

श्री उपसभापति : अब सदन की कार्यवाही सवा दो बजे तक के लिए स्थगित की जाती है।

The House then adjourned for lunch at thirty-four minutes past one of the clock.

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

MESSAGES FROM THE LOK SABHA

(I) The Punjab Appropriation (Vote on Account) Bill, 1984.

(II) The Punjab Appropriation Bill, 1984.

THE VICE-CHAIRMAN [DR. (SHRIMATI) NAJMA HEPTULLA]: Messages from the Lok Sabha. Secretary-General.

SECRETARY-GENERAL: Madam, I have to report to the House the following messages received from the Lok Sabha, signed by the Secretary-General of the Lok Sabha:—

(I)

"In accordance with the provisions of Rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose the Punjab Appropriation (Vote on Account) Bill, 1984, as passed by Lok Sabha at its sitting held on the 19th March, 1984.

The Speaker has certified that this Bill is a money Bill."

(II)

"In accordance with the provisions of Rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose the Punjab Appropriation Bill, 1984, as passed by Lok Sabha at its sitting held on the 19th March, 1984.

The Speaker has certified that this Bill is a Money Bill."

Madam, I lay a copy each of the Bills on the Table.

I. RESOLUTION ON RECOMMENDATIONS MADE IN THE REPORT OF THE RAILWAY CONVENTION COMMITTEE

II. THE APPROPRIATION (RAILWAYS) BILL, 1984

III. THE APPROPRIATION (RAILWAYS) NO. 2 BILL, 1984

IV. THE APPROPRIATION (RAILWAYS) NO. 3 BILL, 1984.

THE VICE-CHAIRMAN [DR. (SHRIMATI) NAJMA HEPTULLA]: We will take up the Resolution, the Appropriation (Railways) Bill, 1984, the Appropriation (Railways) No. 2 Bill, 1984 and the Appropriation (Railways) No. 3 Bill, 1984, together.

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): Madam, I beg to move the following Resolution:

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

Madam, the Railway Convention Committee, 1980, was constituted in October, 1980, by a resolution adopted by both Houses in August 1980, to review the rate of dividend payable by the Railway undertaking to the General Revenues as well as other ancillary matters in connection with the relationship between Railway Finance and General Finance

and make recommendations thereon. The Committee selected for examination 16 subjects covering various facts of railway working including Sixth Plan projections, contribution to Depreciation Reserve Fund and Rate of Dividend, etc. Memoranda on all these subjects have been submitted by the Ministry of Railways to the Railways Convention Committee in addition to two Interim Memoranda and one Supplementary Memorandum. The Committee have already considered some of these subjects and have submitted their reports thereon, e.g. Rate of Dividend payable by the Railways to the General Revenues, Rules of Allocation, Fifth Plan performance and cost of operation of Railways. The Railway Convention Committee, in their Seventh Report on Rate of Dividend for the years 1980-81 to 1983-84 and other ancillary matters" had, *inter alia*, recommended that the Railways would pay a dividend of 6.5 per cent on all capital made available, less elements on which subsidy is calculated, after 1-4-1980 instead of the earlier rate of 6 per cent. This rate of 6.5 per cent has been fixed with reference to the average borrowing rate of Government anticipated for 1980-85. In addition, the quantum of payments to States in lieu of Passenger Fare Tax, etc., was also increased by raising the rate of contribution on pre-March 1964 capital from one per cent to 1.5 per cent, i.e., the estimated payment increasing from Rs. 17.52 crores approximately to about Rs. 26.74 crores per annum. These recommendations were applicable for the first four years of the Sixth Plan period (1980-84) and were approved by this House.

Having regard to the fact that the Convention Committee's recommendations for the last year of the Sixth Plan (1984-85) were not finalised, a Supplementary Memorandum had been submitted to the Railway Convention Committee requesting whether, while framing the Budget for 1984-85 pending their final recommendations, the basis applicable to

the year 1983-84 as per their Seventh Report, may be made applicable for the year 1984-85 also. The Railway Convention Committee, in their Tenth Report presented to the Parliament on 24-2-1984 have agreed to this proposal of the Railways. As I mentioned in the Budget speech itself, I had adopted the basis applicable to 1980-84 for the year 1984-85 also subject to any adjustments that may become necessary later on. The Railway Convention Committee's recommendations now under consideration confirm what I have done.

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

Madam, I also move:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1984-85 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

Madam, I also move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1983-84 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

Madam, I also move:

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amount spent on certain services for the purposes of Railways during financial year ended on the 31st day of March, 1982 in excess of the amounts granted for those services and for that year, as passed by the

[Shri A. A. Ghani Khan Choudhury]

Lok Sabha, be taken into consideration."

The questions were proposed.

श्री लालजी मोहन निगम (मध्य प्रदेश) :
मोहाराजा, मंत्री जी रेलवे विनियोग विधेयक द्वारा तात्कालिक पैसों को मांग के संबंध में सदन के समक्ष आये हैं। बजट पर मामले में रेलवे के सारे कार्य-कलापों पर लम्बी चर्चा हो चुकी है। मैं कुछ कहने से पहले एक चीज जरूर चाहूंगा कि अभी रेलवे कनवेंशन कमेटी ने जो अंतिम रिपोर्ट किया है वह पिछले सत्र को देखते हुए करोड़ करोड़ बढ़ी तय कर दिया है क्योंकि रेलवे रिफार्म कमेटी की रिपोर्ट सरकार के जेरे-जलब है उसको अभी वह पूरी तरह से देख नहीं पाई है। मैं एक तरीके से यह कहना चाहूंगा कि रेलवे कनवेंशन कमेटी की यदि सही मानने में उसकी सोमाएं देखी जाएं तो यह और व्यापक और अच्छी हो सकते हैं उसकी सीमा ज्यादा हो सकती है और उसको वे सभी अधिकार मिल जाएं जो कि संसदीय समितियों को मिले हुए हैं। मंत्रालय के लिए आंकड़ों की समिति जो होती है वह भी रेलवे के बजट और दूसरी चीजों पर अलग अलग बहस कराती है उसके बारे में आप कुछ प्रोजेक्ट देते हो उसके सामने कुछ कहते हो इसी तरीके से पब्लिक ग्रैंड-टेकिंग कमेटी है उसके सामने भी आप को जाना पड़ता है। मैं यह चाहता था कि सुझाव रूप से रेल का बजट बन सके और उसके वित्तीय व्यवस्था पर तरीके से विचारनी हो सके। यह सभी सम्भव है कि रेलवे कनवेंशन कमेटी जो आंकड़ों की समिति और दूसरी संसदीय समितियां हैं जिनके सामने रेलवे को जाना पड़ता है वे भी इसी को सही दो जाएं तब पूर्णतः तय तरीके से हम लोगों को रेलवे को जांच करने में सुविधा होती है।

यह मैं सुझाव के लिए कह रहा हूं और मैं मंत्री जी से चाहूंगा कि आप सरकार तक इस सुझाव को पहुंचाएं कि रेलवे कनवेंशन कमेटी को ही वह अधिकार दे दिए जाएं जो आंकड़ों की समिति और पब्लिक ग्रैंड-टेकिंग कमेटी को रेलवे की जांच पड़ताल के होते हैं। तो यह मैं सिद्धान्त बात कर रहा हूं, जो मेरा अनुभव हुआ है रेलवे कनवेंशन कमेटी में रहते हुए क्योंकि मेरा अनुभव कुछ महीने का है, यह मैं इस आधार पर कह रहा हूं और रेल मंत्री जी और रेल मंत्रालय भी इस बात से इत्तेफाक करेगा कि खासखाह इन चीजों में पुनरावृत्ति होती रहती है और इस वाक्यस्था से अच्छी तरह से कुछ निकल नहीं पाता। अब रहा सत्र का कार्यक्रम का इतना मैं कह सकता हूं कि शायद ही कोई आभी होगा जो आपके समर्थन के लिए कुछ कह दे ईमादारी से कोई नहीं कह सकता कि रेलवे की जो व्यवस्था है और हालत है उससे कोई संतुष्ट हो सकता है। अब इसके लिए कौन जिम्मेदार है। बिल्कुल साफ है कि आपका मंत्रालय जो रेलें चलाता है और रेलवे बोर्ड है और यह भी हो सकता है कि उसके साथ कुछ आपकी मजबूरियां हैं जिनको मैं जानता हूं। मैंने बजट पर बहस करते वक्त कहा था कि यह भी दुर्भाग्य है कि रेलवे हिन्दुस्तान की आर्थिक व्यवस्था की रीढ़ की हड्डी है और वह जितना पैसा कमाता है उसके अनुपात से वह खर्च नहीं कर पाता है और दिन प्रति दिन रेलवे की हालत खस्ता होती चली जाती है। शायद मंत्री जी को अभी पिछले सत्र का खाल हो जो उन्होंने कहा था कि अगर रेल को यह हालात रही तो आने वाले दो-तीन वर्ष में रेल का ढांचा चरमरा कर खत्म हो जाएगा। तो यह बात कह कर जिस को डराना चाहते हैं? रेल का ढांचा, रेल को चलाने वाले आप, रेल का ढांचा बनाने वाले

आप सरकार आपकी है। यह बात मैं जरूर कह सकता हूँ कि सदन आपके साथ इस मामले में है कि योजना आयोग ने आपको उतनी रकम नहीं दी है जितनी मिलनी चाहिये। रेलवे को जो रकम मिली है अगर उसका सही तरीके से सदुपयोग हो जाए तो जो आपका बैंकलाग पड़ा हुआ है वह भी पूरा नहीं हो सकता है। अब मैं इस चीज पर नहीं जाता कि कितने हजार किलोमीटर रेलवे लाइन की पटरियाँ बदलनी हैं और कितनी ज्यादा टूटी फूटी हैं, आपका रोलिंग स्टॉक कैसा है, लेकिन मैं इतना जरूर कहना चाहूँगा कि अजल में मानना यह है कि जो कुछ भी हमारे पास साज साधन है, रोलिंग स्टॉक है उनका ठीक से हम उपयोग नहीं कर पाते हैं और यही वजह है कि गुजिस्ता सालों के मुकाबले में टर्न ओवर कम हुआ है। तो मैं कहूँगा कि आपने जहाँ जो भी पैसा माँगा है वह पैसा आपको दिया जाये। इससे मैं इतिहास करता हूँ कि ज्यादा भी दिया जाए लेकिन कहीं मुझको ऐसा नहीं दिख रहा है कि जो विगत में पैसा भी मिला उसका भी सही तरीके से उपयोग हो चुका हो। असल में, उपसभाध्यक्ष, महोदया इसमें कई चीजें एक साथ जोड़ दी गयी हैं। जनरल सुपरिटेण्डेंट एन्ड सर्विसेज पर, एक सीमा का है, उसीके साथ मिस्लेनियस एक्सपेंडीचर पर एक सीमा आपने अलग बना रखा है। अब मिस्लेनियस एक्सपेंडीचर रेलवे में किन चीजों पर होता है अगर इसका विवरण होता तो अच्छी वृत्त होती। मैं मान सकता हूँ कि किसी बात आधाधारण परिस्थिति पैदा होती है उस के लिए पैसा चाहिए। लेकिन यह मिस्लेनियस एक्सपेंडीचर और जो रेलवे बोर्ड पर खर्चा है, दोनों को देखा जाये तो मिस्लेनियस एक्सपेंडीचर कहीं ज्यादा है वनियत उसके कि जो आन व्यवस्था पर पैसा खर्च होता है। फिर उसी के साथ जैसा

मैंने कहा कि जनरल सुपरिटेण्डेंट सर्विसेज में आपने जो रकम माँगी है करीब दो अरब तीस करोड़ रुपये, उसके मुकाबले में आपने और आगे रिपेअर्स एंड मेन्टेनेंस में 4 अरब 67 करोड़ रुपया माँगा है और यह मोटिव पावर में भी आने जो 3 अरब 81 करोड़ रुपया, तीन सीगे में देखा, तो करीब जा करके 11-12 अरब रुपया आप खर्च कर रहे हैं। लेकिन यह 11-12 अरब रुपया जो आप खर्च करने जा रहे हैं इसमें अच्छा होता कि आप अगर इसका तल्मोता बता सकते कि नये मंजूबे जो हैं उन पर कितना पैसा खर्च कर रहे हो, पुराने जो बैंकलाग है उन पर कितना पैसा खर्च करने जा रहे हो और जो कुछ व्यवस्था, सराजाम आपकी पास है उसको मेन्टेन करने में मैं कितने आप खर्च करने जा रहे हो? उपसभाध्यक्ष महोदया होता यह है कि ऐसी गोलमाल माँगें मानी जाती हैं तो एक सीगे का पैसा दूसरे सीगे में और दूसरे सीगे का पैसा तीसरे सीगे में खर्च हो जाता है और वांछित फल जो चाहते हैं वह हमको मिल नहीं पाता है। यह सारा विनियोग जो आप माँग रहे है इसमें आपने प्रायोरिटीज तय नहीं की हैं कि किन आधारों पर कौन सी प्राथमिकताएं हैं जो आप को देनी है। उपसभाध्यक्षा, मैं आपसे कहना चाहूँगा कि रेलवे की सबसे बड़ी प्राथमिकता माल को एक जगह से दूसरी जगह ले जाना है वह वक्त नहीं है अंग्रेजों के जमाने का जब उनको आयातित माल देश के अंदरूनी हिस्सों में ले जाना होता था। आज हमारे सामने समस्या यह है कि हमारे यहां देश के विभिन्न इलाकों में जो माल उत्पादित होता है वह कितने सुलभ और सस्ते तरीके से जल्दी जल्दी देश के विभिन्न हिस्सों में पहुंच सके ताकि जो कालाबाजारी और लूट होती है उस पर कहीं न कहीं अकूश हो सके। चीजों की उपलब्धि भी इस पर मुनहसिर करती है कि आप माल कितनी जल्दी पहुंचाते हैं और इस

[श्री लाडली मोहन निगम]

वास्ते मैंने हमेशा निवेदन किया है कि हिंदुस्तान में रेलवे के पास कमाई का जो सबसे बड़ा रास्ता है माल ढुलाई का, उस माल ढुलाई पर सबसे ज्यादा ध्यान देना चाहिये। लेकिन आप माल ढुलाई पर ध्यान नहीं दे पा रहे हैं क्योंकि आपके पास उतने वेगनों की संख्या नहीं है। आज हालत यह हो गयी है कि कोयला बिहार की कोयला खानों से निकलता है, ट्रकों से पहुंचता है बंदरगाह पर कलकत्ता के नजदीक और फिर कलकत्ता से लदकर तूतीकोरिन के बन्दरगाह में पहुंचता है और दक्षिण भारत के पावर हाउसों को चलाने के काम आता है। कोयला उद्योग में मोनीटरिंग की व्यवस्था होनी चाहिये थी। यह देश का बुनियादी उद्योग है जिससे देश के दूसरे उद्योग चलते हैं। आज भी देश में कोयला ऊर्जा का मुख्य स्रोत है, 70 फीसदी हिंदुस्तान की इनर्जी कोयले पर आधारित है। आप के अधीन वह मंत्रालय भी रह चुका है। उसके लिये भी हम पूरे बैंगन नहीं पहुंचा सके। मैं मानता हूं कि आपके पास बैंगनों की कमी है और वह अपनी नालायकी से है क्योंकि हमने तरीके से नियोजन किया नहीं। रेलवे को सोने की मुर्गी समझ कर हलाल करते चले जा रहे हैं। उसकी गिजा का कोई इंतजाम आपने किया नहीं। अकेले आप नहीं, सारी सरकार दोषी है। इस वास्ते मैं चाहता हूं कि रेल को चलाने में आपको अपने मंत्रालय की ही नहीं बल्कि हिंदुस्तान के दूसरे मंत्रालयों के साथ भी कोई न कोई कोऑर्डिनेशन सैल बनानी पड़ेगी जो एक-दूसरे को देख कर अपनी प्राथमिकताएं तय करें और उस आधार पर वह भी अपनी प्लानिंग करें और रेलवे भी अपनी भावा ढुलाई की प्लानिंग करे। कोयले का मंत्रालय हो सकता है, फौलाद का मंत्रालय हो सकता है, तेल का मंत्रालय हो सकता है। मिसाल के लिये मैंने इन तीन मंत्रालयों के लिये कहा, और भी हो सकते हैं

लेकिन यह तीनों बुनियादी हैं। सीमेंट भी हो सकता है। यही तीनों-चारों चीजें किन्हीं बड़े उद्योगों में कच्चे माल के रूप में इस्तेमाल होती हैं। कोयला, जैसा मैंने कहा, बुनियादी स्रोत है। कोयला जो ऊर्जा का मुख्य स्रोत है उस कोयले को ढोने के लिये हम दूसरे ऊर्जा के स्रोत तेल का इस्तेमाल करें, पेट्रोलियम पदार्थ का इस्तेमाल करें, फिर उसको इस्तेमाल करने के लिये जहाज-रानी का इस्तेमाल करें, फिर अपने पावर हाउस चलाएं, फिर बिजली बने, फिर आप की रेल चले। समझ में नहीं आता कौन तुगलक बैठा है, कौन तुगलकी दिमाग काम कर रहा है। क्या हमारे सामने देश का नक्शा नहीं है? हम नहीं जानते कौन प्राथमिकताओं को तय करना है? आप कह सकते हैं कि बैंगनों की कमी है। अभी मुझे यह भी पता चला है कि राज्य सरकारों को जितने बैंगन लगते हैं छोटे उद्योगों को चलाने के लिये, मध्यम उद्योगों को चलाने के लिये या अपने पावर हाउस चलाने के लिये उनकी जो मांग है—बैंगनों की कमी बताकर—उसमें आपने कटौती कर दी है। किस आधार पर कर दी? आपने कटौती कर दी क्योंकि आप की क्षमता नहीं है। लेकिन उसका असर दूरगामी उद्योगों पर पड़ता है, उद्योग के उत्पादन पर पड़ता है, उत्पादन का असर दाम पर पड़ता है और दाम का असर सीधे बजट पर पड़ता है और बजट के असर से साधारण आदमी भरता है। आज आपकी वह क्षमता नहीं है कि स्टाक्स यार्ड बना लें। वह बन जायें तो बहुत अच्छा है। क्या यह सम्भव नहीं है कि जिन उद्योगों को आप माल देते हैं वह अपने स्टाक यार्ड बनायें। मान लीजिये जो फौलाद की पट्टी है भिलाई से लेकर रुरकेला, दुर्गापुर तक उन सबको आप, मान लीजिये, 10 हजार टन कोयला देते हैं। तो आप कह सकते हैं कि 10 हजार टन कोयला तुमको मिलेगा लेकिन व्यवस्था ऐसी करिये कि तीन-चार रोज का

अपना स्टाक बनायें, उतना रखें ताकि जब तक वह खत्म हो हम दूसरी ढुलाई पर स्टाक पहुंचा दें। इसी तरह दूसरे उद्योगों के बारे में है। हो सकता है कि मैं अपनी बात आप को ठीक से समझा नहीं सका हूं, लेकिन मेरा मतलब यही है कि रेलवे को अपनी प्रायोरिटीज पहले तय कर लेनी चाहिये। गल्ले की जहां तक व्यवस्था है, दो-तीन रोज पहले हिंदुस्तान का जो सबसे बड़ा बन्दरगाह है गल्ले के मामले में जो बाहर से आता है—कांडला, वहां मैं गया था। हो सकता है कि दो-तीन रोज से हड़ताल चल रही है सरकार की हठधर्मी के कारण—घंटे भर पहले उस पर बहस हो चुकी है—वहां भी तीन-चार रोज लग जाते हैं. . . उतर नहीं सकता। माल उतर जाय तो जा नहीं सकता और वहां से नहीं जायगा दो अन्दर के इलाकों में माल पहुंचेगा नहीं। तो मेरे कहने का सीधा मतलब यह है कि जो 12 या 13 अरब रुपयों की मांग आप ने की है वह आप को जरूर दे दिया जाय और उसके बाद और भी आप लीजिये लेकिन इसका सही उपयोग हो सके इसके लिये कोई न कोई व्यवस्था होनी चाहिये और इस लिये मैं आप से निवेदन करूंगा कि रेलवे में पहली प्राथमिकता की बात तो भाड़े की है। उसका पहला आधार है माल की ढुलाई और दूसरा है यात्री भाड़ा। यात्रा के मामले में मैं कुछ कहने की स्थिति में नहीं हूं। अभी तो मैं चौक गया हूं इसलिये कि आये दिन गाड़ियों में चोरियां होती हैं। सुरक्षा के नाम पर आपकी आर० पी० एफ० हूँ या सुरक्षा बल उसको कह लीजिये, है, लेकिन वह शैतान की आंत की तरह है जिसका खर्च बढ़ता ही जा रहा है। उस शैतान की भूख पता नहीं कितनी है। उसके खर्च का दायरा बढ़ता ही जा रहा है। आप को जो सबसे लम्बी दूरी की गाड़ियां होती हैं जिनको अपनी प्रतिष्ठा की रेल मानते हो, वह चाहे तमिलनाडु एक्सप्रेस हो या राजधानी एक्सप्रेस हो, जो एक स्टेशन से चलती है और फिर 6 घंटे बाद दूसरे स्टेशन पर ठहरती है, इस

बीच लगातार चलती ही रहती है, उस तेज रफ्तार वाली गाड़ी में भी चोरियां होती हैं। रिपोर्ट लिखायी जाती है और उसके बाद वह कह देते हैं कि हां, लिख लिया है, और उसमें आपका पूरा अमला चलता है, सुपर-टेंडेंट चलते हैं, सेक्योरिटी आफिसर चलते हैं और पता नहीं कौन-कौन चलते हैं, लेकिन उसके बाद भी उन गाड़ियों में चोरियां होती हैं। उनको कैसे रोका जायगा? इसमें शर्म नहीं होनी चाहिये, यह कहने में कि जो हमारी व्यवस्था है वह ठीक नहीं है। दूसरा कोई तरीका इसके लिये सोचिये और न हो तो राज्य सरकारों से कहिये कि वह इस सुरक्षा की जिम्मेदारी लें और आप सिर्फ रेलवे की सुरक्षा करें। और इस बात को कौन नहीं जनता कि चोरी की शकल में जो पैसा हमको देना पड़ता है वह कितना है। करीब - करीब 30 बैगन रोज चोरी होते हैं। बैगन के बैगन का पता नहीं चलता। इसके लिये किसको दोष दिया जाय। मैं मान सकता हूं कि आप के हाथ में सारा काम नहीं है और आप सब जगह घूम नहीं सकते। आपका ध्यान कुछ खास चीजों की तरफ हो सकता है, लेकिन पूरा देश आपका है। इसलिये मैं विनम्रता से कहना चाहता हूं कि रेल यात्रियों के संबंध में शंकायें उठायी जा रही हैं। आज रेल हमारा घर नहीं है पहले था। लेकिन यात्रा इतनी नारकीय कभी नहीं थी। लड़ाई के जमाने में भी नहीं थी जबकि काफी-काफी लोग रेलों में चलते थे। तो कम से कम उनकी जानीमाल की रक्षा के लिये तो कुछ करिये।

समय की पाबंदी की बात मैं आखिर में कहना चाहता हूं। अभी आपके बोर्ड ने एक नया तरीका चला दिया है। पहले हर छठे महीने टाइम टेबिल छपता था और अब साल भर में एक बार छपा जा रहा है और उसमें कुछ न कुछ परिवर्तन होते ही रहते हैं। लेकिन आप पिछले दस वर्ष के टाइम टेबिलों को ले लीजिये और उसमें से आप किसी एक सेक्शन को ले लीजिये। दस वर्ष पहले

[श्री लाडली मोहन निगम]

उस सेक्शन पर एक गाड़ी को निकलने में अगर चार घंटे लगते थे तो आज उस सेक्शन पर बावजूद इसके कि आप के इंजन अच्छे हो गये हैं, गाड़ियों के डिब्बे अच्छे हो गये हैं, उसी सेक्शन पर गाड़ी को निकलने में 6 और 7 घंटे तक लग जाते हैं। होता क्या है कि जब हलवा किया जाता है कि गाड़ी लेट हो रही है तो दो घंटे का उसका रनिंग टाइम बढ़ा दिया जाता है कि ऐसा होने पर गाड़ी राइट टाइम तो पहुंच ही जायेगी। समय की कोई कीमत नहीं होती इस देश में। डिब्बे उतने ही होते हैं और अगर इस तरह से आप टाइम बढ़ा देंगे तो क्या होगा। देश में इस समय भी एक करोड़ बीस लाख आदमी रेलों में चल रहे होंगे, एक जगह से दूसरी जगह जा रहे होंगे। देश की आबादी का 1/60 या 1/70वां हिस्सा बराबर चौबीसों घंटे रेलों में रहता है और अगर उनके आवागमन की उचित व्यवस्था न हो तो क्या होगा। आपको तो विनियोग विधेयक से पैसा मिल जायेगा लेकिन आप सपूत बनने की कोशिश तो करें। आप तो मां हैं। आप जानते हैं कि अगर आपकी औलाद गलत रास्ते पर जा रही है तो आप उसे कितना और कब तक पैसा देते रहेंगे? ज्यादा पैसा दोगे तो आदत बिगाड़ोगे अपने बच्चों की। इसलिये रेल मंत्रालय को तो कोई पूछने वाला ही नहीं है। . . .

उत्समाध्यक्ष [डा० (श्रीमती) नाजमा हेपतुल्ला]: अगर कोई मेम्बर टाइम से ज्यादा जा रहा है तो मैं क्या करूँ ?

श्री लाडली मोहन निगम : आपने दो बार घंटी बजाई, मैं माफी चाहता हूँ। मैं इतना ही कहना चाहता हूँ कि चौधरी साहब आपसे हमको हमदर्दी है। आप सफल हों, यह मेरी कामना है। साथ ही साथ आपसे यह भी कहना है कि अभी तक आपने ऐसा करने नहीं दिखाया कि संसद में कोई चीज कहने की गुंजाइश नहीं रहे। मैं आप की नीयत पर, आपका अमला जो है उसकी

नीयत पर शक नहीं करता, लेकिन इतना जरूर है कि आपको अपनी दृष्टि बदलनी पड़ेगी, आपके मंत्रालय को, आपके अमले को नई सोच निकालनी पड़ेगी। दृष्टि और सोच का समन्वय करके देश की अर्थव्यवस्था के अनुसार रेल का मसूबा बनाइये तो देश आप के साथ है। इसी के साथ मैं आपके बिल का समर्थन करता हूँ।

SHRI B. KRISHNA MOHAN (Andhra Pradesh): Madam, Vice-Chairman, thank you very much for giving me an opportunity to speak on the Railway Appropriation Bills.

I am one of those who firmly believe that the railways do play a vital role in shaping the economy of this vast country. With the limited resources made available by the Planning Commission, the Railways have given a better picture. In spite of stresses and strains, the Railway Minister has presented a balanced budget.

I believe that backward areas in the country have to be linked with the new railways to tap the vast mineral and natural resources of those places. That will go a long way in improving the economy of this country.

It is heartening to note that the Railways have given a very good picture about accidents and their number has been reduced from 642 in 1982 to 527.

It is high time that the Railways give a serious thought for the implementation of the recommendations made by the Kunzru and Sikri Committees.

I wish the Hon'ble Minister to raise the compensation for death resulting in accidents from Rs. 50,000 to Rs. 1 lakh.

As far as introduction of new railway lines or trains is concerned, the nation as a whole should be taken into consideration for removing the regional imbalances. Even no regional imbalance is there, Andhra Pradesh Chief Minister has been saying

that Andhra Pradesh is receiving a step-motherly treatment, though it is not so.

Since many Hon'ble friends have covered the entire ground by participating in the debates on railways, I will confine myself to the salient points pertaining to my State of Andhra Pradesh.

Andhra Pradesh, according to me; received a raw deal in the present budget. There is no new survey for any new line and no new trains have been introduced in Andhra Pradesh. The only new railway line that was sanctioned to Andhra Pradesh after independence is the Nadikude Bibinagar line and this is going at a slow pace. I request the Hon'ble Minister to see that this Nadikude Bibinagar line is completed as expeditiously as possible.

I might also tell him that the Prime Minister of the country is representing Andhra Pradesh and I hope the Railway Minister will see that the needs and demands of the people of Andhra Pradesh are catered to and attended to.

Secondly, a railway bridge was opened at Begumpet and there was a demand to ease the traffic congestion at Sanatnagar in Hyderabad. Hyderabad is an important city and I hope the construction of this bridge will be taken up very soon.

Hyderabad is a cosmopolitan and fast developing capital and its population has increased very considerably. I request the Hon'ble Railway Minister to see that the circular railway system be sanctioned to the twin cities of Hyderabad and Secunderabad.

I also request the Hon'ble Minister to see that the electrification of Vijayawada-Balarshah section, Vijayawada-Waltair section and Kazipet-Secunderabad section be taken up.

I also submit for his consideration that Vizag is a fast developing industrial centre with a ship-building yard and with a natural port. A gigantic steel plant is also coming up there. Some public sector units are also there. There is a lot of loading and

unloading activity by the railways there. In view of this and also to have administrative viability and ease, I would request the honourable Minister to see that the Waltair Division of the South-Eastern Railway is attached to the South-Central Railway at Secunderabad.

I am also told that the State Government has addressed a letter to the Railway Minister about the establishment of a coach factory at Kazipet. The State Government is prepared to create the necessary infrastructure, that is, they are prepared to make available land, electricity and water. I hope that the Government of India will take necessary action, as the State Government is prepared to create the necessary infrastructure, to see that the coach factory is established at Kazipet.

As far as running of trains in Andhra Pradesh is concerned, Madam, the people there are experiencing great hardships, particularly the people in the coastal districts there. People in the Visakhapatnam, Srikakulam, East Godavari, West Godavari districts and Waltair are experiencing great hardships and difficulties in reaching Delhi. Previously there was a biweekly compartment which was hauled by the G.T. Express which was given up since April 1982. The people are finding it very difficult now because the compartments are not attached and the only compartment available for the passengers is in the Chatisgarh Express. There are two compartments attached from Waltair to New Delhi. I would request the honourable Minister to see that at least two compartments are attached to the Godavari Express. First Class and Second Class, so that they can be attached to the GT Express at Vijayawada. If that is not possible, at least he can think over the possibility and feasibility of providing five or six compartments from Waltair to Kazipet so that these five or six compartments can be attached to the Andhra Pradesh Express. That would be one way of meeting the demands of the people from Andhra Pradesh, particu-

[Shri B. Krishna Mohan]

larly those from the five districts that I mentioned. They are experiencing great hardships and difficulties in reaching Delhi. Even if they catch the Tamil Nadu Express and reach Vijayawada, there is no connecting train for them. The Tamil Nadu Express reaches there at 6-55 in the morning and the Madras-Howrah Mail leaves at about 6-30. So, the passengers from Delhi, if they have to go to Waltair, have to spend about eight hours at Vijayawada station. I would, therefore, request the honourable Minister to see that at least two compartments are attached to the GT Express.

Then, Madam, as far as the condition of the compartments is concerned, particularly the First Class compartments in the Howrah-Guntur and Howrah-Madras trains, they are in a very bad shape and they have to be replaced. In most of the compartments, water from the toilet enters the compartments and the lights are not working and the fans also are not working. Most of the First Class passengers are pass-holders or they are MPs and others. Yet, you are charging exorbitantly for the First Class. So, a duty is cast on you to see that at least the minimum basic amenities are provided in these compartments. Then, as far as the catering service is concerned, that too has to be improved. As far as the catering is concerned, I would like to suggest that the facility that is available in the Rajdhani Express should be extended to the other superfast trains also. I would also request the honourable Minister to think over the feasibility of running a Rajdhani Express from New Delhi to Madras with a halt at Vijayawada.

With these few observations, Madam, I fully support the Appropriation Bills. Thank you, Madam.

THE VICE-CHAIRMAN (DR. (SHRI-MATI) NAJMA HEPTULLA): Now, Shrimati Ila Bhattacharya.

*SHRIMATI ILA BHATTACHARYA (Tripura): Madam Vice-Chairman,

the Hon. Minister has moved three Appropriation (Railways) Bills, asking for the grant of thousands of crores of rupees. These grants relate to 1984-85, 1983-84 and 1982. While supporting or opposing these grants, I must bring it to the notice of the House that having these grants of thousands of crores of rupees, let Government put tremendous economic pressure upon the people. The passenger fares and freight charges have been increasing for the last few years. The common people are adversely affected due to the increase in passenger fares. Fifty per cent people in our country live below the poverty line. But they are also required to travel by rails. They usually travel by second class. But in the past few years passenger fares in the second class were increased. Consequently, the poor people have been affected economically as they all belong to the category of second class passengers. In 1980-81, surcharge for second class passenger fare has been increased by ten per cent. In 1982-83, after every five kilo metres, Rs. 2.5 Paise has been increased by 4 paise slab-wise. The maximum increase was from 50 paise to 70 paise. In the same year the passenger fare upto 400 kilo metres has been increased from Rs. 19.50 paise to Rs. 22. Again, there has been an increase in passenger fare from Rs. 47 to Rs. 52. Therefore, the government is pushing the people to economic crisis by increasing the passenger fares in this manner. Similarly,

Madam Vice-Chairman, freight charges were increased during the past three years. It is but natural in our country that the businessmen pass the increased freight rates to the consumers by increasing the prices of commodities. So the people are affected both ways. On the one hand, they are paying increased passenger fares.

*English translation of the original speech delivered in Bengali.

On the other, they are forced to buy commodities at increased prices. So, the government is increasing the economic burden upon the people both ways.

The Hon. Minister very often says that he is looking into the increased amenities for railway passengers. It has been mentioned in the Railway year Book that long-distance trains will be given special importance. In other words, long-distance passengers will be provided with more amenities. But what about the short-distance passengers? The Hon. Minister must know that among the railway passengers the short-distance passengers are in majority in the country. These short-distance passengers come from rural areas and suburbs to cities for employment and business. They are mostly poor people. They are either vegetable venders or industrial workers. Such commuters are in majority among railway passengers throughout the country. So the Government must pay special importance to the short-distance trains. But the government is not increasing the number of coaches for the suburban trains. Consequently, the short-distance passengers are facing great difficulties in carrying on their jobs. While increasing the passenger fare for the short-distance trains, it is the duty of the government to increase the number of coaches for the suburban trains.

The Coach Augmentation Committee particularly recommended for increasing the number of coaches for suburban trains. But that recommendation has not yet been implemented. Only eighteen EMU Coaches and fifty-four other coaches have been increased. Consequently, the short-distance passengers are suffering very much. During the period 1980 to 1983, the number of passengers has been increased from 3613 million to 3655 million. But in proportion to the rise in passengers the number of coaches has not been increased. In 1980-81, the number of coaches was 27,410. But in 1982-83 it came down to 26,894. Consequently, the people are travelling in trains like cattle dumped together in a cage. It is, therefore ob-

vious that the government is not increasing the amenities for the passengers in proportion to the rise in fares.

The Hon. Minister very often promises that he will improve the catering service. But this service is extremely bad. Only in Rajdhani Express the service is a little better. But the food in other trains is unfit for human consumption. Even boiled insects are found in food. I have personal experience in this matter. The Railway Minister is also thinking about this matter. He proposed to set up a Catering Service Corporation. But that proposal has not yet materialised.

The Hon. Minister very often promises to improve punctuality for trains and safety for passengers. I do not want to say anything about safety but I shall say something about punctuality. These days late running of trains has become a regular feature. Even a train like Rajdhani Express runs time to time late by half-an-hour. It could not be imagined previously.

What is the condition of Railway workers? They are responsible for operating railway service throughout the country. Railway tracks are spread throughout the country like veins in human body. These workers keep these veins alive.

There are many unions in the Railways. They are trying to improve the service conditions of the workers. So the government should negotiate with all the Unions. But they are not recognising all these Unions. They are giving recognition on a selective basis in order to create disunity among workers. Consequently, victimised members of the staff are not getting justice. In 1981, Loco-running staff went on strike to press their demands. Their demands was that their duty hours should be limited to ten hours a day. But the government took drastic action against the strikers. Six hundred and ten workers faced dismissal from jobs. Five hundred and eighty-two workers faced premature retirement. Break-service was applied to seven thousand five hundred workers. Besides, punishments were

[Shrimati Ila Bhattacharya]

awarded in other forms. One thousand seven hundred members of Loco-running staff were either suspended or retrenched. This shows the class mentality of this Government. This Government takes pride in the fact that they have succeeded in establishing industrial peace. We shall see how they can maintain peace in industries.

Railway Passes are provided to the employees and their families. It is very strange that the dependent parents of the employees are not provided with Railway Passes. This way, the Railway authorities are teaching the employees to neglect their dependant parents.

The Railway Minister made a promise that he would introduce Circular Railway in Calcutta within six months. But what has happened to his promise now?

I shall say something about construction and extension of new railway lines. A speaker referred to the construction of new railway lines in Andhra Pradesh. Telengana is a sensitive area but no railway expansion has till now taken place there. Medak has not been connected with Karimnagar and other important centres through railway lines. Now let us come to the North-Eastern region. This region is within Indian Union. This region is very backward from industrial and communication points of view. The British Government constructed railway line upto Dimaipur. Thereafter, there has been no railway expansion in that state. There is also no new railway line in Manipur. So is the case with Mizoram and Meghalaya.

The integration of Tripura with Indian Union took place in 1949. After intergration, the people of Tripura hoped that the government of India would do a lot for improving the economic condition of that State. The poor people of Tripura thought that their State would develop industrially under the Congress regime and indus-

trial growth would generate employment opportunities for them. They also thought that communication facilities would grow in their State. But all the hopes of the people of that State have been dashed to the ground. No improvement has so far been made. In 1979, during the regime of Janata Party, a railway line from Dharmanagar to Kumarghat was sanctioned. This work is being done by the North-Eastern Railway in two phases. It will take another two years to complete the first phase of the work. It is the demand of the people of Tripura to have railway line from Dharmanagar to Agartala via Kumarghat. A State cannot develop industrially without railway expansion. This is true in the case of every State in the world. Railway expansion will facilitate the carrying of raw materials and finished products. This is the basic requirement of industrial growth.

We made a proposal to the Central Government to set up a Paper Mill in Tripura. The Minister of Industry rejected the proposal on the ground that there was no railway facilities in the State. Then we approached the Railway Minister. He said that railway line would not be constructed in Tripura as that would prove uneconomic because Tripura was not having industries. So the people of Tripura are between two fires.

Our demand is to have railway line from Kumarghat to Agartala. The North-Eastern Council sanctioned Rs. Five lakhs for survey work. The Government of India made a proposal that railway lines should be constructed from Kamalpur to Khowai via Manu, Ambasha and Teliamura. This proposal was expensive and time-consuming as many tunnels through hills and many bridges over hill rivers were required to be constructed. So the Government of Tripura made an alternative proposal as it involved less time and less expenditure. They wanted the construction of new railway lines from Kumarghat to Agartala via Halahali, Manikbhandar and Khowai. This line will cover only

120 kilometres. It will require construction of few tunnels. But this proposal has been described as "unsound" by the Ministry of Defence on the ground that the railway tracks will come on the borders of Bangladesh. If this objection of the Ministry of Defence is accepted, Tripura cannot have new railway line as it is surrounded by Bangladesh. For the industrial growth of Tripura the railway line, as proposed by the State Government, must be accepted in spite of the fact that that State is having borders with Bangladesh. Railway expansion will enable to people of Tripura to come out of their State. It will facilitate the flow of raw materials to that state. It will also enable the finished products to go out of that state.

The Minister of Industry are not sanctioning industries for Tripura on the ground that it has no railway facilities. But the Railway Minister is not willing to improve railways system there on the ground that it will prove uneconomic. So we are in a funny situation. The Minister of Railways should reject the decision of the Ministry of Defence. The State government has also pressed the Railway Ministry to that effect. I request that the alternative proposal of the State Government should be reconsidered.

Tripura is populated by refugees. It is also populated by tribals. So, this State deserves special sympathy from the Railway Minister. I think, the Hon. Railway Minister remembers that I made a question to him about the progress of Construction of railway line from Dharmanagar to Kumarghat. He replied that it could not be completed because of deterioration in law and order situation in my State. Everybody in this House knows that it was admitted by Shri Nihar Ranjan Laskar that Tripura was a very peaceful State. A large section of extremists have already surrendered to the State Government with their arms. So the atmosphere in that State now is quite peaceful and the Statement.

made by the Hon. Railway Minister, cannot be taken as correct. I suspect that Tripura is not developing, because the people there voted left Front to power. During the campaign in the last election the Hon. Minister himself said in various public meetings that the people of Tripura should vote Congress (I)-Tripura Upjati Juba Samiti Alliance to power in order to get adequate Central assistance for the development of their State. I have, therefore, sufficient ground for my suspicion as to why Tripura is not getting sufficient financial aid from the Centre for its development.

I oppose three Bills, moved in the House.

श्री. रामे भगत पासवान (बिहार) :
उपसभाध्यक्ष महोदया, मैं आपके प्रति बहुत आभार प्रकट कर रहा हूँ क्योंकि आपने मुझे बोलने का अवसर दिया। मैं रेल मंत्री महोदय को बहुत धन्यवाद देता हूँ और इसके अलावा जो विनियोग विधेयक रेलवे का प्रस्तुत किया गया है उसके समर्थन में खड़ा हुआ हूँ।

उपसभाध्यक्ष महोदया, मैंने अपने रेलवे बजट के भाषण में कहा था कि रेलवे हर विकास का आधार स्तम्भ है। विकास के लिए, व्यवसाय के लिए, उद्योग के लिए और सामाजिक सेवा के लिए हर दृष्टिकोण से यह बहुत बड़ा विकास का साधन है। इसलिए सरकार को अधिक से अधिक ध्यान इस पर लगाना चाहिए। मंत्री महोदय ने जो मांग की है रेलवे के विकास के लिए उसको हर तरीके से सरकार को पूरा करना चाहिए, उससे अधिक ही देना चाहिए। उपसभाध्यक्ष महोदया, सरकार की नीति है कि पिछड़े हुए इलाके का विकास करना चाहिए। आज भी भारत में ऐसी जगहें हैं जहाँ से सुबह में गाड़ी जाती है तो फिर दूसरे रोज रात में लौटती है या रात में

[श्री राम भगत पासवान]

जाती है तो सुबह लौटती है। जहां रेल चल रही है वहां विकास हुआ है, जहां रेल नहीं वह एरिया बिल्कुल अविकसित है। इस लिए मंत्री महोदय का ध्यान वहां जाना चाहिए जहां आजादी के बाद भी रेल के विकास का एक भी कार्य नहीं हुआ है, उदाहरण के लिए उत्तर बिहार। उत्तर बिहार, मंत्री महोदय, ऐसी जगह है जहां कि आदमी गाड़ी पकड़ने के लिए जाय तो सौ किलोमीटर चल कर जाता है, उत्तर में जाय तो यह हालत है, पूर्व में तो गाड़ी ही नहीं है, पश्चिम में भी 60 किलोमीटर चलना पड़ता है—ऐसे-ऐसे वीरान इरिया हैं। सर्वे हो चुका है, सरकार के सामने सारी रिपोर्ट है, जैसे सकरी-हसनपुर का सर्वे भी हो गया, बहुत अविकसित एरिया है, वहां के लोगों को 60-100 किलोमीटर चल कर जाना पड़ता है। वहां अभी तक कार्य प्रारम्भ नहीं किया गया है।

दूसरी इम्पार्टेंट लाइन है दरभंगा-समस्तीपुर ब्राडगेज लाइन जिस के लिए स्व० ललित नारायण मिश्र ने हजारों लोगों के सामने आश्वासन दिया था, उसी रोज उनका स्वर्गवास हुआ था, बम लगा था, उन्होंने कहा था कि अगली बसन्त-पंचमी तक यह कार्य पूरा हो जायेगा। वह नहीं रहे, उस के बाद केदार पांडे जी ने 30 अप्रैल '81 को उद्घाटन कर दिया। आप के अधिकारी लोग पहुंच गये, वहां मेटेरियल भी गिर गया, कार्य प्रारम्भ भी हुआ लेकिन फिर स्थगित कर दिया गया। जनता की इतनी बड़ी फरियाद को आपकी अफसर-शाही ने बफना दिया है। मंत्री महोदय को मालूम होगा कि हर रोज वहां पर अरेस्ट हो रहे हैं रेलवे लाइन बनाने के

लिए, हर रोज आप के इंजन को रोका जा रहा है। हमारा आग्रह है कि दरभंगा-समस्तीपुर ब्राडगेज लाइन का, जो सिर्फ 30 किलोमीटर है, का निर्माण कार्य प्रारम्भ करा दें। इस पर 8-10 करोड़ रुपये लगेंगे। इस के न होने से उत्तर बिहार सारे हिन्दुस्तान से कट-आफ है। इस लाइन के न होने के कारण बड़ी लाइन से आने वाला सामान समस्तीपुर में उतार दिया जाता है, वहां से ट्रांशिपमेंट के लिए माल 15-20 रोज पड़ा रह जाता है। सरकार को 50 हजार रुपये पर डे डेमेरेज के रूप में देने पड़ रहे हैं। इस कारण सरकार को भी क्षति है। पब्लिक का आक्रोश तो है ही। आप को मालूम होगा 25-30 हजार जनता आ रही है आपके निवास पर मांग करने के लिए और मुझे उस में आगे किया जा रहा है। जनता की फरियाद को मैं ठुकरा नहीं सकूंगा। मैं भी उन के साथ आकर आप के सामने धरना दूंगा। उस लाइन के लिए ललित नारायण मिश्र ने आश्वासन भी दिया था और उसी सिलसिले में बम भी लगा था, आज भी हमारे पैर में उस के टुकड़े हैं। इसलिए हमारा आग्रह है कि उस का कार्य प्रारम्भ कर दें। पहले कैसे कार्य प्रारम्भ हो गया था और अब क्या हुआ कि फंड नहीं हैं। यह जनता के साथ बहुत बड़ा विश्वासघात किया गया है। इसलिए, रेलवे मंत्री जी, आप अनिवार्य रूप से इस कार्य को प्रारम्भ कीजिए।

इसी तरह लहरिया सराय से बहुत ही इंटीरियर इलाका है। आप कृपया इस का भी सर्वे करा कर कार्य प्रारम्भ करायें। मैंने पहले भी कहा है कि यह ऐसा अविकसित एरिया है जहां रेल पकड़ने के लिए लोगों को सौ-सौ किलोमीटर जाना पड़ता है, जहां विकास का

कार्य नहीं हुआ है। महात्मा गांधी सेतु बन जाने से उत्तर बिहार की पूर्वोत्तर रेलवे में जितनी गाड़ियों चल रही हैं वह सब नाकामयाब हो गयी हैं इसलिये कि पुल पार करके लोग बसों से चले जाते हैं। डाइरेक्ट लाइन पर गाड़ी नहीं है और जो गाड़ियां चल रही हैं जैसे पटना से दरभंगा जाने के लिये जो गाड़ी है वह 14, 15 घंटे का समय लेती है जब कि बसों से लोग 3 घंटे में वहां पहुंच जाते हैं। वहां कोई डाइरेक्ट गाड़ी नहीं है। इसलिये मैं आग्रह करूंगा कि आप एक डाइरेक्ट गाड़ी कम से कम समस्तीपुर तक दें और वहां से उत्तर बिहार जाने के लिये कनेक्टिंग ट्रेन दें ताकि लोग वहां आसानी से जा सकें।

आप की दानापुर एक्सप्रेस चल रही है। वह रात में 5 बजे खुलती है। वह बेकार गाड़ी है और उसमें जो चलते हैं वे डब्लू. टी. चलते हैं। दूसरे लोग बस से चले जाते हैं। मेरे सवाल के जवाब में बताया गया है कि यह गाड़ी व्यवसायियों और कोर्ट कचहरी वालों की सुविधा के लिए चली है। लेकिन ऐसे लोग इसमें नहीं चलते। मैं जानना चाहता हूं कि प्रतिदिन पटना से समस्तीपुर के लिये इस गाड़ी में कितने टिकट बिकते हैं। मैंने आग्रह किया था कि इसका समय 12 बजे का कर दिया जाय दिन में। उस समय तक पटना स्टेशन पर दिल्ली से डिलक्स पहुंच जाती है और मगध एक्सप्रेस भी पहुंच जाती है। दक्षिण भारत की गाड़ियां भी वहां उस समय तक पहुंच जाती हैं। उनका कनेक्शन ले कर यह 12 बजे दिन में समस्तीपुर जा सकती है और ऐसा होने पर उन पैसंजर्स को बस नहीं पकड़नी पड़ेगी। यह मेरा सुझाव था जिस के बारे में आप के अधिकारियों ने आप को गलत रिपोर्ट दी है और आप उसे मानने

नहीं जा रहे हैं। मैं चाहता हूं कि आप दानापुर एक्सप्रेस को 5 बजे के बजाय दिन में 12 बजे चलाईये।

भटनी-वनारस कनेक्शन लाइन के बारे में विवाद उठ खड़ा हुआ है, इस लाइन की सार्थकता के बारे में मेरे पास एक कोटेशन है जो मैं पढ़ कर सुना देना चाहता हूं। वह इस प्रकार है :-

"Gorakhpur Division consisting of 4 districts, Varanasi Division consisting of 5 districts and Faizabad Division consisting of 6 districts including Sultanpur, constitute 15 most backward districts of Eastern U.P. having a population of over five crores with the highest population density and the lowest per capita income in the country. The project mentioned above will benefit 9 districts of Gorakhpur and Varanasi divisions.

These 9 districts contributed to the freedom struggle in the highest traditions of selfless sacrifice and dedication to removal of the British from the country. Countless lives were lost and families uprooted in the process. The area provided excellent leadership to the freedom struggle. It is ironical that after independence most of these leaders chose to leave the Congress and join the opposition. Accordingly, they continued to play the role of opposition in independent India as much as they did in British India. On the political front, therefore, a crisis began to take root.

On the economic front, the poor people of this area used to migrate growing urban conglomeration like Bombay and Calcutta. They also used to go overseas to countries like Singapore, Fiji etc., in search of jobs. But with growing population and increasing parochialism in West Bengal and Maharashtra, these avenues gradually became restricted. Similarly though competition from other countries restricted the outflow of manpower

[श्री रम भगत पतिवान]

from these districts to other countries like Singapore etc. The net result was that unemployment soared high and the economic despondency became acute."

It is further said:

"I am, therefore, to request you that Rs. 15 crores may kindly be allocated for this project in 1983-84 out of the additionality of Rs. 160 crores which the Planning Commission have made available for railways development. I appreciate that the additionality of funds is for committed projects but what I have stated in the foregoing paragraphs only adds to that commitment of the Government and the party to the public welfare. If somehow it is not possible to allocate the entire amount within 1983-84, it should be allocated for 1984-85 definitely."

It goes without saying that if Government agrees to stepping up the work on this project, it will have a great impetus to the interest of the party in the coming elections in the Gorakhpur and Varanasi division."

तो कहने का मतलब यह है कि वाराणसी पटना—वाराणसी की जो ब्राड गेज लाइन है उसको अविलम्ब पूरा कर दें तो बड़ी कृपा होगी।

महोदया, मैं रिजर्वेशन के बारे में भी कुछ कह देना चाहता हूँ। मैंने बार-बार आग्रह किया है कि शैड्यूल्ड कास्ट और शैड्यूल्ड ट्राइब्स का जो कोटा है वह पूरा नहीं होता है। तो आप क्यों नहीं हरिजनों के लिये एक सैल कायम कर देते हैं हर जोन में ताकि रिजर्वेशन का जो कोटा सरकार ने फिक्स किया है उसको भरा जा सके। हमें मालूम है कि अच्छे-अच्छे कैंडिडेट्स जाते हैं और न्यूनतम योग्यता मैट्रिक है, उसके स्थान पर डिग्री वाले लगाये जाते हैं, इस प्रकार से रिजर्वेशन का लाभ शैड्यूल्ड कास्ट और शैड्यूल्ड ट्राइब्स को नहीं देते हैं। हम सरकार से आग्रह करेंगे कि शैड्यूल्ड कास्ट और

शैड्यूल्ड ट्राइब्स की नियुक्ति के लिये जो कोटा निर्धारित किया है उसके लिये एक सैल कायम कर दीजिये ताकि उनको कोटे के अनुसार नियुक्ति मिल सके।

उपसभाध्यक्ष महोदया, रेलवे में जो बर्थ रिजर्वेशन है उसके बारे में भी मैं कह देना चाहता हूँ। मुख्य स्टेशनों, जैसे बम्बई, कलकत्ता, मद्रास, पटना आदि सभी स्टेशनों पर रिजर्वेशन में बड़ी धाँधली है। एक-एक महीने पहले रिजर्वेशन कराना पड़ता है। उसमें भी पैसा देकर। इसलिए हम आग्रह करेंगे कि आप वहाँ पर कंप्यूटर की व्यवस्था कर दीजिए ताकि लोगों को किसी प्रकार की कठिनाई न हो और ठीक प्रकार से रिजर्वेशन हो सके।

महोदया, मैं आर० पी० एफ० के बारे में कहना चाहता हूँ। रेलवे में जितनी चोरियाँ हो रहा है, उनका मुख्य कारण आर० पी० एफ० है। जितने काइम हो रहे हैं, अभी परसों के अखबार में आपने पढ़ा होगा कि पूर्वोत्तर रेलवे के पूर्णिया में एक भाई और बहन जा रहे थे, आर० पी० एफ० वालों ने उनके साथ बलात्कार किया और बहुत बड़ा गांव इकट्ठा हुआ। सारी रेलवे का सारा कानून आर० पी० ए० वालों ने अपने हाथ में ले रखा है। वे नाजायज तरीके से पैसंजरी से पैसा भी ले लेते हैं और सफर भी ऊँचे क्लास में करते हैं। जिन सीटों की रिजर्वेशन होती है उन पर भी आर० पी० एफ० वाले बैठ जाते हैं। कोई भी पुलिस का आदमी सैकिड क्लास में सफर नहीं करता है, बल्कि वे अच्छे अच्छे पैसंजरी की सीटों पर बैठे रहते हैं। आपको चाहिये कि स्टेट गवर्नमेंट से संपर्क करके जो भी पुलिस अधिकारी नाजायज तौर पर रिजर्व की गयी सीटों पर सफर करते हैं उनके खिलाफ सख्त कार्यवाही की जाये। आर० पी० एफ० वाले जो रक्षक कहलाते हैं वे ही भक्षक बन गये हैं। अतः ऐसे भ्रष्ट लोगों के विरुद्ध कड़ी से कड़ी कार्यवाही की जानी चाहिये। महोदया, कहीं भी स्टेशन

मास्टर और आर० पी० एफ० में मेल नहीं है। स्टेशन मास्टर को सुरक्षा के लिये बुलाया जाये तो वे आते नहीं हैं। अभी हाल ही में समस्तीपुर स्टेशन पर सुपरिटेण्डेंट को बुलाया तो आर० पी० एफ० वालों ने स्टेशन अधीक्षक के ऊपर केस कर दिया। आर० पी० एफ० वालों से रेलवे के अधिकारी भी कुछ नहीं बोलते हैं। अभी दरभंगा स्टेशन पर एक रेलवे अधिकारी था उससे तीन चार बोरे सीमेंट मांगा, उसने नहीं दिया तो राम विलास ने उसकी रिपोर्ट की तो उसके खिलाफ केस कर दिया। तो आर० पी० एफ० वाले सारे क्राइम की जड़ हैं, नाजायज तरीके से पैसजरी को भी लूटते हैं और रेलवे की प्रापर्टी को भी बेतरीके लूटते हैं। इसलिये इनके ऊपर कम से कम आप निबंधन लगाइए।

उपासभाध्यक्ष महोदय, मैं रेल मंत्री महोदय का ध्यान पंचकुअलिटी की तरफ दिलाना चाहता हूँ। पूर्वोत्तर रेलवे में पंचकुअलिटी नाम की कोई चीज नहीं रही। आपने बहुत सुधार किये हैं, आपके जमाने में ऐक्सीडेंट्स भी कम हुये हैं, सुविधाएं भी काफी आपने प्रदान की हैं, कुछ पंचकुअलिटी भी आई है, जनता इसके लिये आपको धन्यवाद दे रही है, हम भी बहुत धन्यवाद देते हैं, लेकिन कहीं-कहीं अभी भी आपके अच्छे प्रशासन का प्रभाव पहुंच नहीं पाया है। इसलिये वहां पर भी बननी चाहिये। उत्तरी बिहार में जितनी गाड़ियां चल रही हैं, नार्दन ईस्टर्न रेलवे की, आप पता लगा लीजिये कि जो इनका स्टार्टिंग प्वाइंट है वहीं से ये गाड़ियां चार-चार घंटा लेट चलती हैं। जब पता लगाने हैं तो कहा जाता है कि ड्राइवर नहीं है, गार्ड नाहब नहीं आये हैं, कभी कहते हैं कि कोयला नहीं है, इंजन ठीक नहीं है। लेकिन जब इमरजेंसी थी तो सारी चीज समय पर मौजूद रहती थीं। इसलिये नार्दन ईस्टर्न रेलवे में खास कर समस्तीपुर डिविजन में जो गाड़ियां चल रही हैं वे बहुत लेट चल रही हैं। इस तरफ ध्यान देने की जरूरत है।

[उपसभाध्यक्ष (श्रीमती) मार्ग्रेट आल्वा)
पीठासीन हुई]

इस लाइन पर जो गाड़ियां चलने वाली हैं और जो ट्रेक हैं वे बहुत ही पुराने हो चुके हैं। फर्स्ट क्लास के जितने भी डिब्बे हैं और सैकिड क्लास के डिब्बे हैं उनमें कोई फर्क नहीं रह गया है। बल्कि जो फर्स्ट क्लास के डिब्बे हैं वे ज्यादा खराब हैं। न वहां पर कोई सीट है और पाखाना में इतनी गन्दगी है कि बैठा नहीं जा सकता। लाइट की कोई व्यवस्था नहीं है। इसलिये हम आग्रह करेंगे कि उत्तरी बिहार में पूर्वोत्तर लाइन पर जो आपके कोचेज हैं उनकी मरम्मत कराई जाये ताकि जनता को अधिक से अधिक सुविधा मिल सके। उत्तरी बिहार के जो तीन स्टेशन हैं सोनपुर, हाजीपुर और दरभंगा, इनमें बिजली की बहुत कमी रहती है। रात-रात भर वहां लाइट नहीं रहती है। एक-दो स्टेशन पर तो लाइट की व्यवस्था है लेकिन अधिकांश स्टेशनों पर अंधेरा रहता है। इससे यात्रियों को खतरा बना रहता है। चोरी-डकैती हो जाती है। इसलिये हमारा आग्रह है कि वहां पर इमरजेंसी लाइट की व्यवस्था कराई जाये ताकि यात्रियों को सुविधा मिल सके। इन शब्दों के साथ मैं मंत्री महोदय के प्रति बहुत आभार प्रकट करता हूँ कि इन्होंने रेलवे में बहुत सा सुधार किया है। मैं अन्त में यह आग्रह करूंगा कि पिछड़े क्षेत्र समस्तीपुर दरभंगा की जनता की फरियाद को आप सुनें लें और अवलम्ब उनकी मांग को पूरा करें, आपकी बड़ी कृपा होगी। इन शब्दों के साथ मैं आपका पुनः धन्यवाद करता हूँ।

श्री राम लखन प्रसाद गुप्त (बिहार)

उपसभाध्यक्ष महोदय माननीय मंत्री महोदय तीन विनियोग विधेयक एक साथ लाये हैं जो 10 हजार 65 करोड़ और 86 लाख के हैं। रेलवे की आवश्यकता पर हमारे पूर्व वक्ता श्री पासवान जी ने बहुत ही सही कहा है कि सभी तरह के उत्थान के लिये रेल की आवश्यक-

[श्री राम लखन प्रसाद गुप्त]

ता है, इसमें कोई शंका की बात नहीं है। जिस तरह से देश की आवादी बढ़ती जा रही है, इसका विकास और इसकी अर्थ व्यवस्था में जितना सुधार होना चाहिये उस हिसाब से रेलवे का विस्तार होना आवश्यक है और उसके लिये जो विनियोग विधेयक आया है में उसका सहर्ष समर्थन करता हूँ। परन्तु मैं यह भी कहना चाहता हूँ कि मुझे मौका मिला है रेलवे की कार्यकलापों को नजदीकी से देखने का। लगभग सारे देश के, उत्तर से दक्षिण छोर और पूर्व से पश्चिम छोर तक के सभी स्टेशनों को देखने का मौका मिला है।

श्री जगदम्बी प्रसाद यादव (बिहार) :
मालदा नहीं देखा है।

श्री राम लखन प्रसाद गुप्त : मालदा भी देखा है। सभी को देखने से यह साफ पता चलता है कि हर जगह जितनी भी बातें हुई हैं सभी बातों का एक ही निष्कर्ष निकलता है कि फंड्स की कमी है। हर जगह जरूरी है कि फंड्स को बढ़ाया जाए। फंड्स की कमी के कारण बहुत सारे कर्मचारी, बहुत सारे विभाग बहुत अधिक दिनों तक काम नहीं कर पाते हैं क्योंकि कोई भी काम शुरू करने के लिये योजना तो बना ली जाती है उसके लिये जो पदाधिकारी हैं, जो कर्मचारी हैं वे सब नियुक्त हो जाते हैं परन्तु जब फंड समाप्त हो जाता है तो वह बैठ जाते हैं। बैठ जाने के कारण उसका भार बहुत बढ़ जाता है। रेल के ऊपर लेकिन काम नहीं हो पाता है। जो एस्टीमेट कमेटी है उसने अपनी 56वीं रिपोर्ट में इसके ऊपर काफी जोर दिया था। जहां पर छठी पंचवर्षीय योजना में 14 हजार 141 नये कौचेज बनने चाहिये थे उसके अग्रेन्स्ट में सिर्फ 5 हजार 680 कौचेज के लिये 447 करोड़ रुपये योजना आयोग ने दिये हैं। अब आप यह सोचिये कि 14 हजार 141 की योजना बनती है, उसके लिये छठी पंचवर्षीय

योजना में सिर्फ 5 हजार 680 कौचेज के लिये 447 करोड़ का प्रावधान कर लेने से हमारे आवश्यकताओं की पूर्ति नहीं हो सकती है। उसी तरीके से रेलवे के संबंध में उसी रिपोर्ट में यह कहा गया है कि जहां ट्रेक के लिये छठी पंचवर्षीय योजना में 39 हजार 48 किलोमीटर की आवश्यकता है, उसमें सिर्फ 14 हजार किलोमीटर के लिये पांच हजार करोड़ रुपयों का प्रावधान किया गया है। ये दो उदाहरण मैंने रख हैं। इन दो उदाहरणों से यह पता चलता है कि जो हमारी योजना है, जो छठी पंचवर्षीय योजना स्वीकार की गई है उसके अनुसार आधे से भी कम का प्रावधान प्लानिंग कमीशन की ओर से रेलवे के लिये किया गया है। इसके अलावा इस योजना के अनुसार काम नहीं हो पाता है जिसके कारण हालत और भी खराब हो जाती है। हमारे श्री लाडली मोहन निगम जी ने मंत्री साहब की बहुत आलोचना की और कहा कि मंत्री महोदय ने अपने बजट भाषण में कहा कि अगर यही अवस्था रही तो कुछ वर्षों के बाद रेलवे चरमरा जायेगी। परन्तु मैं उनकी प्रशंसा करना चाहता हूँ। सचमुच में उन्होंने बहुत सही बात कही है। आज रेलवे की हालत इतनी खराब हो गयी है, इतनी बदतर हो गयी है कि फर्स्ट क्लास के अन्दर फर्स्ट क्लास का टिकट होने के बावजूद भी फर्स्ट क्लास में जगह नहीं मिलती है, कोरीडोर में जाकर रहना पड़ता है। इसके लिये भी फंड की कमी बतायी जाती है। यह कहा जाता है कि कौचेज कम हैं, बैगन्स कम हैं, ट्रेक्स की कमी है। इन सारी चीजों की कमी है। इन सारी कमियों के पीछे जितनी भी रेलवे के संबंध में रिपोर्ट्स आती हैं, चाहे वह रेलवे रिफार्म कमेटी की रिपोर्ट हो, चाहे ईस्टिमेट कमेटी की रिपोर्ट हो, रेलवे कंवेनशन कमेटी की रिपोर्ट हो, हर रिपोर्ट में यह बात कही जाती है कि रेलवे को रुपये की जरूरत है, रेलवे में काफी एक्सपेंशन की जरूरत है। कुछ स्थानों पर मझे जाने का

भौका मिला है। चाहे बंगलौर की स्टील फेक्ट्री हो या कोचेज का कारखाना हो, वहां पर स्थिति यह है कि कंपेसिटी का 40 प्रतिशत भी काम नहीं हो रहा है। जहां पर 40 प्रतिशत भी कंपेसिटी का काम न हो रहा हो वहां की स्थिति किस प्रकार से सुधर सकती है, यह विचारणीय प्रश्न है। इस सब के लिए कहा जाता है कि फंड नहीं है। जो योजनाएं बनती है उनको पूरा होने में काफी वक्त लग जाता है जिससे उनका खर्च चार गुना और पांच गुना बढ़ जाता है। टैंक तैयार होने में काफी समय लग जाता है। इससे उसका खर्च भी बढ़ जाता है। इन दिक्कतों के कारण रेलवे की हालत खराब होती जा रही है? मैं यह कहना चाहूंगा कि रेलवे मिनिस्टर को और सरकार को इस ट्रांसपोर्ट को इतनी आसानी से नहीं लेना चाहिए। जिस तरह से हमारे देश की आबादी बढ़ रही है उस दृष्टि से रेलवे का विकास नहीं हो पा रहा है। अगर यही स्थिति रही तो रेलवे की हालत और भी बिगड़ जाएगी। मैं रेलवे मंत्री जी का भाषण पढ़ रहा था। उसमें उन्होंने कहा कि मैंने वित्त मंत्रालय और योजना आयोग से लड़-झगड़ करके यह पंसा लिया है। उन्होंने कहा कि मैंने बड़ी लाइनों को परिवर्तित करने के लिए 30 करोड़ रुपये नई लाइनों के लिए 90 करोड़ रुपये और विद्युतीकरण के लिए 160 करोड़ रुपये और रेल लाइनों का नवीनीकरण करने के लिए तीन सौ करोड़ रुपये उपलब्ध कराये हैं। परन्तु मैं नहीं समझता कि इतने रूपयों से काम हो पाएगा। इसलिए मैं मंत्री से यह कहना चाहूंगा कि इसके लिए आपको और भी ज्यादा प्रयत्न करना होगा क्योंकि एकाउन्टेबिलिटी आपकी है। आप रेलवे मंत्रालय के इंचार्ज हैं, आप से ही सारी बातें पूछी जाएंगी।

जहां तक मनेजमेन्ट की बात है, उसके संबंध में भी ईस्टिमेट कमेटी की 56वीं रिपोर्ट में यह कहा गया है कि रेलवे में जो एक्सीडेन्ट्स हो रहे हैं उनके कई कारण हैं उसमें स्टाफ का फेल्योर भी एक बहुत बड़ा कारण है। स्टाफ की तैंगलीजेन्सी के कारण भी बहुत ज्यादा एक्सीडेन्ट्स होते हैं इसलिये आवश्यकता इस बात की है कि स्टाफ की सेफ्टी कांसिल्स बनाने की जरूरत है। यह जिम्मेदारी मनेजमेन्ट की, व्यवस्थापकों की, है। अगर रेलवे का स्टाफ सेफ्टी कांसियस हो जायें तो एक्सीडेन्ट कम हो सकते हैं। इसके साथ साथ हम उस रिपोर्ट में यह भी देखते हैं कि 31 मार्च, 1983 तक 46 करोड़ रूपयों का फंड जमा है।

एक्सीडेन्ट्स का कम्पनसेशन देने के लिये लेकिन वह वितरित नहीं किया गया। गरीब व्यक्ति जो एक्सीडेन्ट में मरते हैं वे इतनी अप्रोच नहीं कर सकते, नियम कानून भी नहीं जानते हैं। यह तो रेलवे का काम है कि एक्सीडेन्ट के अंदर जो लोग मारे जाते हैं नियम के अनुसार जितना कम्पनसेशन उनको देना चाहिए वह उनको दिया जाये। कम्पनसेशन का रूपया जमा रहे आपके यहां, यह कोई अच्छी बात नहीं है।

अंत में आकर मैं अपने क्षेत्र की बात कहना चाहता हूँ। इस क्षेत्र से हमारे मंत्री महोदय भी जुड़े हुए हैं। यह क्षेत्र उत्तरी पूर्वी क्षेत्र है और इस क्षेत्र में हमें जितने आन्दोलन चल रहे हैं, जो सारी बातें हो रही हैं वह सब हम लोग रोज देख ही रहे हैं। चाहे वह मणीपुर हो, असम ही, चाहे नागालैंड हो या मेघालय हो, जहां भी हो वहां पर आंदोलन चल रहे हैं। इस क्षेत्र के अधिकाधिक विकास की आवश्यकता है। रेलवे

[श्री राम लाल प्रसाद गुप्त]

ने इस क्षेत्र में काफी विकास की कौशिश की है और ब्राड गेज भी बन गई है गौहाटी तक। 11ड गेज से जुड़े जाने से वहाँ के लोगों का बहुत बड़ा लाभ होगा। मंत्री महोदय ने कई गाड़ियाँ भी चलाई है और बंगाल को भी कई गाड़ियों से जोड़ा गया है। जिसके कारण वहाँ के लोगों को बहुत राहत मिली है। उनके इस वास्तव्य में सत्यता है कि अब ऊपर में चलने वालों की संख्या कम हुई है। परन्तु बिहार क्षेत्र में आने के बाद हम देखते हैं कि उधर अभी भी रेल गाड़ियाँ कम हैं अभी जो इन्होंने मगध एक्सप्रेस चलाई है तो जो लूप लाइन भागलपुर तक जाती है मैं उसके लिये बढ़ाई देता हूँ। परन्तु मेरा यह अनुभव है कि विक्रमशिला, मगध एक्सप्रेस के फर्स्ट क्लास में खड़े होकर, हन एम. पी. होकर भी नहीं चल सकते। इतनी भीड़ रहती है। पटना से भागलपुर तक 6 कोचेज उसमें जाते हैं। इन 6 कोचेज में पैसेंजर उसके कम से कम श्री टाइम्स अधिक रहते हैं। मेरा आग्रह होगा कि कम से कम 10 कोचेज यानी उसमें 4 कोचेज और जोड़े जायें। अगर पटना से भागलपुर तक उसमें 4 कोचेज और जुड़ जाते हैं तो उससे बहुत सुविधा हो जाती है, ये डिब्बे पटना में पड़े रहते हैं उसके लिये एक्स्ट्रा कोई चीज की जरूरत नहीं है। सिर्फ चार और कोचेज भागलपुर तक उसमें लगाने की जरूरत है। अगर इंडिया में कोचेज बढ़ायें, सुविधा हुई परन्तु अभी तक भी उसके अन्दर दिक्कत है। मेरा अनुरोध है कि दो कोचेज अगर इंडिया में और जोड़े जायें। सिर्फ दो कोचेज जोड़ने से काफी सुविधा लोगों को होगी। लूप लाइन के बारे में जो आपने आइडिया इन्फार्मल कमटी में दिया था, उसको आश्वासन दिया था वे सभी बातें पूरी हुई हैं, यह

बड़ी खुशी की बात है। मैंने 6 वर्षों की अपनी पार्लियामेंटरी जिन्दगी में पहली बार देखा कि आपने जो कहा सो किया। जो आश्वासन दिये गये वे पूरे हुये। मेरा आपसे पुनः निवेदन है कि अगर इंडिया में दो कोचेज और दिये जायें, मगध एक्सप्रेस में चार कोचेज और जोड़े जायें। विलियारपुर एक इम्पोर्टेंट स्टेशन है। वह इसको जमुई से जोड़ता है, चकाई से जोड़ता है और क्षेत्रों से जोड़ता है। वहाँ पर स्टाप होना बहुत जरूरी है। वहाँ का प्लेटफार्म इतना नीचा है कि कोई महिला क्या, हम लोग भी जब उतरते हैं तो उतरते उतरते गिर जाते हैं। ऐसी हालत में इस स्टेशन का जरा डेवलपमेंट किया जाय और उसे थोड़ा ऊँचा करके उसको स्टाप बनाया जाय। वहाँ पर बम्बई-जनता का स्टाप होना जरूरी है। ये सब कई कार्य हैं जो कि वहाँ पर होने चाहिये। इसमें आपका खर्च कोई नहीं है। लूप लाइन को डबल करने के लिये आदेश दिये हैं। मुझे ईस्टन रेलवे के आफिसरों से बात करने का मौका मिला। उन्होंने एक योजना भी दी है, 37 पुलिया बन गई हैं और कई जगहों पर कई काम हो रहे हैं। लेकिन फंड की कमी के कारण काम रुका हुआ है। थोड़ा सा फंड उसके लिये चाहिये। मेरा अनुरोध है कि क्वील से पाकुर तक और पाकुर से भागलपुर तक लूप लाइन कर दी जाय। जमालपुर के विषय में आपने जो जो आश्वासन दिये थे वे सब पूरे हो गये। वहाँ पर एक शौड भी लग गया है, वहाँ पर सुविधा का प्रबन्ध किया है, स्टेशन का विकास किया है, मैं इसके लिये आपको बढ़ाई देता हूँ। परन्तु वहाँ पर जो रेलवे का कारखाना है, मेरा आपसे यह आग्रह है कि अब रेलवे की कही दूसरी जगह कोच और वैगन की फैक्टरीज के लिये अलग से इतना अधिक रुपया लगाने की कोई जरूरत नहीं है। जमालपुर में रेलवे का कारखाना है। यहाँ पर 14 हजार मजदूर काम करते हैं, इस कारखाने के पास सैकड़ों एकड़ जमीन पड़ी हुई है, न वहाँ पानी की कमी है, न बिजली

की कमी है और न मजदूरों की कमी है तथा न टेक्नोशियनों की कमी है। वहां पर हम काफी रूप्यों की वचत कर सकते हैं और उस कारखाने का विकास और विस्तार कर सकते हैं। उसका विकास किया जाए और उसको वर्क लोड दिया जाए नहीं तो मजदूर वहां पर बैठे रहते हैं जितना उनको काम चाहिये उतना काम उनको नहीं मिलता है। इसलिए वहां पर कोच फैक्टरी या वेगन फैक्टरी या इंजिन के विकास के लिए भी काम किया जाए। अंत में मैं यह कहना चाहूंगा कि मुंगेर में एक और पुल बनना जरूरी है मुकामा और फरक्का के बीच में और एक ब्रिज गंगा के ऊपर बनना चाहिये। यह मुंगेर में होना बहुत आवश्यक है क्योंकि वहां का डिस्टेंस कम है और मुंगेर जो है वह पहाड़ के ऊपर है। पहाड़ कोई ऊंचा नहीं है जमीन का लेवल वहां बहुत नीचा है अर्थात् नीचे ज्यादा फाऊंडेशन की जरूरत नहीं है। वैसे हालत में मुंगेर में ब्रिज होना चाहिये। पोलिटिकल दृष्टि से जो प्रभावशाली लोग हैं वे कोई दूसरी जगह तीसरी जगह के लिए कहते रहते हैं लेकिन मेरा अपना खयाल है कि हाइली टेक्निकल, शार्टेस्ट डिस्टेंस और कम से कम खर्च में अगर कहीं बन सकता है तो वह पुल मुंगेर में ही बनना चाहिये। इतनी बात कह कर मैं मन्त्री महोदय को धन्यवाद देते हुए यह आशा करूंगा कि जो दो चार सुझाव मैंने उनके सामने रखे हैं जो बहुत होने लायक हैं उनको जरूर कर दिया जाए। इतनी बात कह कर मैं अपनी बात समाप्त करता हूँ।

डा० संकट प्रसाद (उत्तर प्रदेश) :
उपसभाध्यक्ष महोदय, रेलवे हमारे पब्लिक

सेक्टर का देश का सब से बड़ा इंटर-प्राइज है और सारे देश में रेलों की लाइनें बिछी हुई हैं लेकिन इसके वावजूद भी अभी बहुत सी जगहें ऐसी रह गई हैं जो कि रेलवे लाइन से जुड़ी नहीं हैं। वैसे जब भी रेलवे पर चर्चा होती है तो हम बड़ी जगहों को ही कुछ अधिक कोचज लगाने की बात कहते हैं या कुछ नयी ट्रेनें चलाने की बात कहते हैं। मैं तो आपके माध्यम से मन्त्री जी से यह कहना चाहूंगा कि देश में जो पिछड़े हुए इलाके हैं जो रेलों से अभी तक जुड़े नहीं हैं और कहीं कहीं तो पचास-पचास, साठ-साठ मील तक चले जाने पर भी कोई स्टेशन नहीं है, ऐसे दूर-दराज के स्थानों को रेलों से जोड़ा जाना चाहिये। जो भी स्थान रेलों से या रोड से जुड़ जाते हैं वहां तरक्की के रास्ते अपने आप ही खुल जाते हैं। वहां पर उद्योग लगने शुरू हो जाते हैं। इसलिए नये स्थानों को रेल लाइनों से जोड़ने को प्राथमिकता दी जानी चाहिये। इससे हमारे दूर-दराज के जो इलाके हैं वे तरक्की करेंगे और बीस सूत्री कार्यक्रम के माध्यम से जो हम श्राभीण क्षेत्रों का विकास करना चाहते हैं उसमें बढ़ोतरी हो सकेगी। आजकल टिकटलेस ट्रेवलिंग बहुत ज्यादा है। अगर आप ट्रेनों में देखें विशेषकर ब्रांच लाइनों में मुसाफिर तो बहुत ज्यादा हैं लेकिन उसके मुकाबले में रेवेन्यू बिलकुल नहीं आता है। डिब्बों में जगह नहीं मिलती है और पैसेंजर सारे जो हैं वे बगैर टिकट यात्रा करते हैं। मैंने भी यह देखा है ब्रांच लाइनों में ट्रेन में जो टिकट चेक करने वाले होते हैं वे एक स्टेशन पर 10-20 लोगों को इकट्ठा करते हैं और उनको अपने साथ डिब्बे में बैठा लेते हैं उनको टिकट नहीं देते हैं पैसे अपनी जेब में रख लेते हैं और दूसरे स्टेशन पर जा कर गेट पर खड़े हो कर के

[डा० संकटा प्रसाद]

उनको निकाल देते हैं और इस प्रकार से वह सारा रेवेन्यू जो है वह टिकट चेक करने वालों की जेब में चला जाता है। मेरा कहना यह है कि इसको कड़ाई से चेक किया जाना चाहिये। ब्रांच लाइनों पर मैजीस्ट्रेट चैकिंग बढ़ा देनी चाहिये। ब्रांच लाइनों पर यही नहीं होता है उन ट्रेनों में लोग बेतहाशा सामान बगैर बुकिंग के डिब्बों में भर देते हैं और जो जेन्युन यात्री होते हैं उनको सफर में बड़ी कठिनाई का सामना करना पड़ता है और उनको दिक्कत होती है। इससे रेवेन्यू का भी रेलवे को लास होता है। डिब्बों में जो बल्ब गैररह होते हैं उनकी भी चोरी होती है। तो हमें ब्रांच लाइन्स की तरफ ज्यादा ध्यान देना चाहिए। अब मैं आपका ध्यान अपने उत्तर प्रदेश की तरफ ले जाना चाहता हूँ। सीतापुर एक स्थान है उत्तर प्रदेश में जो कि बहुत मशहूर जगह है और हिंदुस्तान का सबसे बड़ा आई हास्पिटल वहाँ है। वहाँ पर सभी प्रदेशों से लोग आँख के इलाज के लिए आते हैं। सीतापुर जो है वह शाहजहाँपुर से बड़ी लाइन से जुड़ा हुआ है और छोटी लाइन से बुड़हल से जुड़ा हुआ है। अगर हम सीतापुर से बुड़हल जो छोटी लाइन है उसको ब्राड गेज में चेंज कर दें तो गोरखपुर से सीधा शाहजहाँपुर होते हुए एक सीधा रास्ता निकल आयेगा और गोरखपुर से वाया शाहजहाँपुर दिल्ली के लिए सीधी लाइन हो जायेगी। इससे यह सुविधा होगी कि गोरखपुर से जो ट्रेन चलती है उसका लोड लखनऊ पर कम हो जायेगा और वह ट्रेन सीधे बुड़हल सीतापुर होते हुए दिल्ली निकल आयेगी।

दूसरी बात मैं उत्तर प्रदेश के बारे में यह कहना चाहता हूँ कि उत्तर प्रदेश

में जो रेलवे लाइनें हैं उनमें मीटर गेज बहुत हैं। मीटर गेज को ब्राड गेज में चेंज करना चाहिए। इससे पैसेंजर्स का समय बच सकेगा और लोगों की सुविधाएं बढ़ेंगी। मैं इसी लाइन के बारे में एक बात और आपके माध्यम से रेलवे मंत्री जी से कहना चाहता हूँ कि सीतापुर से शाहजहाँपुर तक एक कोच लगती थी 29 अप्रैल में, जिसमें एक कम्पोजिट कोच लगता था। इसमें सेकेण्ड क्लास भी था और फर्स्ट क्लास भी। कुछ दिन पहले उस कम्पोजिट कोच में फर्स्ट क्लास की जो बर्थ्स थीं उनको हटा दिया गया और अब केवल सेकेण्ड क्लास ही उसमें चलता है। तो मैं आपके माध्यम से रेल मंत्री जी से निवेदन करना चाहूंगा कि पहले की भांति जो सीतापुर कोच 29 अप्रैल में अटैच की जाती थी शाहजहाँपुर में, उसमें फर्स्ट क्लास की कम्पोजिट बोगी लगाई जानी चाहिए।

इसके अलावा एक ट्रेन काठगोदाम को लखनऊ से चलती है उसमें एक स्टेशन हरगांव पड़ता है। यह छोटी लाइन में है। पहले वहाँ काठगोदाम मेल रुका करती थी लेकिन एक दो साल से वहाँ पर काठगोदाम एक्सप्रेस नहीं रुकती है : मैं आपके माध्यम से मंत्री जी से निवेदन करना चाहता हूँ कि वह काठगोदाम ट्रेन जो लखनऊ से चलती है उसको हरगांव में रुकवाने की कृपा करें। वैसे ट्रेन्स का जाल बिछा हुआ है और हमारे रेलवे मंत्रालय ने ट्रेन में चलने वालों के लिए अनेक सुविधाएं दी हैं और सुविधाएं बढ़ी भी हैं और कोशिश भी की जा रही है कि रेलवे से लोगों को सफर में आराम मिले। काफी सुविधाएं बढ़ी हैं तथा रेलों का जाल बढ़ाया जा रहा है लेकिन जरूरत इस बात की है कि पैसेंजर्स की सहूलियतों

को ध्यान में रखते हुए जो दिक्कतें हैं उनको और अधिक दूर करने की कोशिश की जाये। कभी कभी उपसभाध्यक्ष महोदया, ऐसा होता है कि ब्रांच लाइन में विशेषकर अगर बारिश होने लगे और पैसेंजर्स ट्रेन में सफर कर रहे हैं तो ज्यों ही चार बूंदें पानी की गिरी उनको अपना बिस्तर संभालना पड़ता है। उसमें कभी कभी ऐसा होता है कि अगर स्टेशन के बाहर बैठे होते तो चाहे कम भीगते लेकिन ट्रेन में बारिश खत्म होने के बाद भी बारिश होती रहती है और लोग भीगते रहते हैं। यह भी देखना चाहिए और जो पुराने कोचेज हैं उनकी दुरुस्ती होनी चाहिए, उनको ठीक करना चाहिए।

उपसभाध्यक्ष महोदया, ब्रांच लाइन के बारे में मुझे बड़ा कटु अनुभव है। कभी कभी यह होता है कि बहुत पुराने इंजन लग जाते हैं। मैं सीतापुर से शाहजहांपुर होकर दिल्ली आता हूँ, वहाँ से ब्रांच लाइन आती है, उसमें इतने पुराने इंजन लगते हैं कि वे 10-15 किलोमीटर की रफ्तार से चलते हैं। शाहजहांपुर से दिल्ली आने में 6 घंटे लगते हैं पर शाहजहांपुर से सीतापुर जाने में जो कि केवल 50-60 किलोमीटर है, 5-6 घंटे लग जाते हैं। तो ऐसे इंजनों को जिसमें स्पीड नहीं होती है, जो ठीक से नहीं चल सकते हैं उनको हटाकर नये और अच्छे इंजन चलाने चाहिए, उनको डोजलाइज करना चाहिए ताकि पैसेंजर्स को आराम मिल सके। इन्ही शब्दों के साथ मैं एप्रोप्रिएशन बिल का समर्थन करता हूँ।

4.00 P.M.

SHRI ALADI ARUNA (alias V. ARUNACHALAM (Tamil Nadu): Madam Vice-Chairman. I rise to say a few words on the 10th report of

the Railway Convention Committee. Though the contribution to the Depreciation Reserve Fund and Pension Fund have been increased considerably, the Railway Convention Committee in its 10th report has asked the Railways to step up the revenue further so as to meet the further needs.

In managing the railway, we almost adhere to the policy and principle which are being followed by public undertakings and corporations. But in treating the employees, we are blindly following the departmental norms and policies depriving the rights of the employees. Therefore, the railway employees are repeatedly asking the Government to amend the definition of 'railway' so as to entitle them to the benefits of workmen's bonus and other facilities. But it is unfortunate that there is no positive response from the Government.

The railway department must be converted into Railway Transport Corporation so that railway employees could negotiate for wage structure as in the case of other industrial undertakings and corporations. In this context, I would like to point out an important anti long-pending demand of the railway employees who are working in Madras.

Due to the abnormal rent and lack of accommodation in Madras, most of the employees are residing in places between Arakonam and Katpadi. But the facility of concessional season tickets is provided in routes Madras-Egmore-Kanchipuram-90 Kms.; Madras Central to Sullurpettai-80 Kms and Madras Central to Arakonam-69 Kms. Employees who are residing at places between Arakonam and Katpadi are deprived of concessional season tickets beyond Arakonam and Sullurpettai, whereas the railway authorities have permitted non-railway commuters to avail the season ticket facility upto 150 Kms. When the railway is kind and generous enough to give this concession to non-railwaymen, is it not unfair and

[Shri Aladi Aruna alias V. Aruna-chalam]

unkind to deny this facility to their own employees? I would like to remind the Hon'ble Minister that this facility of concessional season tickets has been given to the railwaymen working in Bombay and residing in Pune, the distance between which is 182 Kms. Further the distance for concessional season ticket for railwaymen working in Madras was fixed 30 years ago when the accommodation problem was not so acute. Considering all these points, I appeal to the Hon'ble Minister to give the facility of concessional season tickets to all railwaymen working in Madras upto 150 Kms. I do hope that the Hon'ble Minister will show green signal to this in his reply. If you go through the particulars of passengers' traffic trends, the passenger earning is increasing, but the record of passengers journey is not encouraging.

In 1966-67 the passenger earning was Rs. 229.3 crores. That has increased to Rs. 1,161 crores in 1982-83. But as far as passenger journey is concerned, there is no proportionate increase. In 1966-67 it was 2,192 millions. In 1978-79 it was 3,719 millions and then it declined to 3,505 millions in 1982-83. Then it became 3,655 millions. It has not reached the record of 1978-79. It is due to inadequate facilities, delays and accidents.

For example the Vaihail Express, the fastest express running between Madurai and Madras, was introduced with a colourful function. Now it is running with five or six coaches. It is shameful to the administration of the railways. It is even a challenge to the Railway Ministry.

Since it is running in day time, to attract more passengers AC Chair-Car in this train is quite essential. For providing the air-conditioned coach facility, the Ministry must prefer the express trains which are running during day time rather than the trains running in the night.

Madam, the honourable Minister has, in his speech, praised the efficiency of the Integral Coach Factory in Madras. Its installed capacity is 750 coaches and it has produced 775 coaches. The honourable Minister has commented that it is a commendable achievement. Despite this fact, instead of expanding this factory by utilising the infrastructure and efficiency of the administration there, the Government of India has formed another committee to find out another location to start a new coach factory. It is highly objectionable, and it is unfair on the part of the Centre and it is politically motivated and it is against our State of Tamil Nadu. Since the State Government of Tamil Nadu has assured the Centre to give adequate facilities such as land, power, etc., this decision of the Centre to find another location to start a new coach factory in another part of India is detrimental to the national economy and to the welfare of our State. The partisan attitude of the Centre does not end with the issue of expansion of the coach factory in Madras, but it has ramified into the construction of new lines and conversion of the MG into BG. For the construction of the BG line from Karur to Dindigul and for the parallel BG line from Dindigul to Madurai and for the conversion of MG into BG from Madurai to Maniyachi and the parallel line from Maniyachi to Tuticorin and Maniyachi to Tirunelveli the allocation is only Rs. 4 crores! It is very very meagre and it is very very poor. It is not necessary to stress the importance of this scheme how it is going to be helpful to the people of the state and how it is going to be helpful in transportation and inter-state movement. Almost all the Members of Parliament from Tamil Nadu have represented in one voice to give priority to this scheme and to allot more money and complete the work within three or four years. But the Centre has not so far respected the voice of the honourable Members of Parliament.

I understand, Madam, that our honourable Chief Minister Duratchi Thalaiwar, Dr. M. G. Ramachandran, has written a letter to our honourable Prime Minister requesting her to allot more money, to expedite the work and to complete the work as early as possible. I do hope that the Government will honour the Letter of our Chief Minister and allot more amount and complete the work as early as possible. Even after all these repeated requests and administrative efforts and peaceful means, if the Centre is not responding and not yielding, then the people of Tamil Nadu will not hesitate to launch direct action against the attitude of the Centre.

With these words, Madam, I conclude my speech.

THE VICE-CHAIRMAN (SHRI-MATI MARGARET ALVA): Now, Mr. Kalyanasundaram.

SHRI M. KALYANASUNDARAM (Tamil Nadu): Madam Vice-Chairman the Appropriation Bill is before us and the Budget has already been finalised. Still I want to make certain suggestions for enhancing comments, suggestions for enhancing the allocation for certain basic infrastructure of the Railways in the hope that they will consider my suggestions at the time of reallocation by the end of this year.

Going through the figures given with regard to fleet strength, whether it is passenger coaches or wagons or diesel locos or electric locos, I find the number is going down year after year. The peak was reached in the year. 1980-81. Since then the number has been going down step by step. Now, we are in the last year of the Sixth Five Year Plan. The Railway Minister has himself realised it and he has noted that for want of sufficient funds the targets could not be achieved.

The targets could not be achieved in respect of any development programme or essential replacements.

The number of coaches can not be fulfilled. The number of wagons cannot be fulfilled. The provision for maintenance and replacement facilities cannot also be fulfilled. This is his own admission. I do not know how the growing needs of our economy are going to be met by the Indian Railways in the present state of affairs. And for this year also the allocation is very meagre as against the provision.

I want the following matters to be noted by the Minister and serious consideration to be given for re-allocation.

One, in the metropolitan cities the traffic is very much congested. Neither the road transport facilities are able to meet the needs nor the rails. In Calcutta, if they complete the metro, that may be the pride of our country and we wish that scheme success. It is nearing completion. But even then, Calcutta's needs cannot be satisfied and fully met.

Coming to the south, Madras, as was explained by my hon. friend, Mr. Arunachalam, he wanted extension of free concessions up to 50 km. Even though the concession may be there, commuters including women have to hang on to the coaches. It is a horrible sight to see during peak hour. They are office-going people. The average number of deaths in railway accidents on the suburban railway comes to two daily. Such is the pressure. What is the relief that you are going to give for a city like Madras? Rapid transit is there; that has been the propaganda for the past 10-12 years. Already they have spent about Rs. 95 lakhs. Provision is Rs. 75 lakhs. The sanctioned cost is Rs. 51.76 crores. When are you going to spend the balance? Against the date of completion, it is left blank. The amount has not been spent on initiating the scheme. An office is maintained. This amount has been spent only maintaining that office which preparing the plans for the schemes. This allocation is very poor. This is a very urgent

[Shri M. Kalyanasundaram]
need. It requires some more allocation.

Secondly, in the Madras suburban system there are two gauges. In the major section there is the broad gauge. In one direction there is only the metre gauge. That also is a very important section, from Tambaram to Beach. It should be converted into broad gauge so that it can link up with two broad gauge lines. That will improve the condition. For this also there is no provision at all for the scheme, although there was a mention about it in the last year budget.

Then, Sir, the earlier speaker also spoke about the Karur—Dindigul line. The amount of Rs. 4 crores is not for Karur-Dindigul line. It is all combined together. That means, the new line from Karur to Dindigul, the parallel broad-gauge line from Dindigul to Madurai, and then the parallel broad-gauge line from Tirunelveli to Tuticorin. The whole amount is to be spent for the construction of a parallel broad-gauge railwayline connecting Tuticorin harbour with Tirunelveli. Tirunelveli is already connected by broad-gauge via Kanyakumari. So, the idea is to sweep over the Karur-Dindigul new line and also the additional parallel broad-gauge line from Dindigul to Tirunelveli. There is no plan allocation for the construction of a new line between Karur and Dindigul. Rs. 4 crores is to be spent on the broad-gauge line which is under construction between Tuticorin and Tirunelveli. Because there is clamour, because there is agitation in the State, in order to confuse the MPs, they have clubbed all these projects together and shown an allocation of Rs. 4 crores. That is, the allocation for Karur to Dindigul new line is not a pie. If I am wrong, please come out with your facts.

I have already brought to the notice of the Minister about the stagnation in increasing our fleet strength. Though constructed during the British days, many of our Railway workshops are capable of better uti-

lisation. Two such workshops are the Golden Rock and Parambur workshops. There is a programme for developing the Golden Rock workshop at an estimated cost of Rs. 25 crores. What is the allocation made for the current year? Under the modernisation of workshops. Rs. 25,10,00,000 is the anticipated cost. The provision for the year 1984-85 is only a mere Rs. 2 lakhs: For what purpose? For the appointment of a project engineer and his assistant? This would not be adequate even for that. ...

The Parambur workshop is a very big workshop and it has got a lot of space for construction. Because of dieselisation and electrification, steam locos are vanishing. That was meant for the construction of steam locomotives. So, unless it is switched over for the repairs and maintenance of diesel locos and electrical locos, the infrastructure available there and the investment made there will become useless. In order to make full use of the infrastructure that is available there, repairs of electric locomotives and periodical overhaul of other types must be taken up. For that, the provision made is very poor. Against an anticipated expenditure of Rs. 3 crores, only Rs 16 lakhs have been provided for the improvement of the Perambur workshop. So, what they are now doing is that the Railways are diverting the repairs and maintenance of wagons from Golden Rock to Perambur. Two years ago, the Railway Board Chairman wrote to me praising the capacity and the skill of the Golden Rock workers. In order to clear the arrears in the repairs and maintenance of wagons, he has directed it to be undertaken there at the cost of construction of new wagons. Again, the construction of new wagons is to be allotted to the Golden Rock workshop and the repairs and maintenance is to be transferred to the Berambur workshop. The result is that both of them are not ready to undertake any of them. The money spent for acquiring space

Bill, 1984

parts and other necessary equipment for construction will be a waste. The spare parts and the other necessary equipment for construction are lying idle in Golden Rock and they cannot be used in the Perambur workshop. The Perambur workshop is not yet ready for undertaking repairs and maintenance. It is only to show the extent of anarchy that is there in planning in the Rail Bhavan. (*Time bell rings*): Madam, I have some more points to make and, therefore, kindly allow me a few more minutes.

Neither the railway employees, nor the passengers and nor even the trading community is happy with the performance of our railways. Whenever wagons are needed they will not be available. Where they are needed, they will not be available there. If they are needed for carrying salt and other perishable goods, they will be open wagons. So, the trading community is not satisfied. The railway men are also unhappy, and many of their categories are dissatisfied. Their general problems like wage revision, bonus, and other things have been referred to the Pay Commission and we do not know when its report will come. Category-wise, the running staff is very happy because you have raised their running time, i.e., they cannot claim rest unless they complete more than 10 hours. Therefore, they are unhappy. That is to say if the crew starts from Madras Central it has to reach Cochin or Itarsi and then only it can claim rest. You have done this especially for the goods trains. This is a serious problem and various agitations may be launched. They may not be able to bring about a strike but don't take advantage of that weakness and create bitterness. Similarly, the station masters have been agitating for a decent dress. The demand of a decent dress is the only thing for which they were going on a strike repeatedly. The Minister of State for Railways, the Railway Minister's assistant, gave them a promise that their grievance will be redressed two years back. Two years are over but nothing has

been done. Again they are agitating for the supply of a proper uniform. Such are the minor demands which the Railway Ministry can consider and take action on. But because they are not considered in time, that gives rise to discontent among the various categories of railwaymen, right from the level of gangmen up to officers. Recently, even the officers had a quarrel with the Minister. I do not know what happened. Anyhow, that confrontation is over. I do not want to comment upon it. It is a warning. Earlier also there was a confrontation between the Minister. But then it was confined to one official the Chairman of the Railway Board. Now all the railway officials joined together and demonstration against the Minister. It is not a happy situation for managing the railways because they have to manage the railways in the midst of so many difficulties with all the disadvantages. The advantages are few but the disadvantages are many. There may be room for criticism about the performance of the railways but we must not fail to appreciate the services of the railwaymen who are managing the railways in spite of their difficulties. (*Time bell rings*).

When the Janata Party was in power our ruling party Ministers and Members were fond of comparing themselves with their performance. I am not an admirer of Janata Party or anything like that. I am only quoting them. During the Janata period there was a proposal to convert all the second class coaches into ones with cushioned berths and to construct new coaches only with cushioned berths. They started that programme and all the second class coaches were having cushions. But now that programme is reversed. Now all the second class coaches whether they are superfast trains or long-distance trains, it is said, will not have cushioned berths. They are going back to the old type of second class coaches. The difference between second class and first class must be narrowed down. The second class pas-

(Shri M. Kalyanasundaram)
engers are the backbone of our revenue. So, they should be provided with all the comforts. What is the direction in which we are going? The Perambur workshop has given instructions to the integral coach factory to build second class coaches without cushions only. In spite of the fact that we have the necessary infrastructure there, skilled workers are there and the target is now reached to thousand coaches which is welcome, if you start one more shift with a little more investment, I am sure you can add another 600 to 700 coaches to your target. Instead of doing that, they want to construct a new factory somewhere else. That is the reply given by the Railway Minister 3 or 4 days ago to a written question by me.

Then I come to catering arrangement. I welcome the superfast trains; that is necessary. But our country is in the tropical zone and if they are introducing superfast trains, they must be careful. Many of the trains have been introduced connecting Cape Comerin with Assam, with Kashmir and many other places. I am one of those interested in national integration, and I am happy about it. But I would give one suggestion to the hon. Minister. Don't name these trains after any single individual, however great he might be. If you want to name a train after Vivekananda, there will be a cry somewhere else also. So, don't create such a situation. You can name the trains after the regions, like Rajdhani Express, Tamil Nadu Express, KK Express and you may likewise name other trains as Assam Express; but don't name these Express trains after some individual, just to placate the regional sentiments of some people because it will provoke regional feelings in other areas. So, while I welcome such long-distance trains connecting one part of the country to the other, I want the Railway Administration to be careful about naming these trains. Thank you. I

am sorry I have taken a little more time.

SHRI B. V. ABDULLA KOYA (Kerala): Madam Vice-Chairman, while supporting the Railway Appropriation Bill, let me take this opportunity to ventilate some of the long-felt grievances of my State, Kerala, especially of North Kerala which consists nearly of one-third of the whole State. The Railway Ministry has completely forgotten the fact that Kerala is one of the most densely populated States of India but railways in Kerala are far less than many other States of India. Construction of a coach factory etc. is very significant to the economy of the State. While there are 5 workshops in Tamil Nadu, two each in Karnataka and Andhra Pradesh, there is none in Kerala even though there are enough of infrastructure facilities. The State legitimately hoped that the proposed new broadgauge workshop would be located in Palghat-Olavakkot region in our State but that went to Andhra Pradesh again. We, therefore request for a coach-building factory in Kerala since we have got both the skilled and unskilled labour force, adequate supply of power and potentialities like perennial water supply and offered land free of cost, so as to help in solving the alarming unemployment problem. Construction of new broadgauge line from Kuchipuram to Trichur via Guruvayur, considering largeness of pilgrimage, is another necessity. Construction of Ernakulam-Alleppey line and allotment of more funds, to enable the work to be finished within a year or so, is another request I have to make to the Railway Minister. Calicut City having a permanent population of about 4-1/2 lakhs and floating population of another lakh is divided into half by the railway line and construction of a railway overbridge in lieu of the existing level-crossing on the Francis Road should be taken up immediately. I understand, all the necessary formalities have been completed

in this matter. I would request that the railway road running south to north through the railway colony on the western side of the railway goods shed should be opened for the public so as to enable them to have a parallel road.

The Kerala Express while running from Palghat to Trivandrum and back from Trivandrum to Palghat, should stop at Shoranpur so as to meet the requirements of the passengers from the Malabar side, which consists, as I have already said, one-third of the population of the whole of Kerala. This popular train should run at least four times a week instead of the present twice a week run.

Since the scale of representation to my community in the Railways is still deplorably low, I would request the hon. Minister to do something in order to bring this representation to a satisfactory level.

Most of the trains running in Kerala are in a very dilapidated condition. There are no proper lights and there are no proper arrangements for water, for closing the doors during the night. I have myself come across such instances where there have been no proper locking arrangements for closing the doors in the night. This should be taken care of.

Thank you.

PROF. SOURENDRA BHATTACHARJEE (West Bengal): Madam Vice-Chairman, the time at our disposal is very short. Since the problems of the Railways are quite large, it cannot but be inadequate. Perhaps, now, more than ever, the hon. Minister is aware of the problems since he has been trying to enlist the support of all, in both the Houses in support of his demands for greater priority and based on the priority, more funds for the Railways which is in doldrums, again, by his own observations. If we look at the lines, their condition, if we look at the rolling stock, coaches, wagons, the position is as bad as it can be in spite of his heroic efforts for improving things.

26 RS-I-12.

Some new trains have been introduced. Some projects have been undertaken. No doubt. For example, from my part of the country, i.e., the Eastern Region, some new trains have been introduced. For an extremely congested city which has again been taken as under by the MTP, i.e., the metropolitan transport project, he has got cleared a scheme for a circular railway. But at the same time, it must be said that the allocation for it does not match the enthusiasm shown by him, and consequently by the people of Calcutta. The amount is very meagre; it should be much more if the problems faced by Calcutta and the metropolitan area have to show any sign of abatement as a result of these projects. The first phase, as has been indicated, will cover a portion from Dum Dum to Princes Park. But the time limit in this regard has not been specified. However, we are happy that after long clamouring, he could get clearance for this project, in spite of financial constraints and in spite of obstacles from many a side. At the same time, there seems to be a long-felt need for a railway link with West Dinajpur district headquarters. It seems a railway link is underway through the connection between the Eklakshmi and Balurghat. There are also other projects which need urgent attention or urgent completion. For example, Howrah-Amta and Budge Budge-Namkhana sections have already been cleared, the work is in progress but the progress is very slow. The pace of progress is not much, with the result that cost escalation is unavoidable. This has been the case with Metro Transport Project also. It is good that a beginning is made, but further efforts and more funds are necessary if the cost is not to escalate beyond the allocated funds.

I would like to draw the attention of the House to two other aspects in two minutes. Madam Vice-Chairman is looking without ringing the bell. A question has been raised, I think during the General Discussion also, that

[Prof. Sourendra Bhattacharjee]

road transport is having undue precedence over the railways. In competition railways are being cornered and that is affecting the movement of essential goods like coal, etc. This is the aspect behind which, it is apprehended, some forces are working. It is necessary to study this aspect very carefully to see whether the road transport is acting in a supplemental capacity or in a competitive capacity. If it is in a competitive capacity, steps must be taken to balance this position. Otherwise, railways will suffer. Already the estimated increase from the freight has not been to the desired level. It has been admitted by the Minister himself and it may be one aspect which is responsible for this state of affairs. Its ramifications are wide. We know the power of the road transport lobby, they do it in one way or the other. I may just refer to his own district town Malda which is much talked of after he became the Railway Minister. In the matter of passenger traffic, the railway fare from Sealdah to Malda comes to Rs. 45, whereas by road transport it comes to Rs. 22. So, what is the chance of passenger traffic between Calcutta and Malda operating through railways? If the idea is that the people should not avoid railways, some better arrangements could be made. That is why he is accused of partiality to Malda.

The main aspect which should receive attention is the comparative fare structure of road transport and railways. At the same time, he has taken welcome steps for dieselisation in areas which have been served by coal. For example, the Lalgola section has long been condemned for slow moving trains. The condition of trains has not changed much except in case of the fast moving Bhagirathi Express. But the use of coal has been responsible for constant disruption in railway service in that area because of theft of coal. This theft is a wide-spread phenomenon. Now a decision has been taken and it has been implemented already to dieselise

the entire section. Such steps on the one hand save coal where it could be saved at the same time, I would, through you, draw the attention of the House to one fact—that is, in the Supplementary Grants for 1983-84, I came across a figure that the maximum additional Supplementary Grant was asked for under the head 'Fuel'—perhaps about 37 or 38 crores of rupees. Whether there is any misuse of this thing, is the question, because in the Railways the misuse of various things in the construction work, in the operational side has been colossal all along and unless these loopholes can be plugged, or if I may put it differently, apart from the justice of his demand for greater allocation from the Planning Commission, the fact remains that if these loopholes, these misuses can be plugged, the Railways can better utilise the funds allocated to it. The amount is not very small. In the Appropriation Bill for 1984-85, I think the amount stands at about Rs. 97,000 crores. The total amount asked for is quite colossal under different heads. Under all heads, there is scope for stopping the misuse of the funds. In the construction works we come across instances where the work is taken up, then it is demolished and again it comes up. One does not know, but the same thing has to be constructed each year. I have come across such practices in my own area. Where safety and security are concerned, which are to be desired. I find in my area the Railway administration is trying to keep regular contact with the representative of the people. It is a welcome step if this is regularly done and if at the same time the Minister would continue with his system of having regular meetings of informal Consultative Committees for different Railways. Perhaps that may help in bringing to his notice all these problems and may result in further improvement in the Railways system. Thank you.

DR. MALCOLM S. ADISESHIAH
(Nominated): Thank you, Madam. I will be very brief and stick to my ten minutes.

I rise to support the return of the three Bills presented by the Minister—the Excess Grants for 1981-82, the Supplementary Grants for 1983-84 and the Appropriation Bill for 1984-85. I note that the Excess Grants for 1981-82 have been examined carefully by the Public Accounts Committee and therefore there is no need for us to go into great detail with regard to Excess Grants. I have only one question which the Minister may or may not be able to answer because there is not enough time for him to think over my question. I note that the largest sum of Rs. 63.5 crores is under the item 'Other Expenditure'. This is made up of "track renewals" which account for Rs. 27.81 crores. My only question is that this is a sort of item which could have been foreseen. Why should it come into the "Excess Grant"? The second item is something called "Stores Suspense" and something called "Manufacture Suspense". Now this is technical jargon which I do not understand. One comes to Rs. 22.5 crores and "manufacture Suspense" to Rs. 7.44 crores. And the demand for Excess Grants does not explain these two terms which are used here.

The second Bill—Supplementary Demands for 1983-84—seeks to authorise a sum of Rs. 266 crores. Unlike my friend, Mr. Bhattacharjee, I analysed this demand and find that 95 per cent of the Supplementary Demand is due to the effect of the price rise on the railways. It is due to the additional dearness allowance which is Rs. 72.97 crores; secondly, due to the interim relief which is Rs. 100.66 crores, then something called restructuring of cadres which is Rs. 13.96 crores, then, bonus of Rs. 2 crores, then railway running allowance of Rs. 10 crores and. And we add the provident fund and the pension fund adjustments which have to be made. Because of the rise in prices you will see that this adds up to Rs. 253 crores against a total supplementary demand requested of Rs. 266 crores, and this is about 95.35 per cent. Of course, there are some

savings which are referred to here which should be added in order to arrive at the total and which accounts for some of the expenses that Prof. Bhattacharjee spoke about. But here is a perfect example of how the inflation in the country affects an important service—the railway service—comes to us within the supplementary demand for this year which is almost entirely due to a function of the inflationary situation. There is restoration of breaches of provided for of about Rs. 8.98 crores, which is the only relieving feature in this supplementary item.

Now I turn finally to the Appropriation Bill which I support very reluctantly because it is far less than what the railway needs and what I have been pleading here for from the Planning Commission, from the General Budget, the Minister of Finance as well as for the Railway Minister. The Minister was not here when I spoke on the railway budget. I regard the railway budget presented by the Minister this year as an opportunity which he missed for raising resources. He should have raised more resources.

[The Vice-Chairman (Shri Syed Ramat Ali) in the Chair.]

I am not one of those who feel that the railway budget should not substantial resources. As the prices are rising, we are paying more for rice, more for oil, more for our rooms. Why do not we pay more for our railway passenger fares and freights? And this is an opportunity for raising more resources which could have been matched by the General Budget and also provided by the Planning Commission's decisions.

Now, here, looking at the demands for grants for 1984-85, one question that I would like to put to the Minister is that there is a large amount called "Other Expenditures"—Rs. 3,746 crores. I was not able to trace in this explanatory document what this "Other Expenditures" are. Probably the Minister could write to me

[Dr. Malcolm S. Adiseshiah]

some of the answers—he may not be able to give them here—and let me know what other pages we should look for which explain the expenditures he requests of Rs. 3,746 crores under “Other Expenditures.” Secondly, I note that in the Appropriation Bill presented to us under the four items “Repairs and Maintenance of Motive Power, Repairs and Maintenance of Carriages and Wagons, Repairs and Maintenance of Plant and Equipment and Repairs and Maintenance of Permanent Way and Works” something like Rs. 1,649 crores are being requested, which is about 17 per cent of the total appropriation. I feel that this is inadequate for the work that the department or the Ministry has to undertake with regard to repair and maintenance. Details are given and you can see their inadequacy. Thirdly, with regard to Appropriation (2) funds—item 14—where the second largest appropriation requested is Rs. 1,084 crores, here the first question is the question Mr. Aladi Aruna also raised and, that is, the Railway Reforms Committee recommended that there should be a contribution of Rs. 1,100 crores to the DRF—depreciation fund. Now the Ministry of Finance, as I read the report given by the Minister in the Railway Convention Committee is against even Rs. 850 crores, because they say in their note to the Ministry that if you provide Rs. 850 crores under the item, you will not be able to make your dividend payments to the General Revenues. The Minister quotes the Railway Convention Committee as suggesting that the Depreciation Reserve Fund for 1984-85 may be suitably stepped up keeping in view the Railways capacity to generate additional internal resources. Now there is no stepping up—am I right?—of the contribution to the Depreciation Reserve Fund. It was Rs. 850 crores this Year; it is going to be Rs. 850 crores next year. Therefore, I think this is a case where deliberately we are keeping the Railways at a level of operations, because the Depreciation Reserve Fund is a

fund that is used for repairs, renewals of tracks, wagons, and so on, where the Railways will not be able to carry the traffic that the country requires the economy requires, nor the services the passengers require.

Now the last comment I want to make, Mr. Vice-Chairman is with regard to the way in which this limited, inadequate resource available to the Ministry is being allocated. Now look at page 96 of this Demand for Grants book. There is listed appropriation to the various funds under the Depreciation Reserve Fund, which I referred to, where, not surprisingly, I find that under each item the amount set aside for 1984-85 is the same as for 1983-84; in some items there is a minus. For instance, in Motive Power, there is less amount provided in 1984-85 than in 1983-84. And there is almost stabilization with very nominal increases in the other items under this.

Now one other thing I would like to point out as a result of inadequate appropriations that we are being asked to support, which I am supporting, for the Ministry is that there is a very revealing appendix in this document. It starts from page 19 where all the Railways, Central Railways, Western Railway, South-Eastern Railway, etc. are covered; item after item has inadequate provisions. For instance, the Central Railway. For the Mathura-Palwal section there is provision for a third line. The amount involved is Rs. 814 lakhs, and one lakh is provided, the next item: as against Rs. 70 lakhs, one lakh is provided, and the item next to that: Rs. 82 lakhs required, and 8 lakhs provided. It goes right down to the end. Take the Southern Railway. You find the same story. I want to ask the Minister: what is the use of distributing your inadequate resources so widely? This Karur-Dindigul project requires Rs. 82 crores, and you provide Rs. 3 lakhs. Mr. Vice-Chairman, what I have

been pleading with the Minister is not to go in for additional new lines, not to go in for additional new services but to use his limited resources in order to complete the works under way. As I read this, Appendix I, Mr. Minister, I think it will take you at least half a century if you are going to have Rs. 1 lakh every year provided against the requirement of some thing like forty, fifty, eighty, ninety crores of rupees for each item. At this rate it will take more than half a century to complete the works.

It is with sorrow that I support the Appropriation Bill, and I hope the Minister will tell us, as he told the other House, something about the possibility of raising additional resources through market loans. Is it possible for the railways to float loans in order to speed up the pace of these works?

There is something very funny here. There is a bridge at Arakkonam on the Madras-Arakkonam track. There is a full report that it is being corroded, falling down, and for that you need a sum—I do not remember now—of about Rs. 2 crores or Rs. 3 crores. But you provide Rs. 2 lakhs. By the time you provide the rest of the money, the bridge will collapse. This kind of paltry allocation will be maldistribution of resources. I hope very much that not only will we support the Minister to get more funds but also help the Minister to concentrate on what is urgently needed. Thank you.

SHRI GHULAM RASOOL MATTO (Jammu and Kashmir): Mr. Vice-Chairman, Sir, I rise to support the Appropriation Bills. First of all, I must congratulate the Minister. Perhaps he is the only Minister amongst the Ministers of all the Ministries, who replies to the points raised by the Members in the debates in the House. I have received letters from him very frequently. The points raised by me in my last speech, and in every speech, have been replied to. What ever is possible for him

to do, he will do. But this needs to be emulated by other Ministries. I hope he will continue with the practice of writing to the Members about the points raised by them.

Sir, I would request the hon. Minister to take note of one important point. I had requested the Deputy Chairman this morning for a special mention. But he told me, "The Railway Appropriation Bills are being discussed in the evening. So you can speak on that." The important point that I have to point out is that the tourist season in Kashmir starts from the 1st of May. The Railway Ministry is good enough to start holiday specials from Bombay and Calcutta to Jammu to meet the tourist traffic. The Government of Jammu and Kashmir has received reports that the tour operators, the travel agents in Bombay have been told by the railway authorities in Bombay that no more accommodation was available for them because the bogies reserved have already been booked. Sir, the vacations in Bombay start by the end of April or the 1st of May, and from the 1st of May to the 15th of June, I would request the hon. Minister that he may immediately order the Bombay Railway authorities to add a few coaches to these train to Jammu Tawai or run additional holiday specials so that the additional traffic that the tour operators are able to offer to the railways, is met. This is my urgent request because the Chief Minister of Jammu and Kashmir has also been approached by the travel agents of Bombay saying that they were prepared to give tourist traffic but that the railways were not able to provide them additional coaches or holiday specials. I would request him to kindly consider this and take some action immediately because the traffic starts in April.

The second point that I have to point out to the hon. Minister is that in the Appropriation Bill, 1984-85, he has made an allocation of Rs. 15 crores for new assets

[Shri Ghulam Rasool Matto]

5.00 P.M.

Now, for the Udhampur-Jammu line, he has provided—for these 56 kilometres—only Rs. 2 crores this year. At this rate it will take 25 years to complete this. I would humbly request him to kindly increase the allocation so that we are able to complete this line as soon as possible.

The third point is—I had made it last year also and the Minister had reacted favourably to it, but I find that in the Appropriation Bill or in the Railway Budget, there is no mention of it—I had requested that along with the Jammu-Udhampur line, a survey should be made from Udhampur to Srinagar for a railway line. In this scientific age, it is not impossible. I request him that a small allocation of Rs. 15 lakhs may be provided in the current year's budget for the survey work to be undertaken by a very good company or a good organisation so that by the time the Udhampur Jammu line is completed, the survey report for the other line will be in their hands and they will be able to start that.

The fourth point that I want to make is about the punctuality of the Jhelum Express. When it was to reach there at 11 o'clock, it reached there only at 4 o'clock three days back. So the punctuality of this train may kindly be improved. This is my request.

Finally, the hon. Minister has come out this year with a supplementary appropriation for the year ending March, 1982. Now it is March 1984. I should have thought that if correct budgeting had been done and if correct accounting had been done, this should have come last year rather than this year.

These are my few observations. I reiterate that orders may kindly be issued to the Bombay Railway authorities to arrange for additional bogies because we had lost tourist traffic last year and our whole economy depends

on tourist traffic—if we lose it this year also, we will be shattered. This is my humble request to the hon. Minister. With these words, I support the Appropriation bills.

SHRI SHRIDHAR WASUDE DHABE (Maharashtra): Mr. Vice Chairman, Sir, as regards the Appropriation Bill, I would only submit a few problems of my area. Nagpur is totally neglected from the traffic point of view. It is called the second Capital of my State, apart from Bombay and it has an Assembly session and a Bench of the High Court is also there; and many other business are there near about in Central India. The Grand Trunk Express, the Karnataka Express and the Kerala Express have no reservation quota for Nagpur. There is only quota in some trains for air-conditioned second class, but neither in first class nor in first class AC. And in three-tier coaches, a very small quota is given in the Grand Trunk Express, the Karnataka Express and in the Kerala Express. They had started a special coach from Durg for the Jayant Janata Express, for 72 persons. At Nagpur it was detached and given to them. Again it has been restored but with only 32 seats. Bhopal has been given one full first class coach for carrying passengers from Bhopal to Delhi. From all this Mahakoshal area and Chhattisgarh area, people go to Nagpur and travel from Nagpur to Delhi. Therefore, I request him to kindly consider giving adequate facilities to these passengers for going to and from Nagpur, which is a Central place so far as Maharashtra and Madhya Pradesh are concerned. I request him to have a special coach for first class from Nagpur in these trains. There is enough volume of traffic.

Now it is a good thing that a special train has been started connecting Indore to Delhi. Similarly I request that a train should start from Nagpur to Delhi and similarly a train should go from there to Madras so that all the traffic needs of the area can be fulfilled.

One proposal which is pending and to which we are totally opposed is that the Dadar-Nagpur Express, called the Vidarbha Express should be diverted to Bhusaval, Itarsi and then to Nagpur. I think such an experiment should not be made. It is a most convenient train and it is the only train which goes across from Bombay to Nagpur—this Vidarbha Express. Its route should not be changed from the convenience of some persons. Some other arrangement can be made for the Nagpur-Itarsi line. I want to mention two other problems. On the ground of overcrowding the Railway convention Committee recommended the abolition of concessional fares to accredited journalists and unfortunately the Railway Ministry accepted the recommendation and dispensed with this facility to the journalists for the last two years. Last time I said it and I repeat it now, the accredited journalists should have the facility of a concessional fare on railways to enable them to move from place to place in the course of their professional work. On production of their accreditation card they should be given concessional rail tickets. The accredited journalistic community is not in such large number and it is unfair to say that journalists cause overcrowding in trains. I would request the honourable Minister kindly to reconsider this issue and allow concessional fares to the accredited journalists. In fact, the lack of such facility hinders the freedom of press and circulation. Especially small and medium newspapers with their meagre resources find it extremely difficult to meet the travelling expenses of their journalistic staff and the railway concession will go a long way in enabling them to do their best.

Similarly is the case with sportsmen. The Railway Convention Committee also suggested doing away with the concession given to our sportsmen for participating in tournaments. The concession has been restricted now to

only national tournaments. But, Sir, national tournaments take place only once a year, like the Nehru Cup or the Azad Cup. There are many inter-district and inter-State tournaments, especially in a big State like Maharashtra or U.P. and the participants have to travel distances up to 300 to 400 kms. It will be very difficult for them if they have to pay the full fare and instead of encouraging sports, we are directly discouraging our sports and sportsmen by withdrawing the concessional fare facility. Even if the national organisation was approved by the All India Council of Sports, because of the Railway Convention Committee's recommendation, the Railway Ministry has withdrawn the concession. I do not understand how at all such a recommendation was made and how the same was accepted by the Ministry. I earnestly request the honourable Railway Minister to restore with immediate effect the concessional railway fares both to the accredited journalists and the participating sportsmen so that it gives a fillip to the journalists and the sportsmen in their respective field.

My last suggestion is this. There was a proposal for a railway sports stadium at Ajini near Nagpur. This has been pending with the General Manager at Bombay. I would request the Minister to see that this proposal is approved soon and a sports stadium established at Nagpur. There are so many sportsmen working in the Railways at Nagpur and it is indeed a useful proposition.

SHRI A. B. A. GHANI KHAN CHOUDHURY: Mr. Vice-Chairman, a discussion on the Appropriation Bill has provided the hon. Members with yet another opportunity to offer their valuable views and suggestions on the functioning of the railways. I thank all the Members for their active participation in the discussion and for the very constructive suggestions

[Shri A. B. A. Ghani Khan Chaudhury]

given. I shall in the course of this reply try to cover as many points as possible. Such of those points as are not covered by me today, will be answered through individual replies to the honourable Members.

I fully share the concern of the Members in regard to expeditious completion of the on-going projects. It will be our endeavour to try and obtain additional funds for the railways in the course of the year so as to step up the allotments that have been made in the Budget. I also fully share the anxiety of the Members in regard to taking up new projects, particularly in areas which have higher to been poorly served by railway transport. Our efforts in this direction are limited by the fact that we have a large number of on-going projects and it would not be in anybody's interest to add on to this list endlessly. Nevertheless, keeping in view the aspirations of the members, it will be our endeavour to selectively take up new projects as and when additional resources become available.

There has been a mistaken impression in the minds of some of the Members that there has been discrimination in taking up new projects and in the allotment of funds. I may clarify that there has been no deliberate attempt at discriminating against any region. But it is true that there are regional imbalances in regard to the growth of the railway system. However, this is a situation that has developed for a long period of time and is due to several historical factors. It will be our endeavour to minimise or even eliminate these imbalances to the extent possible.

Members have criticised about the conditions of coaches and about other matters. I would like to point out to them that I have never tried to make this budget a populist budget. Significant attention has been given

to the Depreciation Reserve Fund. It is meant to replace the old and worn out parts of Railways, including track renewals, coaches, wagons and other rolling stock, signalling gears, lever frames, distress bridges etc. I can give figures if the Members want. But the basic issue is that these are not arrears of the present. I will request the House to have this in mind. These are the accumulated arrears of the past, not that I have done it in the last two years. It is the present Government, since I have taken charge of the Railways, that has raised the Depreciation Reserve Fund to the level of Rs. 850 crores, as recommended by the Railway Reforms Committee. And that is why I had to increase some fares in 1983-84. Hon'ble Members have criticised and asked why fares are going up. Well, this is the obvious reason. If we have to maintain the system on a sound condition, we have to spend money on that. And this increase also has been done on the recommendations of the expert bodies like the Railway Tariff Enquiry Committee. This Committee was instituted by the Janata Government and they recommended that we should increase fares. Although we have not accepted all the recommendations so far, on increase we have accepted their recommendation to a great extent.

Some Members were feeling that this should not be done because people are hard hit by these increases. Now, I would like to ask the honourable Member what she expects us to do in that case. Money will not come from heaven. We have to get some resources from somewhere. Now the Railway Reforms Committee had suggested that Rs. 260 crores should come to us from the general exchequer as a subsidy so that the Depreciation Reserve Fund comes to the level of Rs. 1,100 crores. But unfortunately the Ministry of Finance has turned it down. We are approaching the Railway Convention Committee which sits in judgment over the railway finance and general finance. The

Railway Reforms Committee has further recommended that arrears of track renewals, over which so many Members have expressed their anxiety, should be liquidated in the next ten years and they have recommended a target of 4,800 km. of track renewal every year. In the Seventh Five Year Plan, a sum of Rs. 2,600 crores has been estimated to be required for track renewals. I would like to remind the honourable Members one very important thing. I have heard the criticism of many Members asking why this poor allocation is made and so on. Now, I could have increased some allocations, but that is only at the cost of the system, and I don't like to do that, and I am firm on this. Now, in 1977-78, the contribution to Depreciation Reserve Fund was only Rs. 140 crores; in 1978-79, it was only Rs. 145 crores; in 1979-80, it was only Rs. 200 crores; in 1980-81, it was Rs. 220 crores; in 1982-83, it was Rs. 556 crores; and, in 1983-84, I have brought it to Rs. 850 crores. According to the recommendations of the Railway Reforms Committee, I have brought it to Rs. 850 crores in the year 1984-85. For that I have faced a lot of criticism even from my own party-men. But the basic issue today is that we have to think of the system and see how we can maintain the worn-out assets of the Railways intact. This is a challenge and we are determined to maintain this amount of Rs. 850 crores. I do not know ultimately what would be the fate of the recommendation of the Railway Reforms Committee about the amount of Rs. 260 crores which they want to come to us from the general exchequer.

Mr. Vice-Chairman, Sir, it is because of this insignificant contribution to the Depreciation Reserve Fund that today we are in a very tight position. With regard to the replacement of the worn-out assets, about which the Members are very rightly vocal saying that there should be track renewals, there

should be replacement of overage coaches, there should be replacement of overage wagons, etc., etc., I would like to say something. Now, with regard to the position of track renewals, I will like to point out that the total target in the Sixth Plan was 14000 km. The total renewal for the first four years was about 6600.

SHRI LADLI MOHAN NIGAM:

What is the cost per km. for track renewal, so that we can know about the target fixed?

SHRI A. B. A. GHANI KHAN CHOUDHURY: Mr. Deputy Chairman, I don't have the figure with me. I will send it to the hon. Member, what is the actual cost.

In 1984-85 it is 2500 km. For the total Sixth Plan it is 9136 km. Now the arrear of track renewals at the end of the Plan is 20,000 km. approximately. The outlay for track renewals has been stepped up from Rs. 125 crores in 1980-81 to Rs. 350 crores in 1984-85. This is the best we could do with our available resources.

As I have already pointed out, the Railway Reforms Committee recommended the arrears of track renewals should be liquidated in the next ten years. I have recommended track renewal of 4800 km every year. In the Seventh Plan a sum of Rs. 2600 crores has been estimated to be required for track renewals.

Now, similarly, the total number of coaches as on 31-3-83 is 34,733. The number of coaches over-aged is 3732. This works out to 10.74 per cent. In the Sixth Plan the requirement of coaches is 14140. The target of procurement is 5680. The procurement is about 5000. Arrears of replacement at end of the Sixth Plan is anticipated to be about 3300. Now, this is why

[Shri A.B.A. Ghani Khan Choudhury] many Members have notified the condition of the coaches, why they are in such a bad condition. A new coach building factory is proposed to be set up, and we are awaiting for the report....

SHRI R. RAMAKRISHNAN (Tamil Nadu): Must be in Tamil Nadu.

SHRI A. B. A. GHANI KHAN CHOUDHURY: With regard to the number of wagons which are due for periodical overhauling as at the end of December, 1983 it is 1,04,729, that is 26 per cent of the total wagons holdings. Wagon holding as in December 1983 is 5,20,688. The number of over-aged wagons is 31,688. These wagons are over-aged as per prescribed codal life but they are kept fit for operation through periodical overhauling and do not require immediate replacement. The Sixth Plan target for procurement of wagons was one lakh. This target was scaled down to 77,000 because of the scarcity of resources and hike in prices. Anticipated procurement of wagons during the Sixth Plan is 72,000 and the arrears of replacement at the end of the Plan is about 11,000. For increasing the rehabilitation of rolling stock, an increased allocation is being made to rolling stock programme. The allocation in 1980-81 was Rs. 348.7 crores and the allocation in 1984-85 was Rs. 524.4 crores. Signalling gears at 1220 stations are due for replacement. A sum of Rs. 20.52 crores has been earmarked during 1984-85 for replacement of these gears. About distress bridges also, we have taken note of and also the other matters over which the Members have expressed their concern.

Now, I would like to answer some of the criticisms made by the hon. Members. One hon. Member wanted to know why under one group 'track renewal' there was an excess in 1981-82 and could this not have been foreseen. Similarly, there was excess under 'stores' and 'suspense'. Escalation in cost had a major role to play in these excesses. Provision made earlier has not been adequate to fully cover

the escalation in cost that took place subsequently which could not be foreseen. Then, the hon Member wanted to know what is meant by 'other expenditure'. This is meant by 'other expenditure other than under the revenue heads. Under the Constitution, revenue expenditure is shown separately, and all other expenditure covering Plan expenditure of all types is shown under 'other expenditure'. For example, all items falling under capital, new lines, doubling, gauge conversion etc. and replacement under DRF and workers charged to development funds, etc. are under this head.

Then, Sir, one hon. Member said that the policy of building cushioned coaches introduced during the regime of the Janata Government has been reversed. This is not true. There has been no reversal of policy in this regard. Then there was one hon. Member who commented about the delay in asking for Excess Demand for 1981-82. The Public Accounts Committee had to make their recommendations before the Ministry of Railways could ask for regularisation of the excess. As soon as the Committee's recommendations became available, we have come up before the Parliament for sanction to the excess expenditure.

The Railway Ministry has already issued instructions for use of the polyester-cotton cloth for uniforms. The number of standard sizes has also been increased to improve the individual fitment of uniforms. The Railway Officers' Federation have stated that newspaper reports have nothing to do with them and they expect to settle their problems, if any, by constitutional methods. Some hon. Members have expressed concern about the railways' labour relations. Well, I think, cordial relations are prevailing at the present moment and we have a positive machinery to settle all the issues across the table, and that is the policy which we are obviously pursuing. But if anybody has any grievance well, he can individually meet me or he can meet the

Staff Member, etc., provided he is not a leader of an unrecognised trade union. I would only appeal that these people should have an attitude to settle the issues across the table and not start going on dharnas or giving threats or this or that. That will only aggravate the situation. I want to assure the House that any reasonable demand if it comes to us we will certainly look into it. I can also assure the House that we are not pursuing any anti-labour policy.

Then, Sir, one valuable suggestion came to us, namely, that the scope of the Railway Convention Committee should be expanded and all functions relating to the railways should be entrusted to one Committee. This is an attractive suggestion but would need to be considered in depth. I think you gave the suggestion. Some of the aspects were considered some time back but it seemed then that there was some difficulty in implementing this suggestion. Anyway, the Minister of Parliamentary Affairs may be requested to consider this suggestion further. So, I can assure you that we will consider this suggestion.

Then, Sir, there has been some criticism that we cannot fulfil the loading targets. The loading targets for the railways are fixed in consultation with all the concerned departments. There is an infrastructure sub-committee and actually they coordinate the whole thing. The railways can lead only if the traffic is offered. During the first half of the financial year, the traffic from the core sector, Mr. Deputy Chairman, Sir, has been given priority. Now if the core sector cannot give us the offer, naturally we cannot carry anything. Or, there is bound to be a shortfall in the targets. I would request the hon. Member to consider this aspect of the matter. It would be very wrong and an unjustified thing to blame the railways for this thing. When we fix the target, we do it in consultation with the Planning Commission and others. Now, when the anticipated offer does not

come to us, well, it is not our fault. Now, somebody said, I do not remember the name, that we are unable to transport the coal as wanted by the Coal department. Mr. Deputy Chairman, Sir, I may tell the House that six to seven million tonnes of more coal we have transported this year than last year. We have loaded more than the target in respect of food-grains, cement and petroleum products. So it is not correct to say that we are not able to transport as suggested by other departments.

Some hon. Member objected to the setting up of a new coach factory elsewhere. The Integral Coach Factory at Perambur has the installed capacity of 750 coaches....

SHRI M. KALYANASUNDARAM: You are making thousand coaches now; it is increased to thousand.

SHRI A. B. A. GHANI KHAN CHOUDHURY: That is because we have invested some money and that is why the figure has gone up to 1000; it has not come from heaven. You are trying to blame the Railways that the workshop is not working to its full capacity.

SHRI R. RAMAKRISHNAN: No that is not the point. The point I made earlier and made by my friend is that your coach factory is working very well. We said that infrastructure is there; labour is there; so please locate the new coach factory also in Tamil Nadu. We are not blaming you.

SHRI A. B. A. GHANI KHAN CHOUDHURY: That is another story that we have to consider. I can assure you—as I have said more than once—that RITES project report is there and we will be guided by that report and that regional or political considerations will not come in the way. If the infrastructure is there we will make it there.

SHRI R. RAMAKRISHNAN: Very good.

MR. DEPUTY CHAIRMAN: But don't ignore other States also.

श्री लाडली मोहन निगम : मैं मंत्री महोदय की जानकारी के लिये कहना चाहता हूँ कि यह तो बात है कि इसके इन्फ्रास्ट्रक्चर बने लेकिन ग्रन्थबारों में यह छप चुका है कि किसी दूसरे क्षेत्र में बने तो मैं चाहूँगा कि अगर किसी दूसरे क्षेत्र में बनाना चाहते हैं तो किसी पिछड़े इलाके में बनाइये। खासकर इलाहाबाद और गोरखपुर की बात तो फाइनल हो चुकी है। इलाहाबाद के लिये तो फाइनल है।

श्री राम लखन प्रसाद गुप्त : जमालपुर में बनाइये।

श्री लाडली मोहन निगम : इलाहाबाद के लिये फाइनल हो चुका है।

SHRI A. B. A. GHANI KHAN CHOUDHURY: I don't want to enter into any controversy at this stage; but I think the hon. Members will be happy with my decision. I would request them just to wait and see. I am not a person here to be swayed by this pressure or that pressure. I will certainly do what I think is necessary to do.

Some hon. Members complained about inadequacy of allocation of funds for the Rapid Transit System in Madras. Preliminary activities will be completed in about a year's time; they have to do many tests like soil testing etc. and lot of activities are there. And I am told by the experts that unless these preliminary things are over like testing of soil etc., they will not require any money but I have requested them already to expedite these preliminary activities so that we can give money that is required to complete that particular job as quickly as possible.

SHRI R. RAMAKRISHNAN: Already it has taken three years, for your information.

SHRI A. B. A. GHANI KHAN CHOUDHURY: As you know, shortage of funds has always been the limitation. But in this particular matter, we will see that we give you the maximum allocation because this is your demand for a long time. I am also very serious about this demand.

[Shri R. Ramakrishnan] Thank you.

(Interruptions)

SHRI A. B. A. GHANI KHAN CHOUDHURY: Now, some hon. Members have also pointed out about the loss of revenue resulting from pilferage theft, ticketless travel with the connivance of the railway staff etc. Mr. Deputy Chairman, Sir, I do not say everything is perfect in the Railways. There are black sheep there also just as there are excellent and good officers. But to check all these crimes, we have to take the support of the State Governments. Sir, as you know, law and order is a State subject and the Railway Protection Force have little to do in this because they have very limited powers. Now, many hon. Members were also vocal about the corruption which is prevailing in the Railway Protection Force. I am not disputing that. May be, there are black sheep in the RPF. But we will certainly try to take action against those who are not trying to check crimes, provided these matters are brought to our notice. I would appeal to the hon. Members, irrespective of the party to which they belong, they should treat Railways as a non-party matter because it is a vital thing for us all. I hope, I would get the co-operation from everybody.

There is one difficulty about ticketless travel. Now, this is mostly prevalent in West Bengal....

(Interruptions)

Bihar and in some parts of U.P. South is much better. As a matter of fact, we do not have much complaint about the South. But Sir, this cannot be done, this cannot be checked, only by

police action. Social values, social conditions, have to be created and in this regard, I require the support of all parties, so that ticketless travel is checked. If ticketless travel is checked, definitely, our revenue, internal revenue, will go up and probably, we will not be at the mercy of anybody, either the Finance Department or some other Department, asking them 'Give us money', as we are doing to-day.

Many hon. Members were critical about punctuality. How can we maintain punctuality? So far as the long-distance trains are concerned, we have been able to maintain punctuality. But so far as the local trains are concerned, we have not been able to maintain punctuality. Simply because of the anti-social activities indulged in by certain sections of the people, by chain-pulling etc. If chain pulling is done at every step, it is impossible to maintain punctuality. There also, we have been very helpless, because, the Railway Protection Force cannot do anything. Our poor officers cannot do anything. If they want to do anything, they will either be assaulted or something will happen to them. In this case also, we would require the help of the State Governments. I am always in touch with the State Governments, having a dialogue with them, meeting the Chief Ministers and seeking their assistance in these matters. Hon. Members may know, I have given a slogan, safety, security, punctuality. Punctuality is a very important aspect. I can appreciate the concern of the Members and I will do my best to maintain this punctuality slogan. It is not a slogan, it has to be done, but we have certain difficulties which I explained to the hon. Members. I think with their cooperation we will be able to maintain punctuality.

I have been thinking on the lines of a suggestion which was given in Lok Sabha that like Bombay or Calcutta Rajdhani train with all amenities and comforts should run connecting Delhi to every state capital I am thun-

king on those lines and I have told the officers to do that so that it is not the monopoly of Calcutta and Bombay, other State capitals could also have similar facilities and amenities, so that they may not have a complaint for coming to Delhi from their own capital.

Some Members mentioned about overcrowding. It is there, and for this reason I have introduced a number of trains, I am going to introduce a number of trains only if the line capacity gives me a chance, if the line capacity is 100 per cent. Now, Mr. Deputy Chairman, Sir, I cannot introduce new trains if the line capacity is not there, but wherever, it is there I will see how many more local trains can be introduced. One thing more I can assure the House that we are trying to do away with steam engines. Steam engine is the basic reason for late running of the trains. Now we are going in a big way for dieselisation. If we can do that, I think to a great deal we will improve punctuality of the trains.

Somebody said about the Scheduled Castes and Scheduled Tribes. We have a cell in the Railways and we are trying to look after their interests. If the hon. Members have anything in particular, they can write to me and I can assure them that we will certainly look into those things.

Somebody was very critical about Dharamnagar to Kumarghat railway link of 30 kilometres, costing Rs. 29.59 crores. The first phase, i.e. Dharamnagar to Pichartal is 23 kilometres. It is expected to be completed in April 1985. Remaining 10 kilometres to Kumarghat is expected to be completed in December 1986. A survey from Kumarghat to Agartala is in progress. The alignment will be finally decided in consultation with all the concerned Ministries and the State Government. Well, we have no hostility against non-Congress (I) Government, but it is the Defence Department which has cautioned us about not following the alignment because the Bangladesh border is very near.

[Shri A.B.A. Ghani Khan Choudhury]

In that event we have to listen to them and, therefore, it is not because of any hostility against non-Congress Government of Tripura that we have not been able to fix the alignment. So, I want to assure the Member... (*Interruptions*). I am coming to that. Kindly don't get worried. I will give you a reply.

With regard to the journalists, after some concession that used to prevail... (*Interruptions*). Also for sportsmen because the Sports Minister is here and I am nervous and apprehensive. With regard to concessions to journalists, several times I have met the journalists and told them to give something in writing so that we can consider the whole matter and give some concessions. I cannot do this in the air. But unfortunately I have not received any representation or anything like that from that quarter.

SHRI SHRIDHAR WASUDEO DHABE: We are raising it in the House. You can consider it.

SHRI A. B. A. GHANI KHAN CHOUDHURY: It is better if they say what they want. That is the basic thing.

So far as sports are concerned, we will definitely give them the concession, but there also, I would like to have suggestions from the hon. Sports Minister in what form they want the concession. I do not think there will be difficulty in complying with his suggestions and requests.

श्री रामानन्द यादव (बिहार) :
बनारस से अटनी के कनेक्शन का क्या
हुआ ?

SHRI A. B. A. GHANI KHAN CHOUDHURY: Now with regard to the suggestions of introduction of trains, stoppages, raising the platform etc. well, I cannot reply just now, but I want to assure the Members that I will do the maximum that can be done

to give more amenities to the passengers so that the image of the railways becomes better.

SHRI M. KALYANASUNDARAM: Regarding second class coaches, the hon. Minister has said that there is no reversal of policy with regard to cushioning. But in Perambur Integral Coach Factory, instructions have been given that the new coaches are to be constructed without cushioning and even the staff necessary for the Furnishing Section has been transferred. How is it that he says that the policy is not reversed?

MR. DEPUTY CHAIRMAN: Now I shall put the Motions to vote. (*Interruptions*) No please, the time is not there. Only nine minutes are left. Please take your seats. I shall now put the Resolution to vote.

The question is:

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

The motion was adopted.

MR. DEPUTY CHAIRMAN: I shall now put the motion regarding the Appropriation (Railway) Bill, 1984.

The question is:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1984-85 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

MR. DEPUTY CHAIRMAN: We shall now take up clause-by-clause consideration of the Bill.

Clauses 2 and 3 were added to the Bill.

The Schedule was added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI A. B. A. GHANI KHAN CHOUDHURY: Sir, I beg to move:

"That the Bill be returned."

The question was put and the motion was adopted.

MR. DEPUTY CHAIRMAN: I shall now put the motion regarding the Appropriation (Railways) No. 2 Bill, 1984.

The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1983-84 for the purpose of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

MR. DEPUTY CHAIRMAN: We shall now take up clause-by-clause consideration of the Bill.

Clauses 2 and 3 were added to the Bill.

The Schedule was added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI A. B. A. GHANI KHAN CHOUDHURY: Sir, I beg to move:

"That the Bill be returned."

The question was put and the motion was adopted.

MR. DEPUTY CHAIRMAN: I shall now put the motion regarding the Appropriation (Railways) No. 3 Bill, 1984.

The question is:

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during financial year ended on the 31st day of March, 1982 in excess of the amounts granted for those services and for that year, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

MR. DEPUTY CHAIRMAN: We shall now take up clause-by-clause consideration of the Bill.

Clauses 2 and 3 were added to the Bill.

The Schedule was added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI A. B. A. GHANI KHAN CHOUDHURY: Sir, I beg to move:

"That the Bill be returned."

The question was put and the motion was adopted.

MESSAGE FROM THE LOK SABHA

The Life Insurance Corporations Bill, 1983

SECRETARY-GENERAL: Sir, I have to report to the House the following message received from the Lok Sabha signed by the Secretary-General of the Lok Sabha:

"I am directed to inform you that Lok Sabha, at its sitting held on Tuesday, the 20th March, 1984, adopted the following motion in regard to the Life Insurance Corporations Bill, 1983:—

"That this House do recommend to Rajya Sabha that Rajya Sabha do appoint a Member of Rajya Sabha