohapatra.

SHRI SHYAM SUNDAR MOHAPATRA: Mr. Vice-Chairman, Sir, I must congratulate the Railway Minister Mr. Ghani Khan Choudhury and Minister of State Mr. Jaffar Sharief for the new innovations they have imparted into the Budget.

Sir, as we know, the Indian railway system is the largest in Asia and the fifth in the whole world, and the system carries nearly one crore passengers and 70 lakh tonnes of freight and there are 11,000 trains covering 7000 stations across the country every day. Taken together, it covers 1.3 million kilometres daily, which is about  $3\frac{1}{2}$  times the distance between the moon and the earth.

Sir, almost every quarter of a year we come across certain agitations amongst the officers which puts the Railway Ministry into a lot of controversy. Sir, the recent agitation among the railway officials, which has almost shaken the Railway Ministry is very deplorable. We are

very sure that the Minister and the Minister of State are trying to solve the situation. But the fact is that the largest Government enterprise has been shaken by officers who are losing faith in the Minister or the Railway Board. But then what is the matter? Sir, from Mr. Lal Bahadur Shastri to Mr. Ghani Khan Choudhury there has always been a controversy between the Railway Board and the Minister. I am of the opinion, and many economists and professors are of the opinion, that the Railway Board has been a white elephant.

AN HON. MEMBER: Definitely.

SHRI SHYAM SUNDAR MOHAPATRA: What is the purpose of the Railway Board Chairman when there is the Minister, when there are the Secretary, Additional Secretary, Joint Secretaries, Deputy Secretaries, Under Secretaries, below to the Section Officers and they can manage the Railways? What is this Railway Board which sits over the Ministry and poses as a super Ministry and tries to govern the whole system? So the earlier the Government decides about curtailing the longevity of the Railway Board the better it will be for the country.

Sir, why should there be a separate Railway Budget? I pose this question. And this has been talk in the Universities, particularly amongst us Professors when we teach the students and the students ask us: why should there be a separate railway budget, which is the legacy of the Britishers? In 1924 in the Governor-General-in-Council the Railway Budget was separated from the General Budget. Why should it continue till 1984? If it is the quantum of the Budget that matters, then why not a separate budget for the public undertakings, which is a very huge amount. So the Government has to decide whether there should be a separate Railway Budget or it comes under the General Budget.

Sir, I have to bring before you the fact that our Railway has earned a good name outside India. I am a person who has gone almost to all the Continents, probably to 80 countries excepting Australia. And when I go to any country I try to compare the system with our country. And people there told me—including technocrats, Prime Ministers and Ministers—that the Indian Railway is second to none in the world. Sir, I went to Iraq and the Iraqi Government told me that the Indian Railway technocrats with their engineering skills have proved their mite, compared to the French, compared to the Germans, compared to the United States of America and other railway engineers. We have our projects in Algeria, we have our projects in Saudi Arabia, we have our projects in Nigeria, we have our projects in many South-Asian and African countries where we have earned name. My contention is when we send our engineers abroad, we must try to choose such engineers who will really prove their worth in those countries. Sometimes we hear of criticism also. I must urge upon the Railway Minister—although I don't see him sitting here—for the last two years we do not have either the ZRCC or the DRUCC or the Catering Committee or the Library Committee or the Bookstall Committee none of these committees. All committees have been abolished. These are all committees where people involve themselves to give a new dimension to the functioning of the railways and railway passenger amenities. In the DRUCC or in the NRCC or in the ZRCC public discussion takes place, people sit and discuss with railway officials where sometimes the Railway Minister himself is present, and they discuss the functioning of the railways. What is the the reason that for the last two or three years all the committees have been abolished? Are we taking it that there is no publicman worth the name in this country to be nominated on these committees? My question is when we select persons for these committees,

[Shri Shyam Sunder Mohapatra]

it should not politically-biased or it should no be personally-biased. We have to choose proper persons for proper committees. I would illustrate catering. Woman are the best persons to be nominated to the Catering Committee because they know about food and food preparations. Excepting South India—I have all praise for South India—you take tea anywhere, it is absolutely butter water. Why has the standard gone down? There is no supervision. Officers go to a stall, enjoy themselves, make themselves comfortable in the railway guest-houses, go back and give a clean chit to the stallwallah, to the catering manager, with the result we passengers suffer. When the freight is going up, when the passenger fare is going up, why should these services deteriorate? What is required is supervision, efficient management. Two things are basically wanted for any top organisation managerial skill and resource mobilisation, two things are paramount and imperative: One is efficiency of management and the second in internal resource mobilisation. Railways want more money for development purposes; therefore, the resources available should be utilised properly and by efficient management, by skill, which is what is lacking.

I come to Orissa, my State. South-Eastern Railway is one among all the Zonal Railways which carries the maximum freight, almost three-fourths of the country's freight, because it goes to the entire South. But the railway mileage today has not improved. Whatever we had before independence, in the First Five Year Plan, only that much, after that there has been a very meagre addition to the railway ministry. I bring all these points to the notice of the Railway Minister so that he will reply to them all. I want to inform this learned House, through you, that I had recently been to Nicaragua, a country which is under the threat of American invasion almost every-

day. In Nicaragua they had hardly 30 miles of railways. Under the Samozua's dictatorship the exploitation was so much that there is nothing left either for the road or the railway. And the Railway Minister there told me that India is the leader of the Non-Aligned world, Mrs. Gandhi is the chairperson, and Indian railway technology has been accepted as the best in the whole Central America and South America, and they want to import Indian railway technology to their country. I have already written a letter to the Railway Minister. India is second to none as far as technical know-how is concerned, whether in science, whether in engineering, whether in medical profession or whether in teaching, Indians are second to none in the world. So, Mr. Ghani Khan Chaudhury will do well to develop the research and development section of the Railways so that we can stand on a par with other railways. In Japan the speed of the train is the highest, its highest speed is about 380 kms. per hour, and France is going to make it 500 kms. per hour in three-four years' time. So, in North Korea, the under system is superb. I am talking of 20 years ago not now. We are doing it now in Calcutta. Under the leadership of Kim Il Sung, 20 years before they had built the underground railways. Spick and span, and as if almost you are seeing a photograph. Cleanliness, efficiency and management is superb. It is a small country of 40 million people only. What is railway in Calcutta take such a long efficiency, and dedication to the cause. Why should this underground railway in Calcutta take such a long time with all the foreign aid, foreign technical know-how and the money spent? It is taking such a long time that the people are losing faith in the Metro railways. What is required is a coordinated effort. And that effort, I think, will be imparted by the Ministry. The leadership is to be given by the Minister and his colleagues. And the Government of Mrs. Indira Gandhi, we are all sure, is

dedicated to the welfare of the people, and the Railways is included in it.

Thank you, Sir.

श्री सूरज प्रसाद : महोदय, जो रेलवे बजट है उस पर तरह-तरह की प्रतिक्रियाएं अखबारों में देखने को मिलती हैं। कुछ लोगों का कहना यह है कि यह बजट सौदागरों के लिये बजट है। कुछ लोगों ने इसको चुनाव के बजट की संज्ञा दी है और जो कुछ खुशामदी लोग हैं उनका यह कहना है कि यह आम जनता का बजट है, उन्होंने इसे 'जनता का बजट' की संज्ञा दी है। हमें देखना यह है कि इस छठी पंचवर्षीय योजना की गौधुली बेला उसका यह अंतिम वर्ष बीतने जा रहा है। इस योजना के लिये जो राशि निर्धारित की गई है उसमें कितनी सफलता प्राप्त हुई है, समूची बात देखने से यह बात प्रकट होती है कि उपलब्धियां निराशाजनक हैं और रेल की जो वित्तीय स्थिति है उस पर लाल बत्ती लगी हुई है। छठी पंचवर्षीय योजना में रेलवे के लिये 5100 करोड़ रुपये की व्यवस्था की गई थी। इसमें यह प्रावधान किया गया था कि इसमें लाख बंगन खरीदे जायेंगे और 14 हजार किलोमीटर रेलवे लाइन का अभिनवीकरण किया जायेगा और 28 सौ किलोमीटर लाइन का विद्युतीकरण किया जायेगा। लेकिन देखने के बाद यह मिलता है कि किसी भी क्षेत्र में उपलब्ध जो भी है वह आशाजनक नहीं है। जहां रेल के डिब्बे खरीदने की बात है वहां महज 72 ही रेल के डिब्बे खरीदे जायेंगे। रेलवे लाइन का भी अभिनवीकरण केवल 9 हजार 150 किलोमीटर लाइन का होगा और विद्युतीकरण महज 1824 किलोमीटर का होगा। इसके देखने से यह लगता है कि योजना मद में जितने भी लक्ष्य निर्धारित किये गये थे उसके किसी भी मद में पूरा करने में रेलवे विभाग असफल रहा है।

यह भी देखने को मिलता है कि छठी पंचवर्षीय योजना का अंत होते-होते रेलवे पर 51 सौ करोड़ के स्थान पर 6593 करोड़ रुपये का खर्चा होगा। यानी जो लक्ष्य है उसमें 31 परसेंट ज्यादा खर्चा होगा। लक्ष्य महज 65 परसेंट ही पूरा होगा। इसका मुख्य कारण यह है कि देश

जो सरकार की नीतियों की वजह से जो महंगाई बढ़ी है उस लिहाज से योजना की जो रकम है उसमें भारी कटौती हुई है। दूसरी तरफ हम यह देखते हैं कि आने वाले रेवेन्यू में जो रेलवे को डिबिडेंट देंगे उसे भी देखने से लगता है रेलवे असफल साबित हो रही है। सन् 1983-84 में लक्ष्य रखा गया था 449 करोड़. 80 देने का, लेकिन उसमें 338 करोड़ रुपये दिये जा सके और इस प्रकार 111 करोड़ रुपये डेफेंड डिबिडेंट लायबिलिटी में रख दिये जाएंगे। सन् 1984-85 के बारे में भी इसी तरह की बात देखने को मिलती है। सन् 1984-85 में टोटल लायबिलिटी 445 करोड़ रुपयों की हो जाएगी। इस प्रकार रेलवे पर रोज व-रोज कर्ज बढ़ता चला जा रहा है। यावत् जीवेत् सूखम् जीवेत्, ऋणम् कृत्वा घृतं पीवेत्। इसका मतलब यह है कि जब तक जीओ सुख से जीओ, कर्ज लेकर भी घी पीओ। इसी सिद्धान्त पर रेलवे विभाग चलता हुआ नजर आता है।

दूसरी बात देखने को यह मिलती है कि रेलवे विभाग कई वर्षों से लगातार भाड़े यानी माल की ढुलाई और पैसेंजर भाड़े में बढ़ि करता चला जा रहा है। लेकिन उसकी आमदनी में एक तरह से ठहराव की स्थिति दिखाई देती है। हम देखते हैं कि पांचवीं पंचवर्षीय योजना के अन्त में महज दस मिलियन टन के इर्दगिर्द ढुलाई का लक्ष्य प्राप्त हुआ था। सन् 1984-85 में हम यह देखते हैं कि यह



## [श्री सुरज प्रसाद]

लक्ष्य 230 मिलियन टन की दुलाई का होगा। यानी छठी पंचवर्षीय योजना में जो इजाफा हो रहा है वह 20 मिलियन टन का है। इसका कारण यह है कि रेलवे को ट्रक्स की भयंकर प्रतियोगिता का सामना करना पड़ रहा है। रेलवे में माल की चोरी होती है, लेकिन ट्रक्स माल को घर तक पहुंचा देते हैं। इसलिए व्यापारी अपने सामान को रेलवे के द्वारा न भेजकर ट्रक्स से भेजना पसन्द करते हैं। यही कारण है जिसके कारण रेलवे के अन्दर माल की दुलाई में ठहराव की स्थिति बताई जाती है। मैं चाहूंगा कि इस बारे में सरकार सफाई दे। दूसरी तरफ हम यह भी देखते हैं कि यात्रियों की संख्या में भी कमी नजर आती है। अगर हम सर्वबन ट्रेन्स को देखें तो 2064 मिलियन का सन् 1982-83 में जो लक्ष्य था और जो प्राप्ति हुई वह सन् 1983-84 में महज 2029 मिलियन की है। इतने यात्री रेल से सफर करते हैं। उसी तरह से नव सर्वबन में भी रेलवे से यात्रा करने वालों की संख्या सन् 1982-83 में 1640 मिलियन थी, लेकिन यह घटकर 1626 मिलियन हो जाती है। इसका प्रधान कारण यह है कि आजकल रेलवे के समानान्तर बसें चलती हैं जो काफी सुविधा यात्रियों को देती हैं। आजकल बसों में विडियो कुछ लगाये जाते हैं, गाने भी गाये जाते हैं जिससे यात्रियों का काफी मनोरंजन हो जाता है। इसलिए सौ या दो सौ किलोमीटर तक की यात्रा पर जो जाना चाहता है वे यह पसन्द करते हैं कि बसों से जायें बनिस्पत रेलवे के। इसलिए दोनों ही क्षेत्रों में यात्रियों की संख्या और आमदनी के क्षेत्र में और माल ढोने की आमदनी में घटत हो रही है। तीसरी बात जिसकी तरफ मैं सरकार का ध्यान आकर्षित करना चाहता हूं वह

यह है कि रेलवे एक समय में इम्प्लायमेंट का मुख्य जरिया था। लेकिन आज हम देखते यह हैं कि रेलवे में दिन प्रति दिन कमी होती जा रही है। जब कांग्रेस ने 1980 में अपनी हुकूमत बनाई थी उस समय इसमें 110 मिलियन लोग अन-इम्प्लाइड थे और अब 224 मिलियन लोग अन-इम्प्लाइड हैं। अगर रेलवे इस दिशा में कुछ सुधार की होती तो यह स्थिति न होती। जाहिर है रेलवे द्वारा इम्प्लायमेंट में सुधार की काफी गुंजाइश थी। 1950-51 से लेकर 1965-66 के बीच में रेलवे के नियोजन में वृद्धि 3.2 प्रतिशत की हुई थी लेकिन उसके बाद से रेलवे में इम्प्लायमेंट की संख्या 1.1 प्रतिशत बढ़ती चली जा रही है। 1982-83 में महज यह .05 प्रतिशत वहां इम्प्लायमेंट में वृद्धि हुई है यद्यपि उत्पादन 2 प्रतिशत होता है। इस तरह से देखने से मिलता यह है कि रेलवे में इम्प्लायमेंट रोज-ब-रोज कम होता चला जा रहा है। एक समय था जब रेलवे काफी लोगों को इम्प्लायमेंट देती थी, काफी लोगों को इसमें बहाली हो जाती थी। दूसरी तरफ हम यह भी बात देखते हैं कि आंकड़ों की संख्या में रोज-ब-रोज बढ़ती होती चली जा रही है। यद्यपि आंकड़ों को बढ़ाने से भी भ्रष्टाचार में कमी नहीं होती और न एफिसियेंसी में वृद्धि होती पाई जाती है। इसलिये इस क्षेत्र में रेलवे में हिरास नजर आता है। इस साल सरकार का कहना यह है कि देश की आर्थिक हालत में सुधार होता जा रहा है। ग्रस नेशनल प्रोडक्ट 6 प्रतिशत होगा। इस तरह से लगता यह है कि आमतौर से देश की आर्थिक हालत में सुधार होगा। कृषि का जो लक्ष्य रखा गया है, खाद्यान्न के उत्पादन के बारे में सरकार कहती है यह 142 मिलियन टन होगा। हमें कहना यह है कि क्या रेलवे, जब इस तरह से आर्थिक स्थिति

में सुधार हो रहा है, इस देश में जो सामान ढोने के कार्य में जो वृद्धि होती जा रही है, इस काम को करने में सफल हो सकेगी। हमारे पास जो आंकड़े हैं, सरकार द्वारा हमें समर्पित आंकड़े, उनके मुताबिक यह प्रकट होता है कि देश के अन्दर वैगनों की संख्या दिन प्रति दिन घटती चली जा रही है। 1981-2 में वैगनों की संख्या 3920062 थी जब कि 1982-83 में यह संख्या 3834092 हो गई। दूसरी तरफ हम पाते यह हैं कि विभिन्न जो क्षेत्र हैं, जो वैगनों की मांग करते हैं, उनकी मांग रोज-ब-रोज बढ़ती चली जा रही है। मेरे पास तो तमाम सरकारी विभागों द्वारा मांग किये गये वैगनों की संख्या के बारे में फिगर्स तो नहीं हैं लेकिन कोयले के बारे में मुझे कुछ जानकारी प्राप्त हुई है। एकानामिक टाइम्स के 14 फरवरी के अंक में जो समाचार प्रकाशित हुआ था, उसके मुताबिक कोयले के लिये वैगनों की जरूरत है 14500 प्रति दिन, लेकिन रेलवे मुहैया करता है 13050। ऐसा स्थिति में 6 महीनों के दरमियान भी 3.5 मिलियन टन कोयला नहीं होया जा सकता है। अगर देश में वैगनों की कमी है तो इसका असर बिजली के उत्पादन पर भी पड़ता है और बिजली के बहुत से प्लान्ट इस तरह का रोना रो रहे हैं कि उन्हें कोयला नहीं मिल रहा है और इधर जो कोल माइंस हैं वह इस तरह की शिकायत कर रहे हैं कि उन्हें बिजली नहीं मिल रही है। इस तरह से हम देखते हैं कि रेलवे की असफलता के कारण कोयले पर असर पड़ता है, बिजली पर असर पड़ता है और स्वयं रेलों पर भी इसका असर पड़ता है। इसलिये इस क्षेत्र में इस तरह की जो असफलताएँ नजर आती हैं इसका सही निदान निकालने की जरूरत है।

[उपसभाध्यक्ष (श्री आर. रामःणन)  
पीठासीन हुए]

सरकार ने एक्सपेंडिचर सेप्टी एंड पैसेंजर अमेनिटीज फंड का निर्माण किया है। एस्टेट कमेट्री, जो लोक सभा की है, उसकी 1983-84 की रिपोर्ट के मुताबिक जो इस फंड का इस्तेमाल आमतौर पर एक्सपेंडिचर सेप्टी और पैसेंजर्स के लिये किया जाना चाहिए उसमें 46 करोड़ रुपये इस तरह से जमा पाए गये हैं जिनका बिलकुल इस्तेमाल नहीं हो रहा है। ऐसी अवस्था में इस तरह से रखे जाएं जिनका कोई इस्तेमाल नहीं हो तो इसका कोई मतलब नहीं निकलता है। दूसरी तरफ हम यह पाते हैं कि यद्यपि एक्सपेंडिचर की संख्या घटती हुई नजर आती है लेकिन एक्सपेंडिचर की कमी करने की दिशा में जो सुझाव एस्टेट कमेट्री की वर्ष 1983-84 की रिपोर्ट में दिये गये हैं उनकी तरफ रेलवे विभाग का ध्यान गया है या नहीं, यह मैं नहीं कह सकता हूँ। हमें जो मुख्य बात बताई गई है वह यह है कि दुर्घटनाओं का मुख्य कारण मानवोद्य असफलता है और अभी हम लोगों के सामने सरकार के द्वारा जो मेमोरियल प्रस्तुत किया गया है उसके मुताबिक 65% दुर्घटनाओं का मुख्य कारण मानवोद्य असफलता है। ऐसी स्थिति में इस्टेट कमेट्री ने जो मूल्यवान सुझाव दिये हैं उनकी तरफ रेलवे विभाग का कहां तक ध्यान गया है यह मैं नहीं जानता। उसने एक सुझाव यह भी दिया है कि कर्मचारियों की उम्र सीमा निर्धारित की जानी चाहिये न्यूनतम मानदंड की गारंटी करनी चाहिये, न्यूनतम शिक्षा की गारंटी करनी चाहिये और शिक्षा के लिए रिफ्रेशर्स कोर्स भी निश्चित करना चाहिये। ड्राइवरों की शिक्षा कम से कम मेकेनिकल इंजीनियरिंग की होनी चाहिये। इस प्रकार से सुरक्षा की दिशा में कुछ बातें एस्टेट कमेट्री ने रखी हैं। मैं नहीं जानता कि सरकार का ध्यान इस तरह कहां तक गया है क्यों

### [ श्री मूरज प्रसाद ]

बहुत सी ऐसी बातें देखने को मिलती हैं कि सुरक्षा की तरफ जो कदम उठाना चाहिए सुरक्षा की तरफ ध्यान जाना चाहिये सरकार के द्वारा वे कदम नहीं उठाए जा रहे हैं। बहुत सी ऐसी दुर्घटनाएं आजकल होती हैं कहीं ट्रक रेल से टकरा जाता है, कहीं बस रेल से टकरा जाता है, कहीं पर ट्रेक्टर रेल से टकरा जाता है। इसका मुख्य कारण यह है कि रेलवे क्रासिंग पर कोई आदमी नहीं रखा जाता है और तमाम खुले हुए पाए जाते हैं। पूरे देश के अन्दर रेलवे क्रासिंग की संख्या 37211 है यद्यपि मैड क्रासिंग महज 14680 हैं। 1983-84 में 300 क्रासिंग पर आदमी रखे जाएंगे। इससे यह लगता है कि सरकार इस दिशा में कोई विशेष ध्यान नहीं दे रही है। मैं चाहूंगा कि सरकार इस तरफ विशेष ध्यान दे।

दूसरी बात मैं अपने इलाके के बारे में कहना चाहता हूं। जो यह बजट पेश किया गया है इसमें बिहार को भारी उपेक्षा की गई है। इसके पहले स्वर्गीय केदार पांडे रेल मंत्री थे उन्होंने कुछ ध्यान दिया था लेकिन यह सोच रहे हैं कि बिहार को उपेक्षा की जाए और कहीं दूसरी जगह पैसे को खर्च किया जाए। मुगलसराय से जो मेन लाइन जाती है उसके विद्युतीकरण की योजना बहुत दिनों से विचाराधीन है। अभी जो बजट प्रस्तुत किया गया उस में इसके विद्युतीकरण के बारे में कोई खास प्रावधान नहीं किया गया है। पटना की लाइन को डबल करने की बात थी लेकिन इसमें कोई प्रावधान नहीं है। आरा सासाराम रेलवे लाइन के निर्माण की योजना के बारे में सरकार ने एक रिपोर्ट तैयार करने की बात कही थी, जमीन का एक्वा-जिशन भी हो गया है। मैंने इसके बारे में एक क्वेश्चन भी किया था जिसके जवाब में सरकार ने यह जवाब दिया है कि यह

लाइन वायेबल नहीं है इस देश के अन्दर बहुत सी ऐसी लाइनें हैं जो वायेबल नहीं हैं और यह लाइन भोजपुर और रोहतस जिले के लिए बहुत महत्वपूर्ण है। इसलिये मैं चाहूंगा कि सरकार इस पर ध्यान दे और जल्द से जल्द इसके निर्माण की तरफ कदम उठाए। उसी तरह से पटना और टुलगांज प्लेटफार्म जो बहुत नीचे हैं उनको रेज करने की योजना भी सरकार के पास थी लेकिन सरकार ने उस पर कोई ध्यान नहीं दिया। इन्हीं सब बातों के साथ मैं अपनी बात खत्म करता हूं।

SHRI SCATO SWU (Nominated):  
Mr. Vice-Chairman, Sir, I agree with the Minister of Railways when he described the railways of India as the lifeline of the nation. I want him to make this lifeline of the nation more meaningful by extending it to Nagaland and North Eastern zone for obvious reasons. Sir, you will agree with me that for many years together North Eastern zone has been completely left out from the map of Indian railways. I would appeal to the Minister to change this attitude. The Indian railways have a coverage of five kilometers in Nagaland. Kindly imagine how much the Railway Ministry has done for Nagaland. Dimapur is a fast growing city which is the only railhead in Nagaland and it caters to Nagaland and Manipur States as well. Non-construction of an overhead bridge at the Dimapur railway station causes much of public inconvenience and loss of time. An early construction of an overbridge at the station is a must. Reservation quota for the States like Arunachal Pradesh, Meghalaya, Manipur, Mizoram and Nagaland, should be given a second thought. The present arrangement for reservation of seats for these States is very very inadequate. The quantum of reservation of seats allotted to Nagaland is only five. Nagaland-cum-Manipur express should be introduced as soon as possible. The Planning Commission should have a realistic attitude towards financial constraints suffered by the Ministry of

Railways. The broadgauge railway line should not terminate at Gauhati. There should be an effective conversion of meter gauge into broad gauge up to Dibrugarh so that we shall not suffer the disadvantage of transshipment any more.

Ministry of Railways is the largest Ministry and, therefore, there should be a preferential chances of employment for the Scheduled Castes and Tribes people. My colleagues have made a lot of references to the points of security, better catering and punctuality. So, I shall not repeat them. Quite often I travel by train and I have bitter experiences even of first class passengers. I have seen many passengers holding first class ticket, travelling in standing position. The lot of the second class passengers cannot be described. Their condition is not better than that of the black hole of Calcutta. People do not have even the standing position. So, I would appeal to the Minister to have an effective revision of these conditions so that they would be able to travel in better facilities. In the railway we are very often given drinking water from the bath room. This is highly objectionable. That is why there should be some arrangement for drinking water. Once we were served with bath-room water and when we made a complaint they said that they were helpless. So I think there should be immediate and effective arrangement for drinking water for the passengers.

My appeals are very few and specific. My question to the Railway Minister is, whether he is prepared to have the Nagaland-Manipur Express or not, and also to give a carefully thought to the development of Dimapur station, especially the construction of an over-bridge there. With these words, I support the Railway Budget. Thank you.

\*SHRI ROBIN KAKATI (Assam):  
Mr. Vice-Chairman, Sir, the Railway

Minister Mr. Ghani Khan Choudhury presented the Railway Budget for the year 1984-85 in both the House. He also delivered a long speech in this connection. The Railway Budget is being discussed in both the Houses. Many Hon'ble Members participated in this debate. It is an old practice introduced by the British Government during their regime. We are also following the same procedure as introduced by the Britishers. There is no change. It has become a ritual.

Here, I would like to touch a few points in respect of the North-East Frontier Railway. The Railway land has been under unauthorised occupation by some unscrupulous persons. The total land of North-Eastern Railway is 24515 hectares. Out of which railway itself is utilising 19195 hectares of land. In answer to one of my questions in the Parliament the Railway Minister stated that 1712 hectares of railway land has been leased out to various persons. The remaining land is under unauthorised occupation. In reply to my another question in the Parliament the Minister stated that from the year 1978 to 1982-85 persons vacated the railway land and this amounts to 118.82 hectares of land. Although some encroachments have been removed there are still encroachments around some stations and railway line of North-East Frontier Railway within Assam. The Railway Minister admitted the fact that progress of eviction has been hampered due to disturbed condition in the state of Assam. The Railway is also not getting the requisite help from civil Administration for removal of encroachers. Unauthorised structures around the stations are as under:—

Pandu-2318, Chaparmuk-86,

Dibrugarh-36, Gauhati-1530,

Maligaon-260, Amingaon-416,

Lumding-5175, Badarpur-154 etc. etc.

\*English translation of the original

speech delivered in Assamese.

[Shri Robin Kakati]

In reply to my question dated 2-12-81 the Railway Minister stated that the Railway Administration has been taking action to evict the encroachers from Railway land including Greater Gauhati, Pandu and Amingaon areas, under provisions of the public premises (Eviction of unauthorised occupants) Act, 1971. The number of persons evicted from December, 1978 to August, 1981 is 85.

In reply to my another question dated 14-7-1982 the Railway Minister stated that a total of 2.39 hectares of land recovered by evicting the encroachers during April, 1981 to May 1982 by North-East Frontier Railway. A total number of 907 eviction notices were served on the encroachers between April 1981 to May 1982 by North-Eastern Railway Administration. The removal of encroachers has been planned phase-wise based on the notices. In reply to another question of the same date the Railway Minister admitted that eviction has been stayed with a view to examine representations received in this regard on behalf of the affected persons and in view of the ensuring monsoons. It is found that the same type of replies are coming from the Railway Minister as well as the General Manager North-East Frontier Railway.

[The Vice Chairman (Syed Rahmat Ali) in the Chair]

Mr. Vice Chairman Sir, since 1972 I am repeatedly drawing the attention of the Railway Minister in this regard. But unfortunately the very same reply is being given time and again. Here, I would like to submit that whenever the Railway authority makes any effort for the removal of encroachers, very strong lobby is created so that there is no eviction in any case. This has been the state of affairs. No effective steps are being taken in this direction. This lobby has got their influential press. In addition to that

some political parties also are advocating their cause at the cost of the national interest. In this way every time when the NEF Railway authority tries to remove the encroachers at the behest of this strong lobby the Central Government interests in it and as result the eviction is stopped.

Whether it is a matter of detection or deportation of foreign nations from Assam or a matter of removal of unauthorised encroachers on NEF Railway land or Forest Reserve Land, everytime when such move is made, an atmosphere of disturbance is created by the vested interest people; so that nothing can be done. This lobby is so dominant in the state of Assam. Even a false propaganda is made that Indian citizens are harassed by the local people. This had brought a bad name to Assamese people. This has tarnished the image of Assam; although the people of Assam are peace-loving.

In Maligaon area some people are having Railway lease and some others are having lease. Now a section of the people are trying their level best to retain Railway lease at any cost so that they cannot be evicted from the Railway land. This is very dangerous move. If the Government is not cautious it may have very dangerous consequences. The Railway authority acquired land for their own utilisation and not for any commercial or business purposes. It was not the intention of the Railways to introduce any Zamindari system on the Railway land. Unfortunately in Assam there is a Railway Zamindari system practised by some unscrupulous Railway officials and thereby they are minting money. Although these things were brought to the notice of the Railway authority, nothing has been done so far. I want to know from the Hon'ble Minister for Railways what steps are going to be taken against such unscrupulous officials who are indulging in such illegal activities causing loss to the Railway revenue. In this con-

nection in reply to my letter dated 8-12-1982 the Railway Minister stated that the matter has been looked into. The Railways required their land for their own operational needs and future development. In view of the Railway own requirement, notices were served on the unauthorised occupants to vacate the Railway land in Pandu-Gauhati area. However, the eviction have been temporarily stayed during the current monsoon season to avoid hardship to the people in rains. As regards providing alternative accommodation Railway cannot take upon themselves the responsibility to rehabilitate the encroachers who are evicted by them.

These encroachers are creating many problems. Slum areas are coming up and some unsocial elements are also taking advantage of the situation. The Government should pay attention towards this alarming problem. Already it has become very late. Since, 1971 I am constantly trying to draw the attention of the Government but in vain. The Government is turning a deaf ear towards this problem. The Government is not at all serious in this matter. Although every Railway Minister gave assurance, it has not been implemented so far. Therefore I urge the Government once again to keep their own promises given from time to time.

The next point I want to make is that a road bridge is going to be constructed at Silghat on the river Brahmaputra. Government of Assam and other public organisations have made representation to the Central Government to convert the Brahmaputra bridge at Silghat into a road-cum-railway bridge. In this connection the Railway Minister stated that the question of construction of a rail-cum-road bridge across the river Brahmaputra near Tezpur/Silghat instead of a road bridge has been examined time and again. The road bridge is being constructed by Railways as a "Deposit Work" for North East Council. There is no operational need for a rail bridge

at this site. This is not a fact. If a rail cum-road bridge is constructed it will be linked with the existing Railway system on both the banks of the rivers. There will be a direct link in between Arunachal and east Bhutan and also northern Assam and southern Assam will be connected at the same time. In addition to this the whole of Assam including Arunachal and Nagaland will be benefited and specially the people of Sibsagar, Jorhat, Dibrugarh etc., will get the benefit of a parallel Railway line is constructed on this bank of the river Brahmaputra. I raised a question dated 17-3-1982 in the Rajya Sabha:

"(a) Whether it is a fact that Calcutta and other cities of India will be shorter by 100 Kms by road from Upper Assam, Nagaland, Manipur and a part of Arunachal Pradesh via Silghat road bridge then by Brahmaputra bridge at Pandu (Gauhati):

(b) whether Railways are likely to loose a greater part of goods traffic to and from the above region to road transport companies; and

(c) if so, what steps are proposed to be taken in this regard?"

In reply to this question the Railway Minister stated:

(a) "No, the distance via Silghat road bridge will be shorter by 36 Kms.

(b) Not likely.

(c) Does not arise."

(Time bell rings)

SHRI ROBIN KAKATI: I have got 18 minutes for my party.

THE VICE-CHAIRMAN (SHRI SYED RAHMAT ALI): There are other speakers also, I think.

SHRI ROBIN KAKATI: No.

The Vice-Chairman (Shri Syed Rahmat Ali): All right.

**SHRI ROBIN KAKATI:** Although the Minister stated the distance to be 36 Kms. only; but actually it will not be less than 70 kms. In this way that road transport companies will be benefited by this bridge and not the people of Assam as a whole. As a consequence there will be no economic development in Assam as a result of this road bridge. All the industries in Assam are in the hand of Tatas and Birlas. The people of Assam have no share in it whether it is tea garden industry or plywood industry or anything of the sort. The big industrialists are enjoying the lion's share. During the British regime there were English companies and now they have been replaced by the Tatas and Birlas. This is the only difference we find.

If the Government wants to develop Assam, it is high time that this bridge be made rail-cum-road one; otherwise there will be no development at all in the real sense.

Another point that I want to make is the construction of the B G line in Assam. The Central Government decided in the year 1972 that the BG line will be extended upto Gauhati. People of Assam were demanding for BG line for a long time. The construction started in 1974. It was decided that by the end of 1983 BG line will be constructed upto Gauhati. Now it is being said that the work will be completed by the end of March, 1984. From New Bongaigaon to Gauhati the distance is only 165 kms and this distance could not be covered even after ten years. But the British Government constructed Railway lines in the whole of Assam in lesser time. Such a gigantic work could be completed by the British Government in short span of time I fail to understand why our national government fails to construct this 165 kms of BG line in ten years of time. During those days even a nail also was not manufactured in Assam. All the construc-

tion materials were to be brought from outside Assam.

If one is to travel from New Jalpaiguri to Alipurduar he will find the horrible condition of the trains like Assam mail, Tinsukia mail or Kamrup Express. It is but impossible to get any accommodation in those trains. Not to speak of the second class compartments, but similar is the case with the first class compartments also. Why this is so? This is because a good number of people are still penetrating into Assam from Bangladesh via West Bengal. This was stated by Mr. N. R. Laskar, ex-Minister of State for Home Affairs a few days back. Even today there are lakhs of people from Bangladesh residing in West Bengal. That is why these trains coming to Gauhati are always crowded. In order to rehabilitate these people a huge expenditure is being incurred by the Government of Assam. In a very well-planned manner these people are being sent to Assam by some political parties. This trend must be stopped. On one hand the Government is spending crores of rupees by setting up tribunals for the detection of foreign nationals and on the other hand the foreign nationals are coming into Assam.

*(Time Bell rings)*

Sir, please give me a few more minutes.

Another point I want to submit that in case of Railway services there are no local people in the higher posts. Even in case of lower posts of clerks etc. local Assamese people are very few. It is a matter of great regret that a particular community is dominating in this respect. There are less than 25 per cent representation of the local people of North-East Frontier region in North East Frontier Railway. In addition to this the contractors, book-sellers and tea stall owners also are from outside Assam. A particular class of people is dominating the North-East Frontier Railway.

Recently a circular has been issued by the Central Government to North-East Frontier Railway authority that those who are serving in this Railway and they don't hail from NEF region, they will be given 25 per cent increase in salary, more allowance and better facilities for leave etc. than those local people. In this way local people have been discriminated deliberately. As a result of this there prevails a great discontentment among the local employees.

A colonial exploitation tendency is fast developing in the minds of some central leaders. They think that if they can dominate these North-East states, they will remain in power in the centre. This is a very dangerous tendency. They are trying to treat the North-East Frontier region as their colonies. This type of exploitation should be stopped in the greater interest of the nation. This is one of the main causes of regional agitation which is spreading in different parts of the country. Another thing I want to point out is that North-East Frontier region people are treated to be something inferior in the eyes of the Central Government. Mr. Deputy Chairman Sir, our Railway Minister is a prominent leader of the Cong. (I) Party. There is no doubt in it. In the field of politics he has proved his skill and efficiency. To my mind, he is devoting more time and energy in party politics than in Railway administration which is not a healthy sign for the good health of the Railway of our country. There is rampant corruption in the Railways. The Railway Minister is quite indifferent towards the problems of the Railways. Although he gave the slogan of safety, security and punctuality he failed miserably in this regard. He has to gear up his Railway administration.

In the last general election in Assam our Railway Minister played a very vital role for his party. In installing the Cong.(I) Government in Assam he

played the key role. He tried to spread a communal feeling among the people living in Assam. Even the Railway Minister provoked people for violence. His slogan was, "If one is killed from our side, we will kill two of them." As a consequence, there was complete massacre at the time of last general election in Assam. Is not the Railway Minister responsible for all these killings? This is being reflected now in Punjab, Haryana, West Bengal and Jammu Kashmir. Therefore, I urge the Govt. that such things do not occur in the near future.

**श्री केशव प्रताप शुक्ल (मध्य प्रदेश) :**

उपसभाध्यक्ष जी, आपने इस सम्माननीय सदन के समक्ष मुझे अपने विचार प्रस्तुत करने का समय दिया, इसके लिये आपको धन्यवाद देता हूँ। मैं अपने क्षेत्र की कुछ समस्याओं के बारे में रेल मंत्री जी का ध्यान आकर्षित करूँगा।

मैं सबसे पहले रेल मंत्री जी को धन्यवाद देता हूँ जो उन्होंने यह सदन पर प्रस्तुत किया है। यह बजट स्वागत योग्य है और मैं इस बजट का पूर्ण रूप से समर्थन करता हूँ।

महोदय, हमारा क्षेत्र, जहाँ से मैं आता हूँ मध्य प्रदेश का रोधा जिला है। यह जिला हमेशा से उपेक्षित और आर्थिक दृष्टि से अत्यन्त पिछड़ा हुआ जिला है। यह क्षेत्र देशी राजाओं के शासन काल में भी पिछड़ा था और कर्मों भी यहाँ के लिये विकास की योजनाएँ नहीं बनायीं गयीं। 1947 में जब हमारा देश स्वतन्त्र हुआ तब हम लोगों ने अपने नेतृत्व की ओर बड़ी आशा भरी दृष्टि से देखा कि अब हमारा यह क्षेत्र भी विकास की दिशा में आगे बढ़ेगा और हमारे क्षेत्र की जनता की गरीबी दूर होगी। लेकिन तब से लेकर अब तक हमारे क्षेत्र का कोई विकास नहीं हुआ। इसका मुख्य कारण यह है कि हमारे क्षेत्र में रेलवे लाइन न होने से, उद्योग-



### [श्री केशव प्रसाद शुक्ल]

पति उधर जाना नहीं चाहते हैं। उद्योग न होने से, उद्योग धंधे न बढ़ने के कारण वहां के लोगों को रोजगार नहीं मिलता है। रेलों के अभाव से वहां कोई उद्योग धंधा कायम नहीं हो रहा है जिससे हमारे क्षेत्र में जनता पिछड़ी की पिछड़ी रह गयी है। वहां पर, आपको यह जानकर ताज्जुब होगा कि, न तो सिंचाई के साधन हैं, हमारे यहां केवल एक प्रतिशत सिंचाई है और न कोई उद्योग धंधे हैं। लेकिन इस सबके बावजूद वहां के लोग जागरूक हैं और वह इसलिये हैं क्योंकि यह इलाका इलाहाबाद के नजदीक है और वहां के लोगों को आशा यह लगे हुये थी कि स्वतंत्रता के बाद हम लोगों को भी कुछ मिलेगा। ऐसे समय में हम लोगों में बड़ा घुटन है। इस बार बड़ा प्रसन्नता की बात है कि हमारे क्षेत्र के लिये रेल विभाग ने रेल मंत्रालय ने उसके विकास करने की दिशा में कदम उठाया और सबसे पहले उन्होंने रीवां को सुल्तानपुर से जोड़ने का प्रयास किया है। इसके लिये मैं उनको धन्यवाद देता हूं अपनी तरफ से और क्षेत्र की जनता की तरफ से कि रेल मंत्री जी ने कम से कम इस ओर ध्यान दिया है ताकि हमारे क्षेत्र का विकास हो सके। लेकिन उसके साथ ही जब यह चोज आई तो हम लोगों में प्रसन्नता को एक लहर दौड़ गई और हमारे पास इस सम्बन्ध में कितने लोगों के पत्र आये लेकिन सुल्तानपुर से रीवां को मिलाकर एक अनमेल विवाह जैसा प्रकरण हो गया है अन्तर्जातीय विवाह तो ठीक है लेकिन अनमेल विवाह हो गया। रीवां को सुल्तानपुर से जोड़ा गया यह कैसे जोड़ा गया। यहां तक कि हमारे इलाके के विरोधी नेता जमुना प्रसाद शास्त्री भूतपूर्व संसद सदस्य ने एक वक्तव्य दे दिया कि यह तो हमारे क्षेत्र की जनता से फ्राड किया गया है। यह गढ़ी मानकपुर से होते हुये रीवां से सुल्तानपुर को जोड़ने का बड़ी लाइन का प्रोजेक्ट दिया गया है। यह तो कोई स्थान ही नहीं है। यह तो स्थान कहां है ही नहीं। यह कहीं

दूसरी जगह है। मैंने रेल भवन में जाकर के कन्फर्म किया तो पता चला कि इलाहाबाद के पश्चिम फाफामऊ और उन्चाहार नाम के कोई स्थान हैं उसके बीच में गढ़ी मानकपुर का कोई स्थान है वहां से होकर के सुल्तानपुर रेल जायेंगे। यह हमारी समझ में नहीं आया यह उसी तरह की योजना है जिस तरह ललितपुर संगरीला की योजना चली और अब तक यह योजना चलती रहा। हम लोगों को धोखे में रखा गया। यह कहा गया कि रेल लाइन बन रही है उसके लिये सर्वेक्षण किया गया और उसमें करोड़ों रुपये बरबाद कर दिये गये और फिर बाद में कह दिया गया कि यह फीजिबल नहीं है। इसी तरह से यह भी एक योजना है जो रीवां को सुल्तानपुर से मिला रहे हैं। इसके लिये दो सौ करोड़ रुपये का प्रावधान है और वर्ष 1984-85 का जो बजट रखा गया है उसमें केवल दो करोड़ रुपये का प्रावधान किया गया है। अगर इस गति से काम होगा तो हमें मालूम होता है कि इसमें 100 वर्ष लग जायेंगे। हमारे क्षेत्र की जनता हमसे पूछती है कि यह रेल लाइन कब बनेगी और यह कैसे बनेगी, क्या यह उसी तरह की होगी जैसे ललितपुर से संगरीला की लाइन बन रही थी जिसमें पैसा खर्च करके उसको खत्म कर दिया गया। मैं उनको इसका कोई जवाब नहीं दे सका। क्या यह इसी तरह की रेल लाइन है। मैं रेल मंत्री जी से निवेदन करूंगा कि वे इस बात को स्पष्ट करें कि इसमें केवल दो करोड़ रुपये का प्रावधान क्यों रखा गया है जबकि इस पर अनुमानित व्यय दो सौ करोड़ है। इसके मायने यह है कि यह तो कुछ नहीं है। इस तरह से इसमें 100 वर्ष लग जायेंगे और यह रेल लाइन कभी नहीं बनेगी कुछ वर्ष के बाद कह दिया जायेगा कि यह फीजिबल नहीं है। इस तरह की योजनायें जब बनायी जाती हैं तो जनता में हम जवाब नहीं दे पाते हैं। मैं विश्वास करता हूं कि चाहे इस साल दो करोड़ ही हो लेकिन अगले साल ज्यादा पैसा देकर कार्य द्रुतगति से किया जायेगा। इसके साथ

ही मैंने बजट में देखा है, हम लोगों का जो प्रस्ताव था कि हम लोगों को सतना से मिला दें तो अच्छा होता क्योंकि सतना हमारा रेल हेड है जो रीवां से केवल 60 किलोमीटर की दूरी पर ही है। वहां से 60 किलोमीटर तक लोग पहुंचते और मानकपुर, कटनी जबलपुर सब जगह के लिये जाने का रास्ता था। अब तो उल्टा रीवां से सुल्तानपुर जायेंगे या वहां से कटनी जाना है तो सतना होकर फिर कटनी जायेंगे या इलाहाबाद जाना है तो सुल्तानपुर होकर इलाहाबाद आयें यह मेरी समझ में नहीं आता है गद्दी मानकपुर को मिलाकर के सुल्तानपुर को मिलाना कहां तक न्यायसंगत है? अगर इसको मानकपुर तक ही मिला दिया जाता तो जो जंक्शन है तब तो समझ में आता है और रीवां से सतना मिला दिया जाता है तो कम खर्च में 60 किलोमीटर की लाइन बन जाती है और उससे हम सतना होकर के इलाहाबाद धर रह जा सकते हैं। तो हम लोगों का जो पहले का प्रस्ताव था वह था सतना से रीवां होते हुये गोविंदगढ़, वधवार, ब्योहारी से कटनी तक एक लाइन जाये। क्योंकि हमारे इलाके में चूने का विपुल भंडार है। यहां पर सीमेंट के कारखाने बनने की सम्भावनायें हैं और अगर हमारे क्षेत्र में सीमेंट के कारखाने डाल दिये जायें तो हम कह सकते हैं कि हिन्दुस्तान को हम सीमेंट पूरा दे सकते हैं। रीवां से 15 किलोमीटर की दूरी पर नौबस्ता में सीमेंट की एक बड़ी फैक्टरी डाली गयी है और बधवार में एक सीमेंट की फैक्टरी डाली गई है, सोयाबीन का प्लांट भी डाला गया है। कुछ उद्योगपतियों को प्रलोभन देकर के प्रेरित किया गया है लेकिन अगर अब यह लाइन नहीं बनती तो ही सकता है वे लोग कारखाने ही न डालें तो मेरा विनम्र निवेदन है कि रेल मंत्रों जो से कि अगर सतना से रीवां होते हुये गोविंदगढ़ और बधवार को मिलाकर ब्योहारी होकर कटनी मिलाया जाता तो यह रेलवे लाइन उन लोगों के लिये ज्यादा मुफीद होती बनिश्चत सतना से गद्दी मानकपुर होते हुये सुल्तानपुर को

मिलाने से। तो मैं अपने क्षेत्र की जनता की भावना से रेलवे मंत्री जी को अवगत करा रहा हूं कि हमारे यहां डिमांड यह है और यही फौजबुल है, इसको करना चाहिये।

दूसरा मैंने बजट में भी देखा तो ललितपुर संगरोलों तथा सतना रीवां बधवार होते हुये ब्योहारी तक की रेल लाइन के लिये कुछ प्रावधान रखा गया है। तो हो सकता है कि उस ओर भी दृष्टि हो। जो कोई फौजबुल हो उसको करें। लेकिन रीवां से गद्दी मानकपुर से सुल्तानपुर मार्ग को परिवर्तित कर सकें तो बड़ी कृपा होगी।

तीसरी बात यह है कि हमारे यहां केवल एक रेल हेड है जहां से रीवां से पहुंचा जा सकता है वह है सतना। सतना से हमारे रीवां तक सम्भाग के दो जिले सतना और रीवां तथा सागर सम्भाग के दो जिले पन्ना और छतरपुर हैं, इसका रेल हेड है पन्ना, यहां से हमारी राजधानी भोपाल को जाने के लिए कोई भी दूसरा अन्य साधन नहीं है। यहां से काशी एक्सप्रेस जाती है और एक महानगरी एक्सप्रेस जाती है। हमारे यहां जनता की एक मांग रही है कि काशी एक्सप्रेस में एक बोगी सतना से भोपाल के लिए लगा दी जाये। लेकिन उसे रेल मंत्रालय ने नामंजूर कर दिया है। पता नहीं क्यों नामंजूर किया। मैंने चिट्ठी लिखी और उस चिट्ठी का जवाब यह दिया गया कि यह संभव नहीं है क्योंकि काशी एक्सप्रेस में बहुत बड़ा लोड है इसलिए अधिक लोड इस पर नहीं दिया जा सकता है। इसलिए उसको अमान्य कर दिया गया है। महानगरी एक्सप्रेस पहले दो रोज चलती थी अब चार रोज चलने लगी है। जब दो रोज चलता था हफ्ते में तो उसमें एक बोगी लगायी गयी थी, वह बोगी कटनी बीना पैसेंजर में जाकर इटारसी से लग जाती है। तो इससे

[श्री केशव प्रसाद शुक्ल]

समय का व्यय होता था। उसको बारम्बार कहने के बाद खत्म किया गया। अब सतना से भोपाल के लिए जो बोगी लगायी गयी है वह जा करके इटारसी में कट जाती है और कटने के बाद उसको पैसेंजर में जोड़ा जाता है और वह जा करके दूसरे रोज 11 बजे भोपाल पहुँचती है। इसको छत्तीसगढ़ एक्सप्रेस में जोड़ा जाना चाहिए था या बिजासपुर इन्दौर एक्सप्रेस में तब वह भोपाल 6 बजे पहुँच जाती और इससे ज्यादा सुविधा होती है लेकिन न मालूम क्यों इसको पैसेंजर में जोड़ा गया है। दूसरी बात यह है कि इसमें कोई फास्ट क्लास का कम्पार्टमेंट नहीं है। यह हमारे यहाँ की मांग है कि इसमें फास्ट क्लास का भी कम्पार्टमेंट रखना चाहिए और सेकेण्ड क्लास का भी रखना चाहिए।

तीसरी बात मैं यह विवेदन करूंगा कि हमारे यहाँ दिल्ली से राजधानी को पहुँचने के लिए केवल एक ही गाड़ी है और वह है कुतुब एक्सप्रेस। वह कुतुब एक्सप्रेस सतना से लेते हैं। लेकिन जैसे और भी लोगों ने कहा कि हर एक गाड़ी लेट जाती है, यह तो लगता है कि लेट होने में सबसे आगे है। सुबह 7.15 पर सतना में उसके जाने का टाइम है और 7.25 पर छूटने का तथा दिल्ली पहुँचने का उसका टाइम 11.30 है लेकिन हमेशा यह दो घंटे लेट पहुँचती तीन-चार घंटे लेट हो जाती है। इसमें यह नहीं कि चैन पुनिंग से होता है बल्कि इसके साथ ही साथ कहीं रास्ते में रोक दिया करते हैं और फिर घंटों वहाँ रुकी रहती है। इसका कोई कारण नहीं मालूम होता है। मैं रेलवे मंत्री जी से कहूंगा कि इस पर विचार करें और यह जो लेट चलती है वह न चले इसके लिए प्रयास करें ताकि हम लोग समय पर आ जा सकें।

मैं कुछ और बोलना चाहता था समय नहीं है इसलिए मैं अंत में रेलवे मंत्री जी को धन्यवाद देकर के अपना भाषण खत्म करता हूँ कि इन्होंने हमारे ऊपर बड़ी कृपा की है लेकिन जैसे एक कहावत है कि एक बार ऐसा हुआ कि किसी के लड़का नहीं हो रहा था, बहुत दिनों के बाद उनको लड़का हुआ तो फिर यह हुआ कि औरतें सब इकट्ठा हुई और वे सब गाना बजाना करने लगी लेकिन देखा गया तो न लड़का था न लड़की। तो कहीं ऐसा नहो जाये कि न लड़का मिले न लड़की अर्थात् न मुल्तान पुर मिले न यह मिले। ऐसी बात न हों यही मैं कहना चाहता हूँ। और भी बहुत बजट में आया है तो इन बातों को कार्यान्वित करना चाहिए। इन्हीं शब्दों के साथ मैं आपको धन्यवाद देता हूँ।

THE VICE-CHAIRMAN (SHRI SYED RAHMAT ALI): Mr Ramakrishnan

SHRI R. RAMAKRISHNAN: Mr. Vice-Chairman, Sir, I thank you for this opportunity for calling me now to speak on this very important Railway Budget for the year 1984-85.

Sir, on account of the importance of the Indian Railways, it has been the practice for the past so many years that the Railway Budget should be presented separately as against the General Budget. And this year I whole-heartedly welcome the Railway Budget as also the General Budget, whatever be the reason. It may be that elections are round the corner or it may be some other reason. But the fact is that the common man has been spared. To this extent it is welcome. The second class passengers have been spared and even the freight traffic, barring a little marginal adjustment, has also not received the usual treatment it receives from the Railway Minister. I have nothing against the

Ministers, the Cabinet Minister or the Minister of State who is a friend of mine and who is sitting here. But the Indian Railways which is the second largest system in the world, requires a little more bold, pragmatic and powerful thinking. As regards its finances, a lot of perspective planning is required and if the Planning Commission is standing in the way, then it is up to the Railway Minister, in the interest of the Indian Railways, to convince the Finance Minister, the Planning Minister, the Planning Commission and the Prime Minister to see that some large-scale inputs are put. In fact, I remember that there was a Planning Commission Working Note and even in the Mid-Term Appraisal, the Planning Commission had realised that massive resource investment is required in the Indian Railways. Therefore, the fact that they have given only a little over 6500 crores as against 11000 crores asked for by the Railway Minister is a matter which has to be taken seriously because it may impair the very future of the railway system itself.

Sir, when I say that some powerful and bold thinking is required, it is required not merely as regards to the control of administrative and wasteful expenditure which is there in the Railways; but also about the reappraisal of uneconomic lines which have got to be discarded. Sir, I do not represent the transport lobby or a competing lobby to the Indian Railways, but today the road transport in the country has also advanced so much and is serving nooks and corners where it will be more profitable for a man or a villager to reach from his village to the nearest town or some other place rather than go by one of these uneconomic trains. About 130 such lines have been identified by the Railway Minister. I think a separate working group went into it. I think for political and other reasons the Railway Minister is loath to take a decision on this. These are the sort of hard decisions which are to be taken by the Railway Minister in time to come. Otherwise, Sir, defi-

nitely the Indian Railway will come to a grinding halt one day. I will not go repeatedly into what most of the hon. Members have mentioned. We all know about the condition of railway tracks on the Indian Railways, the total number of unmanned level crossings and all those important things. But the fact is that if less than 10 per cent of the track is renewed every year, over a period we will find that the defective tracks are overtaking the good tracks and in time to come this will definitely affect the safety of the Railways.

Last year, the Railway Minister had come forward with three catchy slogans saying that his interest is safety, security and punctuality. The Railway Minister is very good at coining slogans. I mean that if he would not have been the Railway Minister, he would definitely have got a job as a copy man in an advertising agency. This year also, he has come forward with the slogan "Every tomorrow, a better tomorrow". If the tomorrow dawns!

About the safety, I need not mention. About two weeks ago, we saw near the capital, near Rohtak or some other place, that some 44 persons were killed. The record of rail safety of the Indian Railways leaves much to be desired. The 56th Report of the Estimates Committee of the Lok Sabha has also gone into this thing and made several useful recommendations. Of course, the usual points of constraints of finance and other things will be mentioned by the Railway Minister. But this is a fact which has got to be looked into rather early than late.

The second thing is about security. I need not say much about it. Even yesterday, the wife of Mr. V.P. Singh, our Commerce Minister, has lost her jewels. If this is the fate of the Union Cabinet Minister's wife, what will be your fate or my fate in the Railways? The Railways are coming up with one explanation or the other. Actually, they are not coming forward with any satisfactory improvement on the security side.

[Shri R. Ramakrishnan]

About punctuality, Sir, there used to be an old joke. I need not repeat that. If you go to the station to catch a train which leave at 8 o'clock in the morning, you may get the yesterday's train. The day is not far off when you will find that it is the day before yesterday's train. Therefore, these 3 factors will have to be looked into by the Railway Minister and the Minister and all of us have got to work for it. Just slogan mongering will not do. Sir, about the resources constraint, because of time constraint, I do not want to go into any ideological argument on that. But I only want to ask one thing. For example, take the depreciation reserve fund. Even the Railway Convention Committee of which my esteemed friend. Mr. Gopalsamy who is here is also a member, has recommended that this year Rs. 1100 crores will have to be apportioned whereas the hon. Railway Minister, with some sort of pseudo explanation has said that Rs. 850 crores is enough. This is not a laughing matter. This will have its affect in course of time. Any person who is good and adept at figures wants to arrive at a total of 9, you can add four plus five or three plus six, and you arrive at 9. But if nine is not nine, but nine is six, then it makes a world of difference. Therefore, you have got to be very careful on this. I do not know what is the reason why the Railway Minister cannot convince the Finance Minister or the Government of India to raise some sort of novel schemes which will give more funds for the Railways. For example, Sir yesterday, the hon. Minister of State of Finance, in a reply said, "the Government of India cannot quantify the total amount of black money in the country." If the Railway Ministry brings forward a programme, some type of bearer bond scheme programme where no questions would be asked from where the money came and where you give attractive rates of interest, you can get crores and crores of rupees for your Railways. You have got to give some incentive whereby the money of the parallel economy will come into pro-

ductive sector. This is a matter which has got to be carefully examined by the Ministry.

Sir, I would like to ask the hon. Railway Minister one question. Some three years back, 30 million pounds were given by the Government of UK to the Indian Railways for being used in any scheme. And even two years back, when it was not used, the Minister from England, hon. Mr. Baker or somebody who was the Minister for Technology had expressed surprise why this money was not being utilised. I don't think till today that 30 million pounds which was offered by the UK is utilised. It might be a paltry sum compared to the amount required by the Indian Railways. But still, why has it not been used till now? This is the question which only the Railway Ministry can answer. So, there are things like this where the Railway Ministry, the Railway Minister has to sit down and come to brass tacks and look to the situation. Just giving some sops here and there and trying to hoodwink the public will not get them long.

Sir, I will now come to some general points. There is the question of computerisation. The Railway Minister has mentioned in his Budget Speech that small start will be made. Sir, three and a half years back, when I just came to the house, when Mr. Kamalapati Tripathi was the Railway Minister, I had asked him about the computerisation. He said that it is coming. After that, I think, this is the third or fourth Minister who has come and who is still saying that it is being started. Sir, there are three C's which the Railway Ministry is always playing about. The three C's are: computerisation, catering and courtesy. I will come to all these points. Let us not talk of computerisation of signalling which entails huge investment. That is a separate matter by itself which will take a long time. Let us take computerisation of rail reservations. Perhaps, the Indian Railways can gain some satisfaction that their contemporaries in the air, the Indian

Airlines, who are supposed to be much more modern, do not have a computer. I think, we take pride in going in a bullock cart in the modern jet age. So, even for a small thing where you have the ECIL and other indigenous computers, you cannot start a computerisation programme. It is a rather sad commentary on the running of the railways. I hope that this year at least the Minister's statement will be kept up.

Sir, the second thing I want to mention is about catering. I do not know whether you travel by train often because I always see you in the plane. I travel by plane from Madras to Delhi every week. I also travel by train quite a lot (*Interruptions*) You want to see my name in the railway chart, Sir? Anyway, regarding catering, Sir, in most of the stations, I don't think the idly or vada or whatever you get is fit for human consumption, leave alone the dogs which are on the platforms. They will also hesitate to pick them. This is the state of affairs. Today, Sir, I happen to see some of the hon. officials who are sitting in the Gallery-whom I should not normally refer—having jhangri and some other sweet and vada here. It was very good. They were very delighted. But I hope they get the same yema feeling when they go to a roadside small station and they take these things there. Secondly, Sir, about the drinking water. Many of the stations do not even have any proper arrangements for supplying drinking water. Sometimes when you ask the catering boy to get you some drinking water, he may just go to the bathroom and get you some water from the wash basin which may not be good for drinking. These are small things but they are very essential. Then, Sir, there has been a proposal for forming a catering corporation for a long time. But so far it has not been formed and it is said that some more time will be needed for the persons to be named and appointed and the matter will have to go the Cabinet Committee and thus it will be delayed. By the time this thing matu-

res, neither the Minister will be there nor I will be there, nor even, Sir, you will be there.

The other thing to which I want to refer to is 'courtesy', Sir. Many of the Government departments observe a 'courtesy week'. But the railways should observe a 'courtesy year'. Then only, perhaps, there can be a change. These are all basic things. The railways is a consumer oriented organisation. It is also a monopoly organisation. It cannot be a competing organisation. If you give parallel service to Indian Airlines, they will see that Indian Airlines runs into a loss. But because of the massive investment required, we cannot have competing railways organisations. What is needed is that the railway employees should be taught and given some course in public relations, and even if they have to say 'no', they should know how to do it politely. Many of the railway officials think that they have been sent from the Heavens. Some of them are good but some of them are bad. Perhaps it is my bad fortune that more often I have come across with bad persons in the railways. As you know, Sir, by nature I am a very mild and soft person. To give you an instance, one day when I rang up—Shri Jaffar Sharief please listen, but he is missing—some P.A. to the General Manager, and, said that I want to talk to the General Manager, he asked me who was speaking. I said that I am so and so speaking. Then he said, what do you want to speak to him about? If I can speak to the P.A. about the subject matter, then why should I ask for the General Manager. This is what happened in Madras. I told the then Railway Minister about it. He said that he will pull him up. Of course, when Shri Jaffar Sharief comes; they all dance in attendance on him. It comes under the paraphernalia. But when Shri Jaffar Sharief loses his Minister's post, they will not look at him. But the point is that in the interests of the country what is the harm if the railway people are taught a little courtesy. This is a very important matter and it is not a laughing

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matter because it will be a matter of pride for all of us when even foreigners find that we are having a very good and clean and courteous railway.

Sir, coming to the foreigners' IND-RAIL passes, it has been a success. These are sold in almost all the foreign countries and it has also, I think, given the railways some \$64 lakhs. It is a very good innovation. Then, Sir, I come to the Palace on Wheels. It has also been sold out. Last year or year before, when I was speaking I had asked for a Palace on Wheels for the South. Mr. Jaffar, Sharief being from the South he can take the train from Mysore to Bangalore. We could have a Palace on Wheels in the South. Such things will change the revenue pattern of the railways.

Now, Sir, I will come to a point which will startle most of the persons here and you also. Sir, I welcome the increase in the rate of platform tickets from fifty paise to one rupee. Sir, we are saying that we must have more productivity in the railways. India is a nation where we require more productivity than merely seeing off our relatives and receiving our friends. If our people spend more time in their work the nation will be better off. This hike in the platform ticket to one rupee is very welcome. Sir, sometimes if you go to the New Delhi Station in the mornings, they do not even permit you to enter unless you are accompanying an ailing or sick person. This is a most welcome thing. I hope you will make it even two rupees next year.

Now, Sir, coming to the more important thing about the railways is their speed, or fast trains. Originally the railways took pleasure when they introduced fast trains. The Tamil Nadu Express was one of the fastest trains. Then came the Rajdhani Express. Later because of the track safety and other things which came into play we did not have any very fast trains. But there is a train between Paris and Lyon which goes at a speed of 380 kms. Then there is the Bullet Train between Tokyo and Kyoto which goes

at a speed of 360 kms an hours. Our fastest train, I think, does not exceed a speed of 120 kms an hours. This will be linked to the circle of track safety and all these things. Ultimately, Sir I think if the Railways have got to improve, these things have got to be attended to.

Then, Sir, one of the matters which the Railway Estimates Committee has recommended is the amendment of the Railways Act for compensation to passengers. You cannot place a value on human lives. Previously the compensation to be paid was Rs. 50,000. Now they have recommended to raise it to rupees one lakh. I think this is receiving Cabinet approval. I hope a Bill will be seen introduced to give effect to this thing.

Then I come to the railway properly...

SHRI C. K. JAFFAR SHARIEF: The Bill raising the compensation to Rs. 1 lakh has already been passed by this House.

SHRI R. RAMAKRISHNAN: Last session I was not here. Then I am sorry. When you travel by road which is parallel to the railway track, you see lot of wagons lying next to the track. Like that, I have seen at several places railway property lying as junk. The Railway Minister should ask the Stores Department or the Department of waste disposal to see that these properties are auctioned as early as possible so that you get a little money.

Now I come, as a representative of my State, to Tamil Nadu Sir, Tamil Nadu has always been neglected by the Railway Ministers for whatever reasons. Please don't take it amiss when I compare to what the Minister has done for Malda or any other place. I welcome it. If he has done something for his constituency, if some lavish guest house with swimming pool has been provided, if whatever he has done, as we see in the newspapers, I welcome it. But this should not be at the cost of any other State. He says resources constraint, prevents him to give more lines. Why this resources constraint did not come in the way in case of Malda and two other constituencies nearby? I refer to Karur-Dindigul-Tirunelveli line for

which most of the Members of Parliament, all Chambers of Commerce, in fact the entire South, have been pleading for it. We gave a petition to the Prime Minister and finally 2-3 crores of rupees were sanctioned; this time you are sanctioning a few more crores and the total cost will come to Rs. 42 crores. But I feel the project—if it ever sees the light of the day—will cost Rs. 200 crores ultimately. Going at this speed, I wonder how will it come through. Therefore, the existing lines, the new lines or their conversions, should first be taken up. If you are going to use these spurious arguments of having to satisfy the aspirations of the people from constituencies all over India, then you will definitely land yourself in a lot of problem. Therefore, while I do not have anything against Malda, please see that you allot more resources and that this Karur-Dindigul-Tirunelveli-Tatticorin line project is completed in 3, or 4 years.

Coming to Mass Rapid Transit System of Madras, here again I say the Minister smacks of favouritism. In his budget speech the Minister has made a reference to it in a casual manner, in 2 or 3 words, whereas he has announced circular railway for Calcutta. I do not have anything against the people of Calcutta; my Marxist friends, Mr. Mohanan is here. Therefore, you can do whatever you want. But then you are already committed to the Mass Rapid Transport System in Madras. At least from Beach to Luz this should come about but you don't provide for any funds for the existing lines. And, perhaps, with an electoral eye on West Bengal where CPM is ruling, you give Rs. 5 crores to Calcutta Railway. This is a strange logic which the Minister or the Railway officials cannot justify.

(Interruptions). We are also friendly and we are also constructive, but when it comes to the matter States' right, we plead for more rights for the States both financial and otherwise, because this is a federal set-up.

Coming to trains cancellation, Madras-Pondicherry train has been cancel-

led. It was a very convenient train which would leave at 6 o'clock and coming back by 10 P.M. This train has been cancelled. Similarly, there is absolute necessity for train from Bangalore to Pondicherry via Hosur-Krishnagiri Thiruvannamalai. This is a very important link which has not been given proper attention. Even in the list of one hundred surveys, I do not find any mention of it. Similarly, Chamarajanagar-Palani line is there. From the long list of similar things, I can reep out many other cases but I know that this will not serve any purpose apart from my going on record, and the Minister delivering a speech in both the Houses and a final reply and then next year, another Railway budget will come. So, why should I waste my breath over it.

Coming to two more important points, I may point out about the Ooty-Nilgiris railway track—a showpiece and also very popular tourist attraction, as well as attraction for our own people where people will like to take their children also, and it is a unique experience. There is a talk that it is going to be scrapped. Our representations, the proposals shelved. But it requires 2 or 3 new engines, more powerful engines, and some new coaches which have got to be specially made. Then I come to the matter of coaches. There is a premium on efficiency in this country. The Integral Coach Factory is a showpiece for all foreign tourists including the Presidents of 6 P.M. various countries who are taken there; It is doing very good work. This year, the target was 750 coaches. But they produced 775 coaches. That is why, perhaps they have set up a committee to find out, to decide, where the second coach factory should be located! This is because, the Cabinet has to satisfy all the States. Therefore, they want to take it away. Of course, it is not taking away. They want to set up another coach factory. But the question is, when one is doing good work, when there is an existing infrastructure, when there is technical knowhow which is available, it is pro-



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per that this should be located at Tamil Nadu. If you do so, you will be able to achieve the same efficiency. Of course, different States will be clamouring for it. But I would suggest that it is in your own interest that you locate this second coach factory in Tamil Nadu itself.

Then, there are one or two final points. One is a very small point. In fact, it may appear even foolish when I refer to it here. But I am bringing this to the notice of the Railway Minister because my oral representations did not have any effect. This is a very small thing, in regard to horse box wagons. You know, I am connected with the turf. There are only two types of wagons with the mighty Indian Railways which can transport horse boxes. The horse-owners are generally affluent people. They can afford to pay whatever freight charges are levied. They do not really bother about the charges. In fact, the Railways have increased the freight charges from Rs. 6,000 to Rs. 16,000. But that is a different matter. Even in regard to these box wagons, the turn-round of these wagons, because of the inadequacy, is not much. Therefore, when the horses have to be transported from Madras to Ooty, up to Mettupalayam, there are no wagons. This is happening, every year. This shows that there is absolutely no planning in the Railways. Even in regard to small matters, there is no planning. Of course, in regard to big matters, there is no planning at all. But, let this go on record. At least, I hope, I will receive a reply a courteous reply, from the Railway Minister. This is the one good thing about the Indian Railways. I mentioned it about three and a half years ago. I mention it again now. Whatever we say here, will be analysed sentence by sentence and a reply will come, whether it is regret, positive or negative. This is one good thing. That is why, perhaps, the Indian Railways was the proudest possession of the British Raj. But today, this presents a rather pathetic picture.

Then, there are so many things, which I wanted to mention. For example, ticketless travelling, on which ample, ticketless travelling, on which you will have to come down heavily. But because of the time factor and also because I would like to hear my hon. friend, Mr. Gopalsamy, from Tamil Nadu, I am concluding. I thank you for the opportunity. I congratulate the Railway Minister for his Budget. But please be more bold. This sort of Budget is alright for the election year. But next year, you should do something to keep the flag of the Indian Railways flying high and mighty.

**SHRI SANKAR PRASAD MITRA** (Nominated): Mr. Vice-Chairman, Sir, judging by the reports in the Press, it appears that there has not been much criticism of the Railway Budget proposals for this year. The Railway Minister has concentrated on fares and freight charges with a view to discourage short distance passengers and increase the volume of high rated goods traffic. He has imposed a surcharge on each passenger irrespective of the length of the trip. He has reduced the parcel rates on various items which have already been mentioned by several hon. Members.

[THE VICE CHAIRMAN (SHRI R. RAMAKRISHNAN) in the Chair.]

The Budget, it seems, reveals an awareness that the Railway Administration has reached its limits of the capacity to increase revenues by increasing passenger fares and freight rates. The Administration has now to find out ways and means of augmenting its resources and we are anxiously awaiting to hear from the Railway Minister what these other ways and means are likely to be. The hon. Minister is no doubt conscious and it has been pointed out by several Members of this House, from both sides, that the Administration is open to criticism on several counts, such as lack of proper and adequate travelling comforts and facilities, frequency of accidents, unpunctuality of trains and unchecked corruption. The House should be taken into

confidence and told by the hon. Minister in his reply about the steps taken to eradicate these evils so far. Train robberies and pilferage of fittings in compartments also continue unabated and the hon. Minister will please tell us, what progress, if any, has so far been made in apprehending and punishing criminals.

Sir, when you were speaking a little while ago, you were justified in making claims on behalf of the State of Tamil Nadu, but I appeal to you not to be envious about West Bengal. I place on record my appreciation of some of the steps taken by the Railway Ministry in West Bengal. A broad gauge railway link connecting Eklakkhi with Balurghat, I find, has been sanctioned by the Planning Commission and the work is in progress. This is a long felt need of the area. A new broad gauge rail link between Digha and Tamruk has been sanctioned in the Budget for the year 1984-85. Kharagpur-Midnapur electrification has been included in the Budget for the year 1984-85. A large number of trains, I believe about 22 in the non-suburban sections, has been introduced in West Bengal. And we are indeed proud that every district in West Bengal today is connected with Calcutta by an express service.

Lastly, the long felt need of the people of the districts of Purulia, Bokura and Birbhum has been met with introduction of new trains.

I am glad to find that a circular railway for Calcutta with an outlay of Rs. 5 crores has been included in the Budget. This was the dream of Dr. Bidhan Chandra Roy, the maker and architect of modern Bengal, and I am indeed happy that this dream is about to be realised. Mr. Sukomal Sen, while addressing the House yesterday, said that at first the Minister spoke of completing the circular railway within six months, then he spoke of completing it within three months and now 18 months have gone but nothing has so far

been done. I do not know whether a case based on limitation can be argued in these circumstances, but I would like to impress upon the hon. Minister that the circular railway, as envisaged and conceived by the late Dr. Bidhan Chandra Roy, is a necessity and an immediate and urgent necessity to relieve the traffic congestion in the city of Calcutta which is reaching a suffocating point.

I am also glad to find that an amount of Rs. 80 crores has been allocated for the Calcutta Metro Railway Project in the year 1984-85. The allocation for 1983-84 was Rs. 62.5 crores. I find that a section of the Metro Railway from Esplanade to Bhowanipur will be opened for service within the next few months. Before I came here I heard on the television that the West Bengal Minister for CMDA. Mr. Prasant Sur, had made an announcement that this section would be opened in the month of July. It is my respectful suggestion to the hon. Minister that he should see that one section, namely from Esplanade right upto Tollygunge in the south and the other section, namely from Shyam Bazar to Dum Dum in the north, should be opened as expeditiously as possible. People are losing their faith in the Metro Railway Project altogether, and there should be no attempt to establish a link between these two sections until the circular railway project is completed. Otherwise the traffic situation in Calcutta would go completely beyond control. I read in the papers that certain preliminary activities for the Metro Railway would be undertaken soon for the two great cities of Bombay and Madras. I only hope that the Presidents of Bombay and Madras would be spared of all the horrors that the citizens of Calcutta have gone through for the last 7 or 8 years on account of digging of roads and streets by the Metro Railway Project.

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): Mr. Mitra, child birth will have labour pains.

SHRI SANKAR PRASAD MITRA:

But labour pains, with modern scientific advances can be reduced to the minimum and I want your pain to be reduced to the minimum.

Sir, at my request and at the request of various other persons the hon. Railway Minister has upgraded the Ultadanga Railway station and has named it after Dr. Bidhan Chandra Roy to commemorate him. I congratulate him for taking this step because it would ease the congestion at the Sealdah station and would be of great relief to the people of the Salt Lake city, a satellite city which has come into existence as a realisation of another dream of the late Dr. Bidhan Chandra Roy. Since the Ultadanga station has been named after Dr. B. C. Roy, I am requesting the hon. Minister to consider two other proposals. Our hon. friend, Shri Shiva Chandra Jha, is not here now, but he has been clamouring for a long time that the Mokana station in Bihar should be named after Shaheed Prafulla Chaki who sacrificed his life there before Khudi Ram Bose while making an attempt jointly with him on the life of Mr. Kingsford. Mr. Shiva Chandra Jha, as far as I know—I have got photostat copies with me—wrote a letter to the present Chief Minister of Bihar, Mr. Chandra Shekhar Singh, and he has received a reply from Mr. Chandra Shekhar Singh that the Bihar Government has no objection to this proposal. I also suggested to Dr. Jagannath Mishra, when he was the Chief Minister of Bihar, that the Giridih station should be named after Acharya Jagadis Chandra Bose, that eminent scientist, because many of his epoch-making discoveries were made at Giridih itself. Dr. Jagannath Mishra at that time said to me, orally of course, that he had no objection and if a proposal was made to him he was willing to agree. I do not know about the attitude of the present Bihar Government under the leadership of Mr. Chandra Shekhar Singh, and the hon. Minister would kindly make inquiries in this regard also and take appropriate steps.

The Railway Minister has this time come forward with a new slogan, the slogan of "A Better Tomorrow." We hope that in 1984-85 this promise would be duly fulfilled by his Ministry.

Thank you.

SHRI V. GOPALSAMY (Tamil Nadu): Mr. Vice-Chairman, Sir, I am so grateful to you for this opportunity. With much disappointment I would like to express some of my views on the railway budget which is being discussed here.

Sir, our great leaders shout from the housetops and preach sermons about integration of this country. I want to know whether this budget is meant for the whole of India or for the whole of the north or whether this budget is meant for India minus the State of Tamil Nadu.

I am speaking with authority; I am speaking after careful study of the budget papers. Sir, our protests have fallen on deaf ears. I think this is the fifth time that I am speaking on a railway budget. Every time I voiced that the State of Tamil Nadu is totally, completely neglected. You can see the network of railways in Tamil Nadu. But, that network of railways is the legacy of the British. The credit for this does not go to the Indian Government after Independence. I can say that the whole of south has been neglected. Mr. Jaffar Sharief is also from the south but he won't care for the south; at times he will care for Bangalore and Karnataka. You see the allocation of funds in the budget for the Eastern Railway, Western Railway and Northern Railway and then you come to Southern Railway. Sir, I am not going to plead here; we are not begging here. We are also equal citizen of this country. Whereas you are allocating Rs. 80 crores for the Metro system in Calcutta, you are allotting just Rs. 75 lakhs for Madras. Of course, the former Chief Justice of the Calcutta High Court was happy. I am not against the friends from West Bengal.

When they are getting Rs. 80 crores, why not my State? This is my question. Tamil Nadu is not a colony of India, but you are treating it as a colony. Even before the Calcutta proposal was considered, the proposal for the metro system in Madras was under consideration. You have spent Rs. 246 crores and 13 lakhs for Calcutta; and again you have given Rs. 80 crores and 70 lakhs this year. But for the city of Madras you have spent only Rs. 95 lakhs; and this time you have allotted Rs. 5 lakhs. And you preach sermons to us and say that these are partisan attitudes, secessionist attitudes. If I demand something for my State and you say that is separation, I am for separation. If you say the same thing, if you say that we should demand here more funds or a proper share from the Centre, I won't accept it. When our great leader Anna was here, before we gave the separation call, he said: "VADAKKU VALARGI RATHU THERKU THEY-GIRATHU" (North flourishes; South vanishes). Now I am compelled to raise the same slogan again. Why? After becoming the Chief Minister of Tamil Nadu, Anna when he gave an address before the student community stated: "We have given up the philosophy of separation, the philosophy of Drivadathan but the reasons are alive. We should not forget that." If things are carried on like this, posterity will definitely raise the slogan again.

Sir, from 1947 onwards, only one railway line from Tirunelveli to Nagercoil, a broad gauge line, was constructed. That was also given to the Trivandrum Division. But that is a different matter. On 7th December, 1983, on the floor of this House, I wanted a specific reply from Shri Ghani Khan Choudhury why the Karur-Dindigal project had been neglected; and I cited from the Explanatory Memorandum that for all the other 74 projects the date of completion was mentioned, but not for this particular project. The Minister was not able to give any reply; and our hon. Chairman gave the reply that the

Minister had no reply, that the Government of India had no reply. This is the observation made by the Chairman.

Now, Sir, this is the Explanatory Memorandum for the year 1984-85. This time they have not given the date of completion for Karur-Dindigal as also for 30 more projects. They have not given the date of completion. Our officials are very clever, cunningly clever. You have spent so far Rs. 6 crores for the Kuror-Dindigal project, whereas the total cost is about Rs. 50 crores. As you correctly stated due to escalation in costs, this will go up to Rs. 200 crores. The project will never get completed. There were bandhs, processions, meetings in all towns and cities, irrespective of political ideologies; Kuror, Dindigul, Sattur, Tuticorin and so on. Irrespective of their political ideologies, all the political parties joined together and they conducted processions, they conducted meetings, and they observe hartals, bans and all that. What for?

And some people rushed to Delhi, gave a memorandum to the hon. Prime Minister of India, and they gave a statement to the Press that the Prime Minister was going to consider. What have they considered? Again you have allowed very meagre funds.

Not only that, Sir, I am coming from that particular region. I am coming from the Tirunelveli District. Here a serious danger is facing us. Hon. Mr. Jaffar Sharief, I hope you will understand my agony. Here at page 30 of the Explanatory Memorandum on the Railway Budget, 1984-85 you have mentioned, and I quote:

"Construction of (i) BG line from Karur to Dindigul (72.9 kms)."

I do not object. That is well and good. Then:

"(ii) Parallel Broad Gauge line from Dindigul to Maduria (64.23 kms)."

[Shri V. Gopalsamy]

Of course, that is also to be welcomed. But what about the conversion from MG to BG from Maudrai to Maniyachi (12725 kms.)? Sir, from Maudrai to Maniyachi they are going to convert the line. We should know that there is a railway line from Madras up to Tirunelveli. That is a MG line that is running via Chinglepet, Villupuram, Viridhachalam, Tiruchirappalli, Dindigul and Madurai. Beyond Madurai it goes to Tirumadgalam, Virudunagar, Satur, Kovilpatti, Kadambar, Maniyachi and Tirunelveli. You are converting the line between Madurai and Maniyachi. That means, you are going to abandon the MG line, you are going to abandon the MG line between Dindigul and Madurai. But you are going to abandon this MG line between Madurai and Maniyachi. What will happen if the passengers travel by train from Madras from the southern districts particularly, is that when travel from Madras they have to get down at Madurai. The bogies would have to be changed because beyond there would not be any MG line. From Madras up to Madurai, there would be the MG line which is the only line. Between Dindigul and Madurai, you are going to have parallel lines, both MG and BG lines but beyond Madurai up to Maniyachi you are going to abandon the MG line and you are going to convert it into BG line. Then, all the passengers would be subjected to hardships, undescribable hardship and sufferings. They would have to change to a BG coach. Sir, beyond Maniyachi up to Tirunelveli there will be a parallel line. This is a very serious thing. You should come to the conclusion that there should be parallel line construction. Otherwise, what will happen? I warn this Government that the people in that area will revolt, will agitate. They will not allow you to touch that line. I know what I am saying. I know the meaning of it. We would not allow you to touch that line. Lakhs of people will be subjected to hardships beyond Madurai. You have not provided any railway line, any project for us. But

you are putting us into difficulties. So, you have to reconsider the decision. The people would not be aware, they are not aware, of these things, the seriousness of it. (*Time bell rings*) Kindly, Sir. Please. If they come to know what is going to happen, definitely there will be agitation. We would not allow the Government to touch that line. Why should we suffer? Instead of suffering for years, let us suffer in jails. You can come and arrest us, and you can put us behind bars. But we are prepared to undergo imprisonment. Whatever punishment you may give, but we would not allow you to touch that line. From Madurai to Maniyachi, there should not be any conversion. You construct a parallel line as you are proposing to construct a parallel line between Dindigul and Madurai.

Sir, now again the question about the construction of the coach factory. Last year, when I spoke on the Railway Budget, I stressed the need for opening of an additional railway coach factory. I demand expansion of the coach factory because the infrastructure is readily available there at Perumbur.

Apart from that I demanded an additional railway coach factory in one of the backward districts of Tamil Nadu, in Madurai Ramnad or Tirunelveli. The hon. Minister for Railways in his letter No. 83-M447/27 dated the 27th July, 1983, to me assured me that this would be duly considered. But, Sir, now I am shocked to learn that they are considering some other place in some other state. Hon. Minister, Mr. Jaffar Sharief, you should do justice not only for your state but to the South. I am really so jealous of Mr. Ghani Khan Choudhury for his attitude towards West Bengal. He will not win elections there whatever be the amount you allot, you cannot defeat the Marxists there; but anyhow they are getting so much allocation.

SHRI RAMANAND YADAV  
(Bihar): You are under a wrong impression.

**SHRI V. GOPALSAMY:** History will tell, time will tell. In order to win the people, in order to win their confidence, you are allotting funds like anything for that State. But you are neglecting the whole South, particularly the State of Tamil Nadu.

Sir, I want to bring to the notice of the hon Minister one point about restructuring of the grades of staff on the Indian Railways. The cadre of Railway Station Masters and some other operating staff has been restructured, allotting 90 per cent of the strength for higher grades and 10 per cent for the initial recruitment grade. Am I correct? While congratulating the hon. Minister of Railways for this kind gesture, it has to be pointed out that the various grades of other cadres have not been restructured on par with the Station Master. I can give some illustrations, but due to the time factor, I am not going into that. So justice and fair play warrants restructuring of all the cadres in the same proportion.

**THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN):** Please cover all the other important points. The Minister wants to intervene after you finish.

**SHRI V. GOPALSAMY:** Before I conclude, I would like to draw the attention of the hon. Minister to a very serious matter. I have got great respect for the officers of the Railway Department. Sir, our technocrats, engineers from the South have contributed a lot to the Indian Railways.

**SHRI RAMANAND YADAV:** Point of order.

मेरा प्वाइंट आफ़ ऑर्डर है कि उनको आफ़िसर्स की तरफ़ प्वाइंट आउट नहीं करना चाहिए।

He should not point out like that. He should withdraw it.

**THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN):** It is the practice

and convention not to refer to persons other than those in the precincts of this chamber.

**SHRI V. GOPALSAMY:** All right. At times we refer to the official Gallery just like that it is not a serious matter.

**THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN):** You make your point.

**SHRI V. GOPALSAMY:** Because Mr. Yadav is hurt—I know for what reasons....

**SHRI RAMANAND YADAV:** He can criticise the entire officers of the Railway Department, but those officers who are sitting here should not be pointed out by him.

**THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN):** Nothing personal. You proceed.

**SHRI V. GOPALSAMY:** If it is wrong, I stand corrected. The officials are serving the society; they are serving the country. I have got respect for the Railway official who are working under the Ministry.

**THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN):** What have they done?

**SHRI V. GOPALSAMY:** But some of the officials want to please some body and they become politically-minded and they do some activities which are not expected of them. Sir, the other day, some controversy was raised about a train incident and Mr. Yadav also was pained.

**THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN):** Please don't raise controversies.

**SHRI V. GOPALSAMY:** I am not going to repeat it, particularly when my friend is not here. I would not take that opportunity; I am not of that type. No, no I won't do it in his absence. But when that controversy was raised, I explained the episode Mem-

[Shri V. Gopalsamy]

bers of this House were convinced. Even my friends from the Congress Party were convinced. Here an officer working in the Railway Department—he is Chief Commercial Superintendent in Madras, Mr. Nair by name....

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): Don't mention it.

SHRI V. GOPALSAMY: ...this Nair is writing a letter to the former Chief Minister of Tamil Nadu *suo motu*. There was no correspondence from the side of the former Chief Minister of Tamil Nadu.

But this officer, *suo motu*, is advising the former Chief Minister of Tamil Nadu. Mr. Minister, I would like to inform you. I could establish what I am going to say, what has happened. This is the letter from the Chief Commercial Superintendent, No. C. 51813/784 dated 7-2-1984 from Headquarters Office, Madras to Dr. M. Karunanidhi, Madras.

"It is learnt that you had occupied B compartment from Madurai even though you were advised by the Railway staff that the State Minister had been allotted B compartment and would be boarding the train at Dindigul. When the train arrived at Dindigul and on finding that had not vacated the B compartment and that the train detained on this account, the State Minister travelled in a 4-berth compartment. This has caused considerable embarrassment to the Railway Administration and inconvenience to the Minister besides considerable detention to the train at Dindigul and consequent late running.

It is requested that in future you may occupy only the accommodation allotted to you specifically so that detention to trains of inconvenience to other passengers and all-round embarrassment can be avoided."

He is advising he has not verified what happened. This is not his business to advise political leaders. He should know what happened. Mr. Karunanidhi was not at all informed by the railway staff. That can be verified. He was not informed. He was only informed that the entire coupe was allotted and that he could occupy it. Only on that account he occupied it. And I was an eye-witness to that episode. Now this Commercial Superintendent becomes a politician and in order to please some foul man somewhere he has written a letter. Not only that. The Minister should go through this and call for an explanation. He should know what happened, he should verify. And then, under no circumstances is an officer expected to write a letter *suo motu* to a former Chief Minister of Tamil Nadu like this advising him. When I saw this letter I got a shock of my life. Again, on the basis of this letter here comes the other gentleman, the General Manager of the Southern Railway; he has written a letter to the concerned Minister and in that letter he refers to the conduct of the former Chief Minister of Tamil Nadu and in that letter he says.—

"The Railway Administration is also writing to Dr. Karunanidhi pointing out that but for the good gesture and timely response shown by you to travel in the 4-berth compartment, the situation would have been embarrassing. It is a gesture on your part to avoid an ugly situation and the train could proceed on its onward journey I must thank You for this good gesture.

The Railway Administration has also written to Dr. M. Karunanidhi pointing out that but for your good gesture the episode would have taken an ugly turn. We hope and trust that in future such awkward situations would not be allowed to occur causing inconvenience o all concerned."

I swear by my conscience that Mr. Karunanidhi was not at all informed by the railway officials...

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): There must be two sides to the story. You have placed your version. Now you go to the other points.

SHRI V. GOPALSAMY: I could establish my case because one doctor, who is above politics,—he was born in Gujarat and is now serving in California—is another eye witness he is not a DMK man; he is not a Congressman he does not belong to any political party. That doctor also travelled in the 4-berth compartment and he moved to the second class A/C sleeper coach and the difference of money I paid to the railway officials. You could know from the chart. But without ascertaining, without verifying what happened, some railway official writing letters to the former Chief Minister like this, I don't think anybody from this House will accept this. I would request the hon'ble Minister that the officials should be reprimanded; otherwise, they will write letters to you, to each and every Member of Parliament like this. This is high-handed action and I hope and trust that the hon'ble Minister will look into this matter and take necessary disciplinary action against those officials who have written these letters. Thank you.

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): The Minister of State for Railways will now intervene.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): Mr. Vice-Chairman.....

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI KALP NATH RAI): On a point of order. Now, you have asked the Minister to intervene in the debate. No opposition Member representing any recognised party is present.....

SHRI V. GOPALSAMY: I am also a member from the opposition.

SHRI KALP NATH RAI: Nobody representing CPI, CPI(M), BJP, Lok Dal, Janata or any recognised political party is present....

SHRI V. GOPALSAMY: What do you mean by 'recognised party'?

SHRI KALP NATH RAI: An important discussion is going on in the House and the Minister is now going to intervene on such an important subject as Railway Budget. But the opposition parties are completely absent. Yesterday you gave a ruling. Today again opposition parties are absent. In the Business Advisory Committee they say that Parliament is not running as it should and it should sit for two months, etc. I want you to give a directive so that the opposition Members remain present in the House on such important occasions like this.

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): The short point raised by the Hon'ble Minister.....

SHRI V. GOPALSAMY: When we were discussing the President's Address both the mover and seconder were absent. I want to know whether they were advised similarly.

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): Yesterday also the Hon'ble Minister raised this point, that the opposition Members were absent. There could be no effective ruling on this. But the Chair can always advise that in the interests of Parliamentary democracy and since everybody is interested in the effective functioning of democracy in this country, there should be effective participation in all debates. The Hon'ble Minister is right that in the Business Advisory Committee all the parties ask for more time. It is only fair that persons who have taken part in the debate should also be present in the House to listen to the points of view of others, particularly when the Minister is going to intervene. Even otherwise it should be so. This is exactly how Parliament should function. Members may be absent for valid reasons. Still it is a



[Shri R. Ramakrishnan]

sad commentary that both yesterday and today and also on very many important occasions the attendance is rather thin. It does not speak very highly about our functioning. Therefore, it is hoped that this ruling will be taken not of and in future during important debates or when the House is sitting late it is hoped that there will be proper representation from all sides.

श्री रामानन्द यादव : मेरा भी पॉइंट आफ़ ऑर्डर है। अभी यहाँ पर अपोज़िशन का कोई रिसपोसिबल लीडर नहीं है... (व्यवधान)। निगम साहब तो हैं, लेकिन, वे भी मेरे जैसे हैं। मेरा कहना यह है कि रिकॉग्नाइज्ड अपोज़िशन पार्टियों के लीडर्स यहाँ पर रहें और उनके सामने मंत्री जी अपना रिप्लाय करें तो अच्छा है।

उपसभाध्यक्ष (श्री अ. र. रामकृष्णन्) : अभी तो वे इन्टरमीन कर रहे हैं।

श्री रामानन्द यादव : तब तो ठीक है।

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): The Hon'ble Minister may continue.

SHRI C. K. JAFFAR SHARIEF: Mr. Vice-Chairman, I am grateful to you for giving me this opportunity to intervene in the debate on Railway Budget. Just now I have listened to the very emotional speech of Shri Gopalsamy with regard to that unfortunate incident involving his party leader. He read out the contents of the letter which clearly speaks out that something has gone wrong. I can certainly assure him that we will look into the matter and find out what prompted them to write such letters...

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): After hearing both sides.

SHRI C. K. JAFFAR SHARIEF: Of Course.

Shri Gopalsamy was so much agitated on this issue. He said that he was speaking on the Railway Budget for the fifth time pointing out how South is being neglected. As he knows I also come from the South.

Sir, he was addressing on the fifth Railway Budget. But, for your information, I am the fifth Railway Minister from Karnataka: Our predecessors, right from Mr. Dasappa, Mr. Poonacha, Mr. Hanumanthaiya, Mr. T.A. Pai and now I am the fifth man in the Government associated with the Railway Minister. Sir, let us look at the past. All these great statesmen, as Mr. Gopalsamy has said—did they lack vision, did they not have love or affection for the regions from where they came? It is not so. They looked to the broader perspective, the objective, before the country, the priorities and the economic development of the country. It is that approach which has guided any expansion or any development programme that has taken place in the country.

Sir, not only Mr. Gopalsamy but even some of the earlier speakers also made personal references to me, saying that I am doing more for Bangalore. Sir, I must make it very clear that I for one would feel that if a Minister looks after his region or constituency is much as any other region or any part of the country, it is not a crime. But whatever we do, it should be legitimate it stands to reason.

Sir, I personally feel that if I have done anything which is not legitimate, which is not justified, it is a sin. I have committed a crime against the nation and the people. I do not think that done anything like that.

Sir, there were two on-going projects. One is the Bangalore-Guntakul conversion. The policy of the Government is to complete the on-going projects, which are nearing completion. This was only completed. The second is the wheel and axle plant which is now ready for commissioning, which is a plant on which crores of rupees are

being spent to save foreign exchange. These are the only two things which are ready and nearing completion which have been completed. Beyond this, there is nothing which I have done, which one can attribute that I have done much for the people of Bangalore, Karnataka. On the contrary, as you have expressed the agency...

SHRI V. GOPALSAMY: This time you have also been neglected. (Interruptions)

SHRI C. K. JAFFAR SHARIEF: Please bear with me. My people also express their anger that I have not been able to do much for them.

Sir, my experience for the last four-and-a-half years or more than five years now. . . (Interruptions)

श्री लडलो मोहन निगम (मध्य प्रदेश) : उपसभाध्यक्ष महोदय, मैं सिर्फ सूचना के लिये मंत्री जी से एक निवेदन करना चाहता हूँ क्योंकि मंत्री जी जो बातें कर रहे हैं कि जो रेल मंत्री रहे हैं व निष्ठा रहे हैं और उन्होंने अपने चुनाव क्षेत्रों के लिये कुछ नहीं किया। मैं उाही सूचना के लिये एक ताजा उदाहरण देना चाहता हूँ। क्या यह सच नहीं है कि इससे वक्त जो मौजूदा रेल मंत्री हैं चौधरी साहब वह खाली यही नहीं, एक डिवीजन ही मालदा टाउन में बनाने जा रहे हैं।

उपसभाध्यक्ष (श्री आर. रामःणन) : यह सब बोल दिया है।

श्री लडलो मोहन निगम : उपसभाध्यक्ष महोदय, मैं कह रहा हूँ, मैं मंत्री महोदय पर आरोप नहीं लगा रहा हूँ। स्वाभाविक है, घुटना पेट की तरफ झुकता है। मैं यह कह रहा हूँ कि जो लोगो की सामान्य मांगें हैं उनको नजरदाज करके एक मंत्री अपने एक

शहर को डिवीजन बनाना चाहे दो करोड़ का उसके लिए प्रावधान करे और 20 लाख रुपये सेशन कर दें जो आपने बजट का मन्सूबा दिया है उसमें आइटम नम्बर 24 पेज 35 में उन्होंने 20 लाख रुपये रखे हैं यह कहां तक न्यायोचित बात है ?

उपसभाध्यक्ष (श्री आर. रामःणन) : माननीय सदस्य सब बोल चुके हैं। यह कोई नया प्वाइंट नहीं है।

श्री लडलो मोहन निगम : आप यह कह रहे हैं कि मंत्री लोग नहीं करते हैं और इतना करने के बाद भी... (व्यवधान) यह नहीं होना चाहिये।

SHRI C. K. JAFFAR SHARIEF: Sir, I am speaking only for myself. Tomorrow the Minister is going to reply and Mr. Nigam has got the right to ask him. He can do so. I am speaking about myself. Mr. Gopalsamy referred to me and other Members also referred to me.

श्री लडलो मोहन निगम : आप मंत्री जी से इस का जवाब दिलाने की कृपा करें।

उपसभाध्यक्ष (श्री आर. रामःणन) : यह सब नोट किया है।

SHRI C. K. JAFFAR SHARIEF: Secondly, there was a charge by some Members in the morning saying that some relations and guests travel to Kashmir or they travel to Agra or Jaipur and so on and so forth and that we misuse our officials. Let me clarify it. They attributed it to the Minister. So far as I am concerned, I have got nothing to do nor is it in any way concerned with me. None of my relations and friends have gone like that and our official machinery has not been used for that purpose.

Coming to the budget, Sir, it is very heartening to note that the Railway

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Budget has been well received both inside the House and outside. I share with the Members their concern about the need for allocating additional resources to the Railway to meet their rehabilitation and development needs. It will be our endeavour to try and get additional resources during the course of the year for stepping up the outlays against various on-going projects. In this brief intervention, I shall attempt to cover some of the more important but specific points raised in the course of the debate. The points of a general nature will be covered by my senior colleague while winding up the debate.

Dr. Adiseshiah wanted to know the reasons why revenue-earning freight traffic has been raised from 230 million tonnes in 1983-84 to 245 tonnes in 1984-85. The revenue earning freight traffic in a budget year is fixed in consultation with the Planning Commission with reference to the Railway's capacity to carry and also the anticipated offer of traffic mainly from the bulk users. The target of 245 tonnes fixed is considered quite realistic keeping in view the Railway's capacity to carry and also the anticipated offer of traffic. It may be recalled that in 1983-84, the target was 241 million tonnes, but this could not materialise because of non-offering of projected traffic by the core sector. Dr. Adiseshiah's analysis that the shortfall was due to the Railways not being able to carry the traffic is, I am afraid, not correct. The shortfall has occurred in certain specific areas and these have been analysed as being due to shortfall in offering of traffic and not due to the Railway's inability to carry the same. In fact, in certain other areas, such as cement, foodgrains, etc., the Railways have carried more than the budgeted traffic.

The Railways do have the capacity to carry the traffic budgetted for 1984-85. On the basis of the traffic likely to materialise the Planning Commission has, in fact, been suggesting that the Railways should work to a higher target of 250 million tonnes.

Sir, Dr. Adiseshiah wanted to know what the Deferred Dividend Liability Account is. In the years in which the Railways do not generate adequate net revenue to pay to the General Exchequer, the prescribed dividend, the shortfall is transferred to a deferred Dividend Liability Account. In years in which there is a net surplus available after meeting the Dividend payment and also the expenditure chargeable to the Development Fund, such surplus is used for reducing the Deferred Dividend Liability outstanding as on that date. Due to the Net Railway Revenue of Rs 420 crores being inadequate to pay the full prescribed Dividend of Rs. 490 crores in 1984-85, the shortfall of Rs. 70 crores has been transferred to the Deferred Dividend Liability Account. I hope the position is clear.

The Railways are fully alive to the seriousness of the arrears of track renewals. As the hon. Members would have noticed, the allocation of funds for this purpose in 1984-85 has been stepped up to Rs. 350 crores as compared to Rs. 290 crores in 1983-84 and Rs. 247 crores in 1982-83. As the percentage, the expenditure proposed for 1984-85 is 42 per cent more than the actual expenditure in 1982-83. In physical terms, as against an actual achievement of about 1900 kms of track renewal in 1982-83, the target for 1983-84 is 2100 kms and that for 1984-85, 2500 kms. Heavier track structures with 52 Kg. rails and concrete sleepers with elastic fastenings are being laid on important routes. On sections having traffic density of over 20 GMT, even 60 Kg. rails are being laid. Concerted efforts are being made to secure higher allocation of funds and increase the pace of track renewals still further.

Dr. Adiseshiah referred to the Railway Reform Committee's recommendation regarding the contribution to the Depreciation Reserved Fund. In

figure of Rs. 1110 crores mentioned by him, Rs. 850 crores was to be contributed by the Railways and Rs. 260 crores was to come as a subsidy from the General Exchequer. The Railways have gradually stepped up their contribution to the Depreciation Reserve Fund from Rs. 220 crores in 1980-81 to Rs. 850 crores in 1983-84. The same level has been retained in 1984-85 also. Sir, I am grateful to my hon. friend, Mr. Nigam, who initiated the debate in this house and who also spoke on the same aspect and supported us by saying that the Planning Commission should make more allocation for this work. Sir, some of the hon. Members have commented adversely on the pace of implementation of the Railway Reform Committee's recommendations. I would like to assure the hon. Members that there has been no wilful delay in the implementation of these recommendations. Several of these recommendations involved and the consultations with other Departments and Ministries of the Government. More important, they also involved heavy financial outlays. It is in this context that it has been mentioned in the Budget Speech that we are awaiting eagerly the report of the Railway Reforms Committee in regard to raising of the massive resources required for development and rehabilitation on the Railways.

Sir our friends, Shri A. G. Kulkarni and Shri Hanumanthappa referred to the conversion of the line from Miraj to Bangalore. The survey 7 P.M. has been carried out and the reports are under examination. The decision on the conversion project will be taken after the completion of the examination and in consultation with the Planning Commission. Our endeavour is to see that it is taken in the Seventh Plan.

Shri A. G. Kulkarni raised a point regarding the transfer of Miraj-Pune line from South Central Railway to the Central Railway. The entire question of reorganisation of railways is currently being examined by the Railway Reforms Committee. The

demand of transfer of Miraj-Pune line from South Central Railway to the Central Railway has also been referred to the Committee for their consideration. The report in the matter is awaited.

Sir, some Members complained about the lack of participation by the minority communities at all levels in the railways. There were also complaints regarding discrimination in the matter of appointments and promotions against members of the minority communities and Scheduled Castes and Scheduled Tribes.

In the matter of reservation of jobs in the Railway services the Ministry of Railways is following the instructions issued by the Ministry of Home Affairs and the directive given by the Prime Minister. The railways have been instructed on 1-6-1983 that in the Selection Boards for recruitment to Grade 'C' and Grade 'D' posts, in addition to a Member from SC/ST community, they should also include one Member from the minority communities. A cell is already functioning in the Ministry of Railways to oversee the implementation of the reservation rules. Sir, I have also given an assurance to this very effect on the floor of this House. During the last debate on the Supplementary Grants some Members expressed the apprehension that the official members will not be able to protect the interests of the weaker sections. I have made a commitment to this House that invariably there will be non-official Members selected who will be able to guard the interests of the weaker sections and the minority communities.

Sir, Shri Ajit Kumar Sharma mentioned that the North East Frontier Railway have systematically ignored candidates from local areas like Assam, Arunachal Pradesh and Meghalaya in the matter of appointment on railways. I would like to inform the hon. Member that separate Railway Service Commissions have been set up in different regions in order to meet the aspirations of the local per-

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sons. In fact, the Railway Reforms Committee has not accepted this but we have not agreed to their suggestions. What I mean about the Railway Reforms Committee recommendation is that they have observed that a Service Commission on the basis of a State or region would not be proper. But looking at the feelings and the sentiments expressed by the hon. Members time and again here and the feelings outside we have not agreed to such suggestion and the Government is keen about the sense of involvement and sense of participation by other regions. It is therefore that the Commissions have been established in every region.

Sir, some Members referred to the inadequacy of the quota allotted to Hubli on the Mahalaxmi Express train. Hubli station is already provided with a quota of berths in various classes including 66 in the Second Class 3-tier by the Mahalaxmi Express train. It has, however, been decided that with effect from 1-4-1984, additional 72 berths quota in the Second Class will be transferred from Southern Railway to South Central Railway to be distributed to the various stations on their system on the basis of requirements.

Then, Sir, some hon. Members referred to police personnel travelling without proper tickets in reserved compartments in upper classes causing inconvenience to bonafide passengers. The question of ticketless and irregular travel by police personnel has been engaging the attention of the Ministry of Railways and the Ministry of Home Affairs. Instructions have been issued to the railways that police personnel detected travelling irregularly in trains should not only be charged like other ticketless passengers but a report should also be made to the concerned Inspector General of Police who have been requested to take suitable departmental action against such officials. The Min-

istry of Home Affairs have also suitably addressed the State Government in the matter. Shri Hanumanthappa referred to non-providing woollen uniforms to Parliament House canteen staff. Sir, as per the existing dress regulations on the Railways, all staff working in static departmental catering units are supplied with one woollen jersey once in two years. The staff working in the Parliament House canteen are also entitled to the same. As per the revised dress regulations which will come into force from the ensuing summer, bearers and other class IV staff working in the Parliament House canteen will be entitled to one set of woollen uniform and one woollen jersey once in two years.

I must make use of this opportunity to mention that there has been a dissatisfaction also among the Station Masters, the Guards and others who have been complaining about the uniforms. We have told the Administration, when we spend so much of money, they should see to the comforts and see that proper uniforms are stitched so that the staff look smart so that it is convenient for them to perform their duty.

About catering service, many Members have criticised these services on the Railways. I am aware of the extent of dissatisfaction. I do not want to give any excuses or explanation. There are problems when such a large number of passengers travelling over the length and breadth of India have to be served the meals, to satisfy their individual tastes. But I accept that clean wholesome food has to be given to the passengers, and that is our responsibility. I also accept that whatever steps we have taken so far, have not been adequate. Unless we get professionally trained cooks, bearers and managers, things will not improve. That is why we are thinking in terms of a separate corporation, managed by professionally trained staff. I concede it will take some time.

But till then, I can only promise that inspections will be intensified and accountability for inefficiency introduced both in respect of departmental and contract catering services.

It has not been possible for me to touch upon all the points raised by the hon. Member. But this demands and also their suggestions have been duly taken note of and it will be our endeavour to implement as many of them as is practicable within the constraints we face.

**THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN):** Including the points mentioned by me, for which officials have not given you the typed reply.

**SHRI C. K. JAFFAR SHARIEF:** I thank the hon. Members and to you for giving me this opportunity to intervene and rest of the points which have not been covered by me, will be replied to by my senior colleague tomorrow. Thank you.

**श्री लाडलीमोहन निगम :** कल्पनाथ जी ने कल भी और आज भी यह प्रश्न उठाया, सही है संसद के सदस्य बहस में मौजूद रहें।

**श्री कल्प नाथ राय :** मैंने कहा विरोधी दल के सदस्य और नेता नहीं रहते हैं और रोज मांग करते हैं सदन एक मंहीना और बढ़ा दिया जाय। एक भी विरोधी दल का नेता मौजूद नहीं है।

**श्री लाडली मोहननिगम :** मैं आप ही की बात कर रहा हूँ। आप को ख्याल होगा कि मैंने यहां तक कहा था, जब आप के स्थान पर पीठासीन था, कि मंत्री महोदय उन्हीं सदस्यों का जवाब दे जो मौजूद हों, वरना न दें। मैं आप से एक ही निवेदन करना चाहता हूँ कि दें गलत परम्परा है, लेकिन कोई बात

एक तरफा नहीं होनी चाहिए। कोरम पूरा करने की जिम्मेदारी सत्ताह्द दल की होती है। बार बार इस प्रश्न को उठा कर सदन को कहा जाय—मैं मानता हूँ और मैं कोशिश करता हूँ कि आखीर तक बैठूँ—मैं इतना ही निवेदन करना चाहता हूँ कि बार-बार इस प्रश्न को इस तरह न उठाया जाय, मंत्री जी को विरोधी दलों के साथ इस बात की चर्चा कर लेनी चाहिए। अगर यह प्रश्न इस तरह उठाया जाता है तो फिर मेरे जैसे लोगों के धीरज की भी सीमा होती है। मेरा जैसा आदमी भी अगर कोरम का प्रश्न उठा देता तो फिर क्या होता। वही होता जो लोकसभा में बूटा सिंह जी ने... (व्यवधान) रामानन्द जी, मैं जिम्मेदारी से नहीं भागता हूँ। तो विरोधी दलों के सहयोग से ही कोरम आप ने लोक सभा में पूरा किया था। तो मैं चाहता हूँ कि सत्ताह्द दल यह बात अगर उठाये तो मोर को अपने पैर पहले देख लेने चाहिए।

**THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN):** The point is, there should be co-operation from all sides.

**श्री कल्प नाथ राय :** एक भी नेता मौजूद नहीं था और आप देश की जनता की बात करते हैं।

**THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN):** Only when there is co-operation, the Parliamentary democracy will be better run. Now, Shri Ramanand Yadav.

**श्री रामानन्द यादव :** पिछला बजट पेश करते वक्त, उपसभाध्यक्ष महोदय, रेल मंत्री जी ने कहा था कि...

उप सभाध्यक्ष (श्री आर० रामकृष्णन) :

ठीक है। आप कल कांटीन्यू कीजियेगा।

The debate will be resumed tomorrow.

The House stands adjourned till 11 a.m. to-morrow.

The House then adjourned at eleven minutes past seven of the clock, till eleven of the clock, on Thursday, the 8th March, 1984.