

[Dr. M. M. S. Siddhu]

cent. With this high percentages of moisture, the fungus will grow, and it will grow worse under the conditions of the storage. Therefore, it is a matter of great concern. Moreover, the rain-soaked wheat which is being supplied through the public distribution system has been said to be blackened due to the fungus. It may not be injurious to the health of the consumers but the taste of the *chapatis* made of that, differ, and people do not like that. The only way in which we can correct the situation is to monitor the moisture content. Secondly, the scientists say that it should be dried and stored. Lastly, if it is to be used at all—it should not be, in my opinion—then, the percentage of the moisture content should be reduced so that human beings are not affected.

I may say, Sir, that the extent of the toxicity of the fungus has not been found yet, and we do not know what the consequences will be of this. Therefore, Sir, through you I would request the Agriculture Minister as well as the Health Minister to monitor it and to see that only wheat which is fit for human consumption is distributed through the public distribution system and that the rest of it may be used as cattle feed. Thank you, Sir.

MOTION FOR ELECTION TO JOINT COMMITTEE ON OFFICE OF PROFIT

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI JAGANNATH KAUSHAL): Sir, I beg to move the following Motion:—

"That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do elect one member of the Rajya Sabha to the Joint Committee on Offices of Profit and resolves that the House do proceed to elect, in accordance with the system of proportional representation by means of the single

transferable vote, one member from, among the members of the House to the said Joint Committee to fill the vacancy caused by the retirement of Prof. N. M. Kamble from the membership of the Rajya Sabha on the 2nd April, 1982."

The question was put and the motion was adopted.

THE SPECIAL COURTS (REPEAL) BILL, 1981

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): Sir— I beg to move:

"That the following amendments made by the Lok Sabha in the Special Courts (Repeal) Bill, 1981, be taken into consideration, namely:—

Enacting Formula

1. "That at page 1, line,—
for "Thirty-second" substitute
"Thirty-third" Clause 1
2. "That at page 1, line 3,—"
for "1981" substitute "1982".

The question was put and the motion was adopted.

SHRI P. VENKATASUBBAIAH: Sir, I move:

"That the amendments made by the Lok Sabha in the Bill be agreed to."

The question was put and the motion was adopted.

THE APPROPRIATION (RAILWAYS) (NO. 3) BILL, 1982.

THE MINISTER OF RAILWAYS (SHRI P. C. SETHI): Sir, I beg to 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 1982-83 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The question was proposed.

MR. DEPUTY CHAIRMAN; I would like to inform hon. Members that the time allotted for this Bill is one hour. Therefore, some parties have a time of only one minute. So I would like to request hon. Members to be very brief in their observations— just one sentence or two sentences; you can't say much. Mr. O. J. Joseph. You will have four minutes.

*SHRI O. J. JOSEPH (Kerala): Mr. Deputy Chairman, Sir, within six months after passing the Railway Budget, the Government has now brought forward a supplementary budget. The intentions of the Government have not been clearly stated in the Bill.

Sir, I fail to understand whether it is due to inflation or for any other reason that they have now come with a demand for additional grants. If this situation continues, I am sure, they will have to come with another supplementary budget by the next session of Parliament. Sir, if their intention is to accelerate the development of Railways, I believe that they should have clear and well-considered policies in this regard.

Sir, a coastal Railway is very essential for this country even in times of emergency. If the coastal Railway scheme linking, Bombay, Goa, Mangalore and Cochin is implemented, it will greatly facilitate the quicker movement of goods and passengers. About 500 Kilo Metres of distance can be saved by the introduction of this Railway Line. The people of Mangalore and Kerala will greatly benefit from this coastal Railway system. We can save crores of Rupees worth Oil and Coal. We can considerably bring down the cost of transportation and

passenger fares. The transport facilities will greatly improve. But I am sorry to say, this Bill does not contain any such proposals.

Sir, this Government has no policy for enlarging the network of Railways or linking the important district-head-quarters with Railway lines in States like Tripura. They go on frequently increasing the fares and freight charges. They go on doing many things on an *ad-hoc* basis. But they have no clear-cut policies and perspectives in respect of the development of the Railways or its efficient functioning. Therefore, what I have to say in a nut-shell is that instead of doing things piecemeal they should chalk-out a clear-cut programme for the development of Railways keeping in view the defence requirements and the requirements of the entire country.

Another thing which I would like to point out in the connection is the problems facing thousands of people from Kerala who have to travel to the North and other parts of the country on the busiest Railway lines and overcrowded railway coaches. I do not find any proposals for the improvement or development of those Railway services.

Sir, they often talk about the improvement and development of the Railway service. But I do not find anything in this budget for improving the railway facilities or passenger amenities. There is nothing in this Budget for the welfare of Railway workers, they have shown Rupees two lakhs against the miscellaneous expenditure. But they have no proposals for improving the railway facilities: for the common people nor do they have any programme for the development of the Railways.

Therefore I would like to request the Government, within the short time available to me, to chalk-out such clear programmes and policies, keeping in view the urgent needs of

♦English translation of original speech delivered in Malayalam.

BiU, 1982

[Shri O. J. Joseph]

the people and the defence requirements of the country and also with a view to linking the district headquarters with new railway-lines, which, I hope, would accelerate the process of development and progress of the country as a whole. Thank you.

MR. DEPUTY CHAIRMAN; Now, Dr. Siddhu. Your party has got four minutes, but I have got two names from your party—yourself and Mr. Shiva Chandra Jha. So please adjust it among yourselves.

श्री शिव चन्द्र झा (बिहार) :
चारों मिनट इन्हीं को दे दीजिए ।

श्री उपसभापति ठीक है ।

डा० मदन मोहन सिंह सिद्धू (उत्तर प्रदेश) : डिन्टी जेयरमैन साहब, रेलों में सफर करना एक मुसीबत है, खतरा तो वाद को होगा, पहले सफर तो हो । इतनी भीड़, इतना हजूम कि वहां पर बैठने की जगह नहीं है, खड़े होने की जगह नहीं, लोग छतों पर सफर करते हैं ।

जुलाई के पहले हफ्ते में लखनऊ से जब दिल्ली की तरफ मैं आया, तो इतने लोग ऊपर बंधे हुए थे जितने कि अंदर होंगे । नतीजा यह था कि हापुड़ पर रेल कर्मचारियों ने कहना शुरू किया कि नीचे उतर आओ वरना बिजली के तार आगे हैं, भर जाओगे । 15 मिनट तक वह गाड़ी करीब-करीब खड़ी रही और उतनी देर में ये सब आदमी ऊपर से उतरे । लखनऊ से पंजाब की तरफ जो रेलें जाती हैं उन की भी छत का इस्तेमाल होना रोजमर्रा का किस्सा हो गया है । हमारे पूर्वी भाग में भी लखनऊ की तरफ से जो रेलें जाती हैं उन की छत पर भी उतने ही आदमी होते हैं जितने कि अंदर होते हैं । रेल मंत्री साहब ने एक मंतवा जवाब दिया था कि फलां रेल कानून कि धारा

के अनुसार यह पनिसोबिल आफेंस है, लेकिन कोई इस को दूर नहीं कर सफा । क्या इस तरफ रेल मंत्री जी तबज्जह देंगे ? आज भी एक खबर जो छपी है शांसी 4 तारीख में,

"three persons sitting on the train top electrocuted: The three persons on the roof of Sabarmati Express train were electrocuted when they came in contact with the overhead electric wire on Sunday night at Bhimsen station yard."

ऐसी हालत में क्या मंत्री महोदय इस तरफ ध्यान देंगे ? अब यह कहना भी सही है कि आप मालगाड़ियां ज्यादा चलाएं, रेक्स बढ़ाएं, लेकिन इन्सानों के लिए भी आप को सोचना पड़ेगा । या तो आप उन से कह दें कि चलिए नहीं, या फिर वह उस तरफ सफर करने के लिए मजबूर हो जाते हैं । इस के लिए और रेलें चलाने की जरूरत है ।

मैंने पहले आप की इजाजत से पेरिसोबिल गुड्स के बारे में कहा था, जो फल बगैरह हैं, आलू हैं, केला है उन के भाड़े की दरें आप ने ज्यादा बढ़ा दी हैं । भुसावल में, जैसा मैंने कहा था, 90 फीसदी पहले से रेट बढ़ गये हैं जिस की वजह से वहां से केला दूसरी जगह नहीं जा सकता ।

कानपुर और लखनऊ के बीच बहुत काफी लोग सफर करते हैं । कुछ दूर तक दोहरी लाइन है और बीच में नहीं है । वहां दोहरी लाइन बिछाने की जरूरत है । मंत्री जी यह न कहें कि इतना ट्रैफिक नहीं है और इस वास्ते अभी नहीं करेंगे । ट्रैफिक बहुत ज्यादा है । रोडवेज भी काफी ट्रैफिक लेती हैं ।

कलकत्ता और बम्बई में कम्यूटर्स के लिए जो रेक्स हैं वे काफी नहीं हैं । शायद वे बाहर से आते हैं, अपने देश में नहीं बनते । उन की अपने देश में बनाने की जरूरत है ।

आखीर में मैं एक-दो बातें और कहना चाहता हूँ। रेलें खास तौर से ब्रांच लाइंस पर बहुत देर से चलती हैं। जो आंकड़े देते हैं वह खास-खास बड़े-बड़े शहरों से देते हैं। लेकिन ब्रांच लाइनों की क्या हालत है? जब कमी कटौती होती है तो हफ्तों तक ब्रांच लाइन पर रेलें नहीं चलतीं। जब कोयले की कटौती होती है तो उन रेलों को जो दूर देहात में जाती हैं उन्हीं को काटा जाता है। क्या वजह है कि एक ट्रंक लाइन नहीं कटती? जब कमी कटौती हो तो उन जगहों के लिए ट्रेनों की कटौती न हो जो हमारे देहात से जुड़ी हुई हैं।

आखीर में मैं एक बात और कहूंगा। उत्तरी भाग में, मेघालय में और श्रीनगर के इलाके का सर्वे कर के इन दोनों जगहों में रेल का जाल बिछा दें। जम्मू और काश्मीर गवर्नमेंट ने तो आप से इस्तदुआ भी की है कि श्रीनगर को रेल के जरिए बाकी देश से जल्द से जल्द जोड़ दिया जाय।

SHRI P. N. SUKUL (War Pradesh): Mr. Deputy Chairman, it is really heartening to note that the Planning Commission which had originally given the Railways sufficient money for improvement in the railway system, has for the current financial year given Rs. 200 and odd crores to be spent on improvement in the railways. Since the Bill under consideration relates to a demand for sanctioning some additional grant made by the Planning Commission, there cannot perhaps be any objection to this Bill being passed by this House. Sir, in this connection, I would like to say that as regards the functioning of the railways, I feel that still there is much scope for improvement. As my immediate predecessor was

saying, there is much room for this improvement in the railway system, in the running of the railways. Soon after taking over charge of this Ministry, our honourable Minister, Mr. Sethi, had said that he would concentrate mainly on the prevention of accidents as well as safe transportation of passengers and goods. I would like to ask him to what extent he has been successful in achieving both these ends. Notwithstanding the increase in the revenue-earning freight traffic, can the honourable Railway Minister claim that there is any improvement in the safe delivery of goods at the destination stations to those concerned? Can he also claim that so far as the pilferage of goods at stations like Mugal Sarai is concerned, there has been any improvement? Personally, Sir, I think, there has been no improvement at all. In the month of March last, the honourable Minister informed Parliament that the punctuality of trains had improved from 76 per cent to 92 per cent. In this connection also, Sir, I would like to ask him what the position today is. My personal experience is that the situation has gone from bad to worse. Almost all the major trains, major trunk route trains, are running late and, as the honourable Minister has himself admitted in the other House, the trains in the Northern, in the North-eastern and the South-Eastern Regions are running late and the situation is very bad today. At least for people who come from Uttar Pradesh, it is pretty bad because most of these trains emanate from that part of the country and come to Delhi and, therefore, we are in a very bad state of affairs, because of the late running of trains. The situation on the branch lines is much worse. I know of trains running between Allahabad and Lucknow. No passenger trains runs on time; not even the so-called express trains. They take hours together, to reach their destinations. I remember, Sir, when the steam engine was invented, the speed of that engine was 35 miles per hour. Today, the speed of most of our passenger trains is not up to

tShri P. N. Sukul] that mark even, that is, 35 miles per -hour; it is much less. Recently, I was coming from Allahabad to Lucknow. I tell you, there was no door at all in the first class cabin in which I was given a seat. My honourable friend, Mr. Pate], was also there at that time. The door had been put aside in the same coach and it was lying somewhere else. There were no reading lights in the first class compartments. They have been permanently removed from most of these coaches and some wooden thing is fixed there and there are no doors and there are no latches also. The seats are ver^ bad. Then, Sir, drinking water. I think, is not provided in most of the super-fast trains and the paradox is that although the speed of the trains, almost all the trains including the Rajdhani, has been reduced since May last, the surcharge for super-fast trains has been levied on certain additional trains like the Assam Mail. There was no surcharge on this train earlier. The speed has been reduced, but surcharge has been levied. This paradox must go if the railway system is to serve the society and if it is not interested only in fleecing money from the people just by raising fares and freight and all that. It must provide at least the basic amenities that are required. And, Sir, we poor MPs are supposed to travel in the first class. In the first class compartments, which have no reading lights, which have no doors, which have no latches also and, where, as I said earlier, in one case, there was not even the door.

Therefore, Sir, I would request the honourable Railway Minister to see that these basic amenities are provided in the trains. These amenities must be provided and punctuality of the trains must be maintained at all costs. As I find today, I am pained to say that when Mr. Kamlapati Tripathi was the Railway Minister at that time also we used to criticize this want of punctuality. But today the situation is much worse. And if H is

so, I think the Railway authorities, the Railway Minister and our Government must pay due attention to these things and must improve the situation. With these words I support the Bill.

श्री सदाशिव बागईतकर (महाराष्ट्र) :

श्रीमन्, रेलवे की जो स्थिति है, मेरे मित्रों ने अभी जिन बातों का उल्लेख किया है, उनके अलावा कुछ चीजें मैं आपके द्वारा मंत्री जी के ध्यान में लाना चाहता हूँ ।

सबसे पहली बात सर्ववर्न ट्रैफिक की है, उसकी बम्बई में जो स्थिति हो रही है, उसकी तरफ मैं उनका ध्यान खींचना चाहूंगा । खासकर बम्बई शहर में मेट्रोल रेलवे का जो सैक्शन बम्बई से कनारा और दूसरी तरफ करजा तक जाता है, इसमें मेरी जानकारी यह है कि जब बम्बई की आबादी करीब 70-80 लाख के बीच में है और वह बढ़ रही है तो जो सर्ववर्न सेक्शन बम्बई का है उसमें पिछले 20 साल में एक भी नई ट्रेन नहीं चलाई गई और जो पुरानी ट्रेन्स हैं उन्हीं में काम चलाया जा रहा है । नतीजा यह है कि इतना सर्ववर्न ट्रैफिक बढ़ने के बाद यह सिस्टम ब्रेकिंग प्वाइंट पर है । एक ही चीज का मैं उल्लेख करूंगा जो कि पालिसी का सवाल है । रेलवे के जो ब्रेक्स हैं जो सर्ववर्न ट्रेन्स में लगते हैं वे एक प्राइवेट कम्पनी द्वारा सप्लाय किये जाते हैं । वह लगभग एक महीने चलते हैं और एक महीने के बाद उनका रिप्लेसमेंट हो जाता है । जब वहां हड़ताल हुई तो रेलवे के पास स्टोर में ब्रेक नहीं थे, जो उन्होंने ब्रेक लागने शुरू किये वह तीन दिन के बाद सेपटी के लिहाज से बदलने अनिवार्य थे । लेकिन उनके बेकार होने के बाद उनके बिना गाडियां चलती रहीं और हमारी समझ में नहीं आता है कि ब्रेक जैसी चीज को बनाने

के लिये रेलवे के पास अपनी कोई योजना नहीं है और उसको एक प्राइवेट एंटरप्राइज-रिंग कंपनी को देकर उसके ऊपर आप निर्भर कर रहे हैं। असल में यह बात पैसे बम्बई की उदाहरण के तौर पर कही है, लेकिन यह हकीकत सबके सामने है कि रेलवे में रेल का रिप्लेसमेंट, 35 परसेंट से ज्यादा जो रेल ओवर एज हो गई है, आवश्यक है। वही स्थिति कोचेज की और बंगलूर की हो गई है और इतना ज्यादा किराया बढ़ाने के बाद भी रेलवे की यह दयनीय स्थिति है। इसके लिये आवश्यक पूंजी रेलवे के पास नहीं है और रेलवे यह तय नहीं कर पा रहा है कि जो सीमित पूंजी है उसका इस्तेमाल कहाँ किया जाये। हकीकत यह है कि एक साल पहले जो इकानामिक सर्वे दिया था उसमें आंकड़े थे कि सुपर फास्ट ट्रेन चलाने से गुड्स ट्रेन पर असर पड़ता है। एक सुपर फास्ट ट्रेन तीन गुड्स ट्रेन को रिप्लेस करती है और यह पब्लिक रिश्नेस का मामला हो गया है कि सुपर फास्ट ट्रेन की मांग है ऐसा कहा जा रहा है। लेकिन रेलवे को नीतियों का फैसला करना चाहिए कि रेल को बुलाई का काम और पैसेन्जर ट्रेफिक के काम के बीच में किसी तरह से सन्तुलन लाना चाहिए और सुपर फास्ट ट्रेन जो तीन गुड्स ट्रेन को रिप्लेस करती है तो इससे रेलवे का कितना आर्थिक नुकसान हो रहा है और जो पूंजी रेल के रिप्लेसमेंट में बंगलूर और कोचेज में लगनी चाहिए वह उनके पास नहीं है। यह स्थिति है। तो श्रीमन्, मैं मंत्री जी से यह पूछना चाहूंगा कि यह जो लीपा-पोती वाली नीति आप चला रहे हैं, किसी तरह से रेल आपकी बिना लाइट चल रही है, जैसा श्री मित्रों ने कहा, बिना दरवाजों के, बिना सिगनल के और बिना ब्रेक के चल रही है, उसका नतीजा यह है कि

आने वाले दस वर्षों में रेलवे पूरी तरह से ठप्प हो जायेगी। इसलिये नीति का फैसला करने की क्षमता जिनमें हो उनको नीति का फैसला करना चाहिए और सारे ढांचे पर सही ढंग से विचार कीजिये, नहीं तो मुझे लगता है कि इनफ्रास्ट्रक्चर का जो सिस्टम है यह चल नहीं पायेगा और इससे एक संकट की स्थिति देश में पैदा हो सकती है और इसके ऊपर बुनियादी तौर पर आप सोचिये और लीपा-पोती करके किसी तरह से रेलवे को चलाने का जो प्रयास कर रहे हैं उसको छोड़ दीजिये। इतना ही मेरा कहना है।

श्री उपसभापति : श्री भाभड़ा।
आपके तीन मिनट हैं।

SHRI HARI SHANKAR BHA-BHRA (Rajasthan): Sir, I have sufficient material to show that the losses in the railways are due to mismanagement and maladministration and corrupt practices. It is because the administration is very poor. I am just putting some question to the hon. Minister to which he may reply.

[The Vice-Chairman (Shri Ladli Mohan Nigam) «TJ the Chair]

My first question is this. Why can this E.M.U. not run in the night time? It can also be extended up to 200 kilometers, for example, from Calcutta to Dhanbad, Calcutta to Tatanagar, from Bombay VT to Nasik or Poona or from Bombay Central to Surat. Your Railway management is in the habit of supplying wrong figures to you⁰¹ and to other Committees also. They say that these E.M.U. services are causing losses to you. I do not understand why it is so when there is no engine driver, when no gangman is required, when no checking staff is required. You don't require so many ticket chequers because most⁰¹ the passengers are travelling on seasonal tickets. In view of this, when you don't require all

[Shri Hari Shankar Bahhra]

these things, how, is it that you are running into losses? Mr. Vice-Chairman, Sir, the position of steam engines is like this. In 1978-79, the requirement of steam engines was 9300. In 1979-80, it was 9300 and in 1980-81 also it was 9300. But you have put surplus engines on the line. In 1978-79, the figure was 9809. In 1979-80, it was 9917 and in 1980-81, it was 10079. It means that you had 509 surplus engines in 1978-79, 617 in 1979 and 779 in 1980-81. What I want to ask is this. Were 779 locomotives on line surplus in 1980-81? Has some assessment been made for 1981-82 and what is the surplus in respect of each category, i.e., steam, diesel and electric locomotives? Diesel and electric shunting locomotives are being imported by the Steel Authority of India Limited. Cannot the requirement of locomotives for steel plants and other public sector units be fully met by the Railway production units? It seems that there is a disproportionate increase in the number of locomotives compared to increase in traffic. Is it because the production of locomotives was not properly planned? The indices show that the traffic moved by locomotives was less in all the years, except in 1976-77; 1977-78, both diesel and electric than what was moved in 1969-70. Does it not show a fall in efficiency? What are the reasons for this very low train engine utilisation on the Eastern Railways and South Eastern Railways in respect of passenger locomotives and goods locomotives? It was less by 22.9 per cent. Locomotive traffic hours are stated to be residual hours, i.e., unproductive hours. Does it not indicate the idle investment? Have the financial implication of such high proportion of unproductive working of locomotives been examined? There are so many questions but because of lack of time I am not going to ask these questions.

Now, I want to say something about Rajasthan. In Bikaner, there are two lines. One is crossing the main bazar which links all the courts and im-

portant offices. This crossing is closed 40 to 50 times a day. Then there is another crossing linked with the hospital. That too is closed 40 to 50 times a day. Sometimes it happens that a patient cannot reach the hospital and once a patient died there waiting to cross the line. The demand is pending there for so many years. At one place, an over-bridge can be built, and at another, there can be a diversion. The proposals are there. But the Railway is not taking this up till now. My second point is that upto Sawai Madhopor, there is a broadgauge line. Jaipur is the capital of Rajasthan. That can be linked from Sawai Madhopor by converting metre gauge in Broad Gauge.

Bikaner can be linked by broad-gauge from Suratgarh.

They are the easy things to be done by the Railways. But the Railways complain of paucity of funds. I have got sufficient material to show how mismanagement, maladministration and corrupt practices in the Railways are giving you the loss. And nobody is looking into this. Even the Railway Board is hiding everything from the Minister, from the Committees which are to report sometimes on the working of railways. So, please look into all these matters and make them better for the sake of the nation, for the sake of your own Railways. And, I think, if the Railways can function properly, you can earn more. You can earn 50 per cent more of what you are earning today if you can just prevent the corrupt practices, pilferages in your workshops, even in coal...

AN HON. MEMBER: Ticketless travel.

SHRI HARI SHANKAR BHA-BHRA: You leave the ticketless travel. Coal consumption in the Railways is gradually increasing. And you yourself have said in the House that you are reducing the number of steam locomotives. I do not understand how the coal consumption is increasing when the number of steam locomotives is decreasing. It should

be decreasing. But it is now increasing. Nobody is caring about it. So, please look into all these matters. Thank you.

THE VICE-CHAIRMAN (SHRI LADLI MOHAN NIGAM): Shri Mohanarangam.

DR. (SHRIMATI) NAJMA HEP-TULLA (Maharashtra): Why not from this side?

उपसभाध्यक्ष (श्री लॉडली मोहन निगम):

पूरा राउन्ड खत्म होने पर आपका बुलाएंगे।

SHRI R. MOHANARANGAM (Tamil Nadu): Sir, every year, we are discussing about this Appropriation Bill, and we make certain points especially for the development of the Railways. And the Members belonging to different parts of this country will raise so many points pertaining to their own States. Like-wise, this year also, I want to take part in this drama. Actually speaking, every year, we are taking or we are seeking permission to take crores and crores of rupees from the Consolidated Fund of India for financing the development of the Railways of our country. If my memory does not fail me, Sir. I think, after independence, that is, after 1947, thousands and thousands KMs of railwaylines have been converted from metre gauge to broad gauge. As far as my part of the country is concerned, Sir, if I member correct—and, I hope, our hon. Minister will take note of it—not even a single mile of line in Tamil Nadu has been converted from metregauge to broadgauge since 1947, that is the year of independence.

Before dealing with the various aspects of this problem, Sir, I want to say that last year, myself along with some Members from my part of this country appreciated the very heroic attitude of our Ministers who said that definitely this Karur—Din-digul line will be taken up for conversion. And not even a step has been taken so far. Even the materials dumped for the purpose have been cleared and everything has been sent to Kerala. I do not know the reason

why and for what purpose the materials have been cleared and sent to Kerala. Now, Sir, I want to say something about some of these electric trains and some other important trains on our side. Even though it is not my duty to talk about them when we are discussing this Appropriation Bill, but as a man who has personal experience about these things and who has sent so many letters to solve this problem, I feel it necessary to refer to this matter. Sir, our Madras city is consisting of about 60 lakhs of population. Then there are about 40 lakhs more people coming to Madras city from suburban areas and all of them are completely dependent upon these electric trains from Tambaram to Madras Beach. Our Deputy Minister for Railways, Mr. Mallikarjun, knows the position much better because he has studied there. He knows Madras more than Hyderabad. He is fully aware of the fact that more than a crore of people are completely dependent on these electric trains. Sir, when I was studying there in the fourth class or fifth class, there were only 24 trains. Now there are 32 trains but out of these 32 trains, 17 trains are not functioning well. Only 15 trains from Tambaram to Madras Beach are doing better. Why I am particularly referring to this point is because out of five crores of population in my State, nearly a crore of people, or one-fifth of the population in my State, is completely dependent on these trains, electric railway trains, and out of 32 trains, 15 are not functioning well at all, because metre-gauge lines have not been converted into broad-gauge lines and they do not have sufficient carriages.

Then, Sir, I want to ask one more question. At the time when we are discussing very important Bills, I want that all the General Managers of the Railways should be present here. Then only they will know what exactly we want to be rectified, what exactly we are speaking about here, and what are the grievances of the people which are being ventilated on the floor of Parliament by the repre-

[Shri R. Mohanaragam]
sentatives of the million of our people. Now I want to ask questions.

From Tambaram to Madras Beach there is a distance of nearly 20 miles and there are so many railway gates. You have purchased area and land for the construction of bridges.

At present the position is that most of the time the gates remain closed completely preventing one part of the people to go from one side to the other side. There is an electric train every four minutes and the result is that almost 24 hours the gates are not opened. Because the gates are not opened there is no other way to cross the railway lines. Fifty lakhs of people want to go from the South to the North but they cannot because the railway gates are blocking the path. And the explanation given is that these gates cannot be opened unless and until the switch boards show green signal, and they say, we cannot open it. Unless and until you construct bridges for the entire 20 mile distance, there are nearly six to seven gates, which prevent more than fifty lakhs of people in that area, the position cannot improve. The same point we are raising for the past one decade. Unless and until we construct bridges one part of the population cannot go to the other side of the Madras city.

Sir, the Madras city has been somewhat situated in such a position that it has been split in two parts by the railway line and our Andhra Members say, what is the harm, Madras comes to our State. Such a situation is there. (Time bell).

Sir, I am speaking on a very important matter. They are taking crores and crores of rupees from the Consolidated Fund of India and we have to discuss their performance. Then there is no use of our speaking here. All right, I will read about three or four points instead of giving a lecture like this. Firstly the decision about the branch lines has not been implemented properly. Then,

Sir, whenever you go to South from Madras to Madurai or Tirunelveli or Kanya Kumari, to all these places you have to go via Madurai. On both the sides of the railway track you are also owning some land, 50 yards to 100 yards deep. And at places there are one to two miles stretches of roads. But these roads are not properly maintained by the railways because the railway officials and other persons are not utilising these roads. But public is utilising these roads. When municipalities or corporations are asked to look after their maintenance they say that these roads do not belong to them but they belong to railway authorities. The railway authorities do not care to spend even a single pie on the maintenance of these roads. They may spend on railway lines and tracks but they will never spend on railway roads. I think that even the Railway Ministers may not know fully that there are certain roads which belong to Railway authorities. There are railway roads in Trichy and Madurai for which the Railway authorities should take the entire responsibility. The municipalities and corporations are not prepared to spend even a single pie. They say, the Railway authorities should spend.

Then, Sir, I would like to refer to a problem which we are facing in Madurai. Even though Madurai is not my constituency, I think, it is my bounden duty to refer to this problem which people are facing in Madurai because this is the number two city in Tamil Nadu. There is one railway gate and people who have to go to the airport, have to go through this railway gate. When the railway gate is closed, no person with a car will be able to pass through this railway gate. This is the only way, this is the only access, through which one can reach the airport. We have made a request to the hon. Minister so many times. But nothing has been done in regard to this. If a bridge is constructed, the problem will be solved.

The problem is, they do not care about this part of the country. They do not spend even a single pie for the development of the southern part of this country. This is the charge, I make, not with the intention of creating certain complications, but only with a view to getting more funds, sufficient and reasonable funds for the development of my part of the country.

Sir, I would take one minute more. There is one thing which I would like to say. This is in regard to the Tamil Nadu and the GT Express. Why did you remove the AC Sleeper from the Tamil Nadu Express? We are asking for more facilities to the passengers. But you are removing these facilities one by one. Why did you cancel this AC Sleeper from the Tamil Nadu Express?

Then, Sir, we are celebrating this year, the Bharati Centenary. In this connection, we wanted that the GT Express should be renamed as Bharati Express. Hundreds and hundreds of petitions had been sent that the GT Express should be renamed as Bharati Express. This way, we will be showing great respect to the great poet. Bharati was a great poet who took part in the freedom struggle. Through his poems, he inspired millions and millions of people in this country to fight for the freedom of this country. We are only asking that the GT Express should be renamed as Bharati Express, to commemorate his Centenary. I hope, this demand will be conceded.

Sir, I had some more points to make. But I am stopping at this stage because you are ringing the bell. You have already shown the red signal. I only hope the hon. Minister will show the green signal by sanctioning the construction of bridges from Tambaram to Madras Beach area. Thank you very much.

SHRI VITHALRAO MADHAVRAO JADHAV (Maharashtra); Mr. Vice-Chairman, Sir, this is the first time that I am making a speech in this House. I know, the time is limited. But I hope, you will show me «omt

concession. I would like to thank you for giving me this opportunity to speak in this House on the Railway Appropriation Bill.

First of all, I must appreciate the dynamic leadership of our Railway Minister, Shri P. C. Sethi, for bringing these Supplementary Demands for Rs. 200.52 crores. In India, we have a total of 49,522 Kms. of broad gauge line. Out of this, some 10,781 Kms. of track require renewal. The number of distress bridges in 1968 was 1247 and this rose to 3553 in 1978. After Independence, new broad gauge lines were laid in different States. I would like to give the figures here State-wise: Rajasthan—760 Kms; Andhra Pradesh—3043 Kms; Bihar—3334 Kms; Gujarat—1413 Kms; Karnataka—570 Kms; Kerala—803 Kms; Madhya Pradesh—4286 Kms; Maharashtra—3140 Kms; Orissa—1837 Kms; Punjab—1968 Kms; Tamil Nadu—1006 Kms; U.P.—5588 Kms and West Bengal—2844 Kms. The Railways have also achieved a great success in carrying 221 million tonnes of freight traffic and last year, the freight carried was 195.9 million tonnes. I must congratulate our hon. Minister, Shri P. C. Sethi under whose leadership, Railways have achieved a great success. But, Sir, there are some grievances. When we see the picture in Maharashtra, there is a railway line of about 3000 kms. or so, and when we compare half of the area of Maharashtra which is normally the famine-affected area, right from Miraj to Akola and from Manmad to Nizamabad, there is no broad gauge line. A few exceptions are there. On a very small section some narrow gauge or some metre gauge lines are there and the people of Marathwada, from where I come, are demanding for the last 34 years conversion of Manmad-Mudkhed metre gauge line into broad gauge line because this Manmad and Kachl-guda railway line is constructed by the Nizam, ruler of our old Hyderabad, State. Since then there has been no development of this railway line. Sir, the districts of Marathwada are

[Shri Vithalrao Madhavrao]

known to be a granery of Maharashtra. It is an agriculturally rich area and a big river of South, the Goda-vari, flows from this area and that is known as the Godavari valley. For the last 34 years people have been making demands. Several delegations of M.Ps and others, including myself, have met Shri Prakash Chandra Sethi for the conversion of Manmad-Mudkhed line. It is so significant that in the coming future, within five to ten years, about 25 lakh acres of land will come under irrigation to that area. At present about 16 sugar factories are running and in the near future there is another demand of 50 sugar factories. I am sure in the next 10 years at least 40 to 50 new factories will come up. That means, 10 million tonnes of more sugar will be produced and the revenue earned from sugar alone will come to Rs. 25 crores. That is a great achievement which will not only be for one region but for the whole country.

The other point which I would like to bring to the notice of this House is, I come from Nanded district and Nanded district produces a huge quantity of banana as Jalgaon is famous for this, but in the market our most perishable product, *i.e.* of Nanded, is not getting proper price. People take the produce to Hyderabad and some other places, but 20 to 30 per cent of the money is spent on the transport alone. So, for the last several years people have been demanding that Manmad-Mudkhed line should be converted into a broad gauge line. The total cost of the project is Rs. 72 crores and now the Railway Minister has allocated only Rs. 1 crore for this project. With this speed how are we going to achieve the conversion of this project? I would like the hon. Minister of Railways to have a five-year or ten-year Plan for the Railways as we are having plans for energy, irrigation and other projects. Where the railway lines are not there, they should be provided with a railway line and where narrow gauge

or metre gauge lines are to be converted, they should be converted in a phased way because the railway lines and the national highways are the veins and the arteries of the Indian body in national economy. From that point of view I strongly plead that the time has come now for the Railway Ministry, for the Members of both the Houses, to see that proper communication is laid out in this country. India is marching ahead, it is doing tremendous progress and we have to work in this direction with vigour and zeal.

Apart from that line, we have got another line, *i.e.* Miraj to Latur, where a big temple of Pandharpur is there. Most of my friends from Andhra Pradesh come to Pandharpur Temple every year. About 10 to 15 lakh of people come to that place and there is only narrow gauge line. People are facing a lot of inconvenience.

In the same manner we have put up several other demands for the railway lines. The one is from Ahmednagar, Bhir—Purli—Nanded. The other is from Nagpur to Ratnagiri. I would like to bring to the notice of the hon. House that from Nagpur to Yeotmal to Pusad to Nanded. Latur and then Osmanabad, Sholapur, Pandharpur, Miraj, Kolhapur and Ratnagiri would join the centre point of India with the coastal area where land embraces sea. The far-eastern point and the far-western point will be joined together if this project is taken up. This area is mostly famine-hit area and therefore from that point of view I would request our Railway Minister to make a survey of that line.

Secondly, Sir, this is my maiden speech and I hope you will show me some consideration. Long time back there was a survey from Ramagun-dam to Nizamabad! Both come under Andhra Pradesh. From Nizamabad, it goes to Bodhan, then Bodhan to Degloor, from Degloor to Mukhed, Mukhed to Kandhar, from Kandhar to Gangakhed and Purli. If this new line is taken up, Andhra Pradesh,

Karnataka and Maharashtra will be joined and the products which are produced in Andhra Pradesh, Karnataka and other places will be directly taken to Bombay, which is the biggest market in the country.

Sir, due to want of development and imbalance in the development, the rural population is shifting to urban areas. Unless broad-gauge line is there, unless the communication system is improved, the industries will not come up. One of my friends rightly pointed out in the Lok Sabha—Mr. Kazi Islam—that in Aurangabad, a subsidy is given. Getting this subsidy from the Government, people open industries at Aurangabad and operate from offices in Bombay and Poona. They do not work at all, the labour is affected by doing 60.

Then what is the situation we see in the locals of Bombay? Everywhere there is rush, people from all corners of the country are going to Bombay. Considering all these things it is very essential to lay down the new railway lines and convert metre-gauge lines into broad-gauge lines.

Only one minute more, Sir. The metre-gauge comes from Kacheguda upto Ajmer and from Ajmer to Delhi. The train comes from Kacheguda to Ajmer only, it does not come to Delhi. If this train is extended from Kacheguda to Delhi, with the attachment of two or three ACC compartments and one first class compartment, people who are coming from Andhra Pradesh can come directly to Delhi. They need not have to change the train for their journey from Ajmer.

I would like to bring one more thing to your notice. Manmad is one of the junctions. One of my friends in the Lok Sabha spoke of Manmad as "man mad" because the people at Manmad station—the hamals, the railway staff and the police, whether of the Central or of the State Government—are in league for collection of money from the poor passengers. "We have to change the train at Manmad

while coming from Bombay to Hyderabad city. The hamals, the railway staff and the police have solid cooperation. They occupy the seats and charge Rs. 5 or Rs. 10 from the poor passengers for giving them the seat. The passengers are in a hurry and they have no alternative but to pay. Even the legislators, the M.Ps when they come there, they have to face a lot of difficulties. The staff does not look after their convenience even though they have reservations.

One more point, Sir. At Nanded a passenger comes from Kacheguda and normally it comes 3 to 4 hours late. Its time is 5.50 and normally it comes after 9.50 or 10.50. I do not know what is the difficulty in running the train. There is a joke prevalent that one day the train had come on time. The people went to congratulate the driver and the conductor. When they had garlanded the driver and the conductor, they asked them why they had been garlanded. They said: "Today the train has come exactly on time". They said; "We are sorry. This train was to come yesterday at this time. It has come today". Like this the trains are running late.

I would like to bring all these lacunae to the notice of the Railway Minister so that he must look into them and make a solid plan for the railways, lay down the important lines and my submission is that the thing is that Manmad-Mudkhed metre-gauge line should be converted into broad-gauge.

उपसभाध्यक्ष (श्री लॉडली मोहन निगम) :
श्रीमती नाजमा हेपतुल्ला ।

डा० (श्रीमती) नाजमा हेपतुल्ला बड़ी
देर के बाद मेरे स्टेशन पर गाड़ी रुकी ।

उपसभाध्यक्ष (श्री लॉडली मोहन
निगम) : गलत नम्बर चढ़ा दिया था ।

डा० (श्रीमती) नाजमा हेपतुल्ला :
आप ने सब जगह घुमा फिरा कर...

उपसभाध्यक्ष (श्री लखिल मोहन निगम) : आप के दल के नेता ने गलत नम्बर चढ़ा दिया था ।

डा० (श्रीमती) नंजमा हेपतुल्ला : एक ही बात है, स्टेशन तो छूट गयी ।

SHRI HARI SHANKAR BHABHRA:
It is between two Vice-Chairmen.

SHRI GRHULAM MOHI-UD-DIN SHAWAL (Jammu and Kashmir): And we hope it will be settled soon.

डा० (श्रीमती) नंजमा हेपतुल्ला : बूकि टाइम कम है इस लिये मैं ज्यादा बक्त न लेकर, सर्कूटस रुट न निकालकर फास्ट ट्रेन के लिये मंत्री जी के सामने तीन चार बातें रखना चाहूंगी ।

पहली बात यह है कि जब हम कभी बात करते हैं रेलवे में रिप्लेसमेंट की और नयी रेलवे लाइन डालने की तो हमारे सामने यह समस्या आती है कि हमारे कन्ट्री की इकोनोमी ऐसी नहीं है कि करोड़ों रुपया रेलवे पर ही खर्च किया जाये । जैसा कि आपको मालूम है, रेलवे हमारी इकोनोमी की जड़ है । अंग्रेजों ने इसीलिये रेलवे लाइन यहां पर बिछाई और इतनी तरक्की की क्योंकि इसी से इनका कन्ट्रेक्ट रहा, कम्युनिकेशन रहा और इकोनोमी को डेवलपमेंट - मिला । अगर कम्युनिकेशन का इन्फ्रा-स्ट्रक्चर नहीं होता तो एक जगह से दूसरी जगह पैदावार और या मटिरियल का मूवमेंट नहीं होता । पूरे कन्ट्री के ओवरऑल डेवलपमेंट के लिये यह बहुत जरूरी है कि हम और बहुत सी चीजों में कर्बौती कर के ज्यादा से ज्यादा जो रिमोसैज हैं वह रेलवे पर डालें जिस से नये रिमोसैज हमारे जनरेट हों ।

इन चन्द शब्दों के बाद मैं कुल तीन पोइन्ट अपने मंत्री जी के सामने रखना

चाहती हूँ । मुझे उम्मीद है कि वे ध्यान से सुनेंगे और उस के बारे में गौर करेंगे । हमारे एक अपोजिशन के मंत्री जी ने बहुत सुपरफोशियल तरीके से बम्बई का जिक्र किया

एक माननीय सदस्य : अपोजिशन के मंत्री ?

डा० (श्रीमती) नंजमा हेपतुल्ला : अपोजिशन के मेम्बर, हैं, कभी मंत्री रहे होंगे । बम्बई के मामले को उन्हीं ने इतने हलके तरीके से लिया । वह इतना आसान नहीं है । बम्बई के अन्दर आबादी पैदाइश की वजह से नहीं बढ़ रही है बल्कि माइग्रे-शन की वजह से बढ़ रही है और वह आबादी ऐसी होती है जो रेलवे को आते ही इस्तेमाल करती है ।

आप को मालूम है कि बम्बई के अन्दर रेलवे ऐसी आर्टरी है जो लाखों जनता को एक सिरे से दूसरे सिरे तक पहुंचाती है । अगर हमारे यहां एक घंटा या दो घंटे किसी वजह से ट्रेन डिले हो जाती है किसी वजह से कोई ट्रेन कंसिल करनी पड़ती है या इलेक्ट्रिसिटी फेल हो जाती है या खुदा - न- खास्ता एक्सीडेंट हो जाता है तो उस की वजह से लाखों लोगों के ऊपर असर पड़ता है । वह न अपने घर ठीक टाइम पर पहुंच सकता है, न अपने काम पर टाइम पर पहुंच सकता है । सारे मूवमेंट में उथलपुथल हो जाती है । तो मैं माननीय मंत्री जी से पूछना चाहूंगी कि जो सिक्स्थ कारीडर की हमारी बम्बई, की डिमांड है उस के बारे में उन्होंने क्या निर्णय लिया है ? वह ऐसी जरूरी डिमांड है जिस पर उन को ध्यान देना चाहिए ।

इसी तरह से आप देखें कोलाबा के टाइसर तक आबादी बढ़ रही है क्योंकि

कोशाबा और सेंट्रल बम्बई का कन्जेशन कम करने के लिए वहां की बिल्डिंग तोड़ कर सर्वबन एरियाज में आवादी को बढ़ायेंगे। तो उसकी वजह से यह जरूरी हो जाता है कि रेलवे का निजाम हम लोग अच्छी तरह से इम्प्रूव करें।

चेम्बूर का जो हमारा इलाका है उस में रेलवे स्टेशन नहीं है। उस के सम्बन्ध में हमारी बहुत दिनों से डिमांड है। मंत्री जी के सामने मेमोरेन्डम कई दिनों से हम लोगों ने रखा हुआ है कि चेम्बूर के अन्दर एक रेलवे स्टेशन बनाना चाहिए क्योंकि यहां वह आवादी है जो पाकिस्तान बनने के बाद शरणार्थी के रूप में आयी थी। वह कम लोग थे, मगर अब उन में बढ़ोतरी हो गयी है इस लिए जरूरत है कि चेम्बूर में स्टेशन बनाया जाय। वहां रेलवे की जमीन मौजूद है उन्हें कोई नयी जमीन एम्बवायर करने की जरूरत नहीं होगी।

मद्रास के बारे में माननीय सदस्य ने कहा कि वहां रेलवे क्रासिंग होते हैं। बम्बई के अन्दर आप सोच सकते हैं कि रेलवे क्रासिंग कहीं होता तो क्या होता। जो पुराने अन्दर-ब्रिजेंज हैं जो सब-वे कहलाते हैं वे इतने नैरों हैं अंग्रेजों के जमाने में बने थे, वे चौड़े नहीं हैं? मेरे घर के नजदोक जो सबवे है वहां रोज एम्सीडेंट होता है।

It is not an exaggeration but it is a fact.

वह सिर्फ 15 फीट चौड़ा है एक गाड़ी जाती है तो दूसरी गाड़ी को रुकना पड़ता है ट्रेफिक रुक जाता है। वहीं रास्ता है जो एयरपोर्ट को जाता है। माहिम के क्रासिंग से लगा कर अंधेरी तक वहीं हमारा कम्युनिकेशन है ईस्ट और वेस्ट ट्रेफिक के लिए, ईस्ट और वेस्ट बांद्रा और ईस्ट और वेस्ट विले पाले के बीच में वहीं कम्युनिकेशन है। इस की ओर मंत्री जी को ध्यान देना चाहिए। उस सबवे को चालीस फीट चौड़ा करने का

काम जल्दी किया जाय ताकि गाड़ियां इत्मीनान से आ जा सकें।

एक जो सब से बड़ी बात में आप के सामने रखूंगी उस में भी आप की मदद चाहूंगी। वहां बच्चों का सबाल आता है। जितने स्कूल हैं वे सारे वे साइड के ऊपर हैं। छोटे छोटे बच्चे स्कूल जाने के लिए, म्युनिसिपल स्कूल जाने के लिए सबवे से क्रास करते हैं। रोजाना एक-न एक बच्चों की मृत्यु होती है। अगर रेलवे लाइन से क्रास करते हैं तब भी कट कर मर जाते हैं। सबवे में बड़ी गन्दगी रहती है। सबवे इतने लो लाइंग होते हैं कि जहां जरा बारिश हुई कि उन में घुटनों-घुटनों पानी हो जाता है। आप अंदाजा कर सकते हैं कि छोटे-छोटे बच्चे जिन का कद ही घुटने भर तक का होता है वह उसमें से कैसे दूसरी तरफ जा सकते हैं। तो मंत्री जी इस बात को देख कर कि उन को वहां क्या तकलीफ होती है इस को ठीक करायें। मैं समझती हूं कि हमारे बैंकवर्ड एरिया के जो लोग हैं हिन्दुस्तान के वे जरूर इस बात को कहेंगे कि आप बम्बई के लिए ही रेलवे लाइन को डिमांड कर रही हैं, लेकिन सच बात तो यह है कि बैंकवर्ड एरिया के लोग ही ज्यादातर उस एरिया में रह रहे हैं। वे मछलीवाले हैं या दूसरे काम करते हैं और वे बिहार से, मध्य प्रदेश से, यू० पी० से और आसाम आदि इलाकों से आते हैं और वहां रहते हैं।

दूसरी बात मैं स्कूल के बच्चों के बारे में कहना चाहूंगी। बम्बई में सारे जितने अच्छे स्कूल और कालेज हैं वे सब सेंट्रल बम्बई के अन्दर हैं। मध्य बम्बई में वे मौजूद हैं और मुंबई से हजारों बच्चे स्कूल और कालेज रेलों के जरिए से वहां आते हैं। मैं मंत्री जी से डिमांड करूंगी कि

[डा० श्रीमती नाजम हेपतुल्ला]

जैसे महिलाओं के लिए उन्होंने रेलों में डिब्बों का रिजर्वेशन किया है उसी तरह से स्टूडेंट्स के लिए भी वहां की सुबबैन ट्रेन्स में डिब्बों को रिजर्व करें। इसके अलावा इस भागदौड़ में बच्चों को चोट लगती है, वे गिरते हैं और उन को तकलीफ होती है यह भी होता है कि बच्चों के हाथ में बैस होते हैं या किताबें होती हैं तो चोर बच्चों के उन को परेशान करते हैं। और यह प्रायश्चिती देने की बात है। इस लिये मैं चाहूंगी कि कम से कम एक डिब्बा या एक बोगी हर ट्रेन में स्कूल और कालेज जाने वाले बच्चों के लिए रिजर्व होनी चाहिए और मैं सदन में अन्य सदस्यों से मांग करूंगी कि वे मेरी इस डिमांड को लपोर्ट करें क्योंकि यह स्टूडेंट्स का मामला है।

अब मैं एक अन्तिम बात कहती हूँ जो एम० पी० से सम्बन्ध रखती है। आप ने कलकत्ता की राजधानी एक्सप्रेस में एक डिब्बा फर्स्ट क्लास का लगाया है। हम पार्लियामेंट के मेम्बर्स को एयर कंडीशन में तो सफर करने की इजाजत नहीं है, केवल चेयर कार मिलती है और अगर वह थोड़ी दूर के लिए हो तो ठीक है। दो चार घंटे का सफर उसमें आसानी से हो जाता है लेकिन अगर 17, 18 या 24 घण्टे का सफर हो तो चेयर कार में बैठ कर जाना तकलीफदेह हो जाता है। तो इस लिए मेरी प्रार्थना है कि बम्बई जाने वाली राजधानी में भी एक फर्स्ट क्लास का डिब्बा लगाया जाना चाहिए। ऐसा होने पर एम० पी० के लिए काफी सहाय्यता हो जायगी। अगर उस में फर्स्ट क्लास का डिब्बा लगा दें तो हम को काफी रिलीफ मिल जायगा। (व्यवधान) अगर डिब्बा है तो बड़ी खुशी की बात है।

उपसभाध्यक्ष (श्री लडली मोहन निगम) : आप शायद कभी उस में चली नहीं।

डा० (श्रीमती नाजम हेपतुल्ला) : पहले डिब्बा नहीं था। अगर मंत्री जी इफार्म कर दें कि डिब्बा लगता है तो मैं कल ही चली जाऊंगी। तो यह चार बातें जा मैंने उठाई हैं, मैं चाहती हूँ कि मंत्री जी इन की तरफ ध्यान दें और हमारी परेशानियों को दूर करें।

SHRI M. KALYANASUNDARAM (Tamil Nadu): Sir, we are asked to give our approval to the Supplementary Demands covering more than Rs. 200 crores and the time allotted for discussion is one hour.*

THE VICE-CHAIRMAN (SHRI LADLI MOHAN NIGAM): One minute for you.

SHRI M. KALYANASUNDARAM: Then, of course, the Minister will give me a portion of his time. Sir, even after implementing the works undertaken under the Supplementary Demands, I wonder whether the Railways will be in a position to come out of the present crisis. All the demands are for replacement, renewal and acquisitions of additional rolling-stock, etc. Even after acquiring the additional wagons, as proposed, the wagon shortage will persist. Even now, the wagon demands are not being met even for the public sector undertakings. For the private trade and industry, the demands of wagojs are not being met. Wagon construction is very slow. How are the Railways going to overcome this difficulty? Take the case of passenger trains. Even such prestigious trains as the Tamil Nadu Express, the Grand Trunk Express, Rajdhani are running with over-aged and damaged coaches, even the I Class and AC coaches. The standard of maintenance of these coaches is going down very fast. And why is it so? What are the

reasons? We are not having our wheels and axles. We have had to depend upon imported wheels and axles all these years. That is why a wheel and axle plant was sanctioned to be constructed at Bangalore. The Minister has now come with a demand for Rs. 30 crores for the wheel and axle plant. My best wishes for that plant. But I want him to examine whether the construction materials so far ordered for the construction of this plant are properly used or diverted for any other purpose. I may even suggest that a technical audit should go into the construction and progress of this plant and see whether the progress is commensurate with the materials drawn. If there is any deficiency, they should examine it carefully. But more than that, I want to urge on the Railway Ministry that this work must be expedited and the wheel and axle plant must be completed and commissioned for production as early as possible. The construction of wagons is held up in the wagon-building workshops for want of wheel-sets. The super-structure is ready, but for want of wheel-sets, thousands of wagons are held up. That is the state of affairs with regard to wagons.

Regarding coaches, I need not say. For want of time, I shall skip through that. Then I come to track maintenance. The maintenance of track is very poor. The reasons are that they get rails of very bad quality. The big monopoly houses are the suppliers of these rails. The Railways are unable to question them. The quality of sleepers used for fixing the rails is also poor. The quality of sleepers, whether they are wooden sleepers or RCC sleepers or iron sleepers, is bad. The engineering staff find it very difficult even to maintain the gauge and because proper gauge is not maintained, the running of trains is subject to more oscillation. That is also one of the causes for the quicker damage to the rolling stock. So that problem starts from the maintenance of track itself. This must be gone into.

Now let me add my voice also to the problem raised by my hon. friend Mr. Mohanarangam, about the fate of the suburban railway in Madras city. It is more or less the same with regard to all the metropolitan cities, Bombay or Madras or Calcutta or Delhi. For Delhi and Calcutta, at least some long-term measures were taken. Calcutta is living on hopes of getting an underground railway. But Madras is very badly discriminated against. The suburban railway caters to the needs of nearly five lakhs of passengers a day—office-going employees, workers going to factories and small vendors. They are put to great difficulties for want of transport. The other transport is still worse. Here I have brought a photo to show how people are travelling by the suburban trains between Tambaram and Madras Beach. Look at the office-going NGOs, clerks, even ladies, how they are clinging to the handle and travelling. I want to present this as a souvenir to the hon. Minister to show how under his administration, hard-working people are spending their energy in travelling. Let it be a souvenir for the Minister. Can I pass on or shall I give it to him afterwards? Or I will place it on the Table.

THE VICE-CHAIRMAN (SHRI LADLI MOHAN NIGAM): Give it to him afterwards.

SHRI M. KALYANASUNDARAM: I want action to be taken. This is the only metre-gauge suburban line in India. Nowhere else can you get the units required for it. They have order for it from Japan. They are not getting it easily. Out of 36 electric multiple units working on that suburban line, only about 17 or 13 are able to work—only 50 per cent. So it is essential to convert this section also into broad gauge and link it with other suburban broad gauge sections between Madras Central and northeastern and western portions. That will give some long-term relief.

One more point: The Madras Metropolitan Development Authority

[Shri M. Kalyanasundaram] have been pressing the railway administration for taking up the scheme called Mass Rapid Transit System. That is partly surface railway and partly overhead railway. That is very essential to give relief to the Madras City travelling people.

Although they are inefficient in implementing these works, they are, however very efficient and brisk in raising the rates. They are resorting to all sorts of methods, almost every month, to raise the railway fares in some form or other, in some sector or other. Look at the ingenious way in which they have raised the fare between Tiruchirapalli and Madras, Egmore, and Madurai and Madras, by classifying three trains as superfast trains. They are running according to the same schedule as they were already running hitherto. But now they are classified as superfast trains and each passenger will have to pay Rs. 12 extra per ticket. I would request the honourable Minister to reexamine this. I have made a representation and he has promised to reexamine it. I would once again request him to re-examine it and cancel this unjust increase in the fare. (*time bell*). There are many other points, but since you have rung the bell, I would conclude with just one submission, that all the parties must protest against this kind of hurrying and hustling through of such huge budgets. This budget of Rs. 200 crores relates to new works, essential works. When we have to discuss such an important question, adequate time should be allotted to us.

SHRI GULAM MOHI-UD-DIN SHAWL:
Mr. Vice-Chairman, I make submissions on behalf of the backward State of Jammu and Kashmir where the means of communication are very poor. I have persistently demanded on the floor of this House for construction of a railway track between Jammu and Udhampur. It was sanctioned but the funds in this year's budget are so inadequate that it will take a long time for this construction to be complete. It is gratify-

ing that the Planning Commission has sanctioned Rs. 200 crores further for the purpose. But we have to see what the progress is of that railway line between Jammu and Udhampur. I had also demanded that Jammu to Rajouri and Poonch railway track be laid. There was no mention in this budget about that. We require a railway line between Jammu and Rajouri and from Rajouri to the Kashmir Valley. A road is under construction and it will take three to four years. Our main industry is tourism. And fruit and other products of the Valley are dependent on the better means of communication. We submit that the Railway Ministry should take up this plan in hand and do the needful immediately. As I submitted, our main industry is tourism. But due to the timings of the trains to Jammu from Delhi, the passengers, even the yatri, to Vaishno Devi, suffer a lot. They are put to unnecessary trouble. One holiday Express leaves at 4-15 P.M. from Delhi and it has no AC coach and the result is that those who are in that train suffer a great deal. Then, the second train is the Jammu Mail which leaves round about 9 P.M. and the third is the Jhelum Express which previously used to start from Delhi at 7-00 P.M., but whose timing has now been changed and the result is that it is never punctual. Hardly there are one or two days in a month when it is here on time and it leaves at 9-30 P.M. with the result that it reaches Jammu at 12-00 noon or at 1 P.M. or even at 3 P.M. and the passengers and the tourists to the Kashmir, who have to proceed on their onward journey, are stranded at Jammu. We had submitted a memorandum to this effect which was signed by all the MPs, belonging both the Congress (I) and the National Conference, to the honourable Prime Minister and also to the predecessor of the present Railway Minister. He too promised to look into the matter. But nothing has been done so far. We demand and seriously demand that something should

be done in this regard. The Jhelum Express is, no doubt is a super-fast train now. But it is useless because the stoppages are too many and it is never punctual and it does not help us. So, we say that at 6 P.M. or at 7 P.M. at least it should start from Delhi so that it reaches Jammu in the morning. Sir, there are so many points, but there is no time. Somehow you should accommodate us. We are a poor and backward State and unless you accommodate us and give us sufficient time, we cannot make our points.

Now, Sir, there is the question of railway reservation. An out-agency was given to one private party, Mr. N. D. Radha Krishan. I have said about this thing on the floor of this august House so many times and I am not going to give it up. A private firm has been given this out-agency which firm runs only some trucks and no passenger buses. I say this because from Jammu to Srinagar the road transport is nationalised and if is only the Jammu and Kashmir State Road Transport Corporation which has the monopoly to ply passenger buses and it has the biggest fleet of trucks. So far as the out-agency is concerned, it is meaningless and we fail to understand why a private firm is given this out-agency and the reservation of seats. The people and the passengers suffer in the process. When we ask for reservations, it is nearly ten to fifteen days before and when we are given the reservation that too is wrong. So, I demand that the out agency and the reservation should be given to the State Road Corporation rather than to this private firm. Then, Sir, at Jammu Station, there is no railway telegraph office.

THE MINISTER OF STATE IN
THE MINISTRY OF SHIPPING AND
TRANSPORT (SHRI SITARAM
KESRI): No telegraph office?

SHRI GULAM MOHI-UD-DIN SHAWL:
Yes. The station has no

telegraph office and when telegrams for reservation are sent, they come to Jammu. City and after two or three days only the message goes to the railway staff. As far as the railway staff is concerned, their number is quite inadequate. The reservation starts from 9-00 A.M. and goes up to 4-00 P.M. But, beyond 4-00 P.M. and before 9-00 P.M., there is no reservation staff available there, with the result that the passengers suffer.

SHRI SITARAM KESRI: Beyond 4-00 P.M. and what?

SHRI GULAM MOHI-UD-DIN SHAWL:
Beyond 4-00 P.M. and before 9.00 A.M. Anyway, the Rail-Way Minister knows my language and he will understand me. You are not the Railway Minister. Otherwise, you would have followed me.

Therefore, Sir, I request that the staff strength should be increased so that the reservation can be done in time at all hours. So I submit that all these matters be taken up and something should be done. Thank you.

DR. MALCOLM S. ADISESHIAH
(Nominated): Mr. Vice-Chairman, I shall be very brief. I am going to a meeting.

I support the Appropriation Bill. But I have a few questions to ask. Unlike my other colleagues, I will not speak about Tamil Nadu. My first question is that I notice that an expenditure of Rs. 59.9 crores is to be made for rolling stock. I do not understand this distribution of the money which ranges from Rs. 10 lakhs to Rs. 21,000 on each item. Is this addition of the sum for each item the result of inflation? And, why is this distribution this way—a small sum everywhere? Then, with regard to a new line from Dindigal to Korm, you are proposing Rs. 1 crore.

347 Dr. Malcolm S. Adiseshaiah]

Is this in addition to what has already "been given? My question is whether this is based on inflation or is this based on revised estimates for both the rolling stock and the new railway line? My third question is this. What has happened about the unanimous feeling in both the Houses that the Plan outlay for the Railways should be increased? We had various reports in the newspapers but we need a statement from the Minister. How far has the Minister succeeded in getting an increased plan outlay, not only for this year but for the remaining three years of the Plan? My next question is this. We have heard about alarming decreases in the Railway revenues and alarming increases in railway expenditure. Could the Minister give us some kind of income-expenditure statement for the first quarter of this year so that we can see whether there is a deterioration? My next question is that, I understand, in the first quarter you are running short of your target in regard to the originating traffic—instead of 55.52 million tonnes it is less than 55 million tonnes. If this is the situation, how are you going to reach your target?

SHRI ARVIND GANESH KULKARNI (Maharashtra): This is something because of industrial recession.

DR. MALCOLM S. ADISESHAIH: If you are not in a position to reach your target this year, why are you asking for additional funds in order to carry 5 million tonnes more? Finally, my question is whether this decline is related to what we discussed yesterday in this House, called recession—at least in regard to textile machinery, trucks and vehicles, and so on. Is this, therefore, a reflection of the general slackness in demand in the industrial sector of the country? And is this shown in the low traffic, originating traffic, of the Railways?

Thank you, Mr. Vice-Chairman.

SHRI ARVIND GANESH KULKARNI: Sir, I do not have many points because two days back I participated in such debate. I have got only one point to make. It came because of a news from Maharashtra, from Bombay. My friend, Dr. Najma Heptulla, made some points. But I am particularly interested to know categorically from the Minister about this because it has been very adversely commented upon in the Press. Sir, the suburban train services in Bombay are in a chaotic condition and particularly the Central Railways has to be blamed for it in the sense that the tracks are submerged because of natural causes and it is a chronic disease with the Central Railway for the last 10 to 15 years. I am mentioning it because I do not find anything in it to raise the level of the tracks to such a level whereby the trains will not be bogged down and the terrific traffic in Bombay will not suffer because of the erratic behaviour of the Central Railway. In this connection, I want to comment on one point. The Central Railway authorities are extremely callous in not taking the travelling public into confidence. I can understand that there is no remedy if something happens for natural causes. They cannot have any magic remedy for it. Therefore, would you ask your Central Railway management to be cooperative enough to convey to the travelling public what is its programme, how many trains will run, how many trains will not run etc.? That is one of the ways to lessen the irritation of the travelling public. Otherwise, there is burning of coaches, etc.

उपसभाध्यक्ष (श्री लाल्लो मोहन निगम) : आप जो बात कह रहे हैं जोनल कमेटीज अभी नहीं बनी है इस वास्ते यह समस्या हो गई है ।

श्री अरविन्द गणेश कुलकर्णी :
जोनल कमेटी नहीं बनी है,

I do not know. As an opposition member, I will not have been included also. What is the use of that to me? What I wanted to know from him is this. In the Maharashtra press today, i.e., the Times of India, Indian Express and the regional press, a scare has been created because of publishing of a news. I want your categorical assurance about it. They say that there was a programme of the Railway Ministry to add to the coaches for suburban traffic in Bombay, but unfortunately because of ASIAD all those coaches have been diverted to Delhi. I would only request the Minister not only to deny it categorically here, but to inform the P.T.I., U.N.I., and other agencies that this is totally wrong. I do not think that the Minister or the Railway Board will be so careless at a time when there is tension mounting in Bombay about insufficiency of travelling facilities, as to withdraw certain new racks which were meant for Bombay. If you are going to withdraw those coaches for ASIAD, it will be a cruel joke on the Bombay suburban traffic. I want a categorical reply to these two points. The Railway Minister has himself advised me about the other points two days back saying that he has given orders about the Manmad Railway train and about traffic of plantation and grapes. I am very grateful to him for that. He has responded very promptly. If you are not withdrawing the coaches, then please make a categorical statement in Bombay papers. Why do you create this scare in the travelling public?

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श्री नरेन्द्र सिंह (उत्तर प्रदेश) :
उपसभाध्यक्ष महोदय, मैं रेलवे एप्रोप्रियेशन बिल संख्या-3 का समर्थन करता हूँ। इधर खुशी की बात यह है कि रेल दुर्घटनाओं में कुछ कमी हुई है। यह एक अच्छी बात है और इससे लोगों का विश्वास रेलवे की तरफ बढ़ा है लेकिन दूसरी तरफ

डकैतियां और चोरी की घटनाएं अक्सर होती हैं। रेलों में, इसको रोकने के लिए प्रभावी कदम उठाए जाने चाहियें। तीसरी बात जो मैं रेल मंत्री जी से कहना चाहूंगा जिसको हमारे कई एक मित्रों ने कहा है ट्रेन्स की पंचवृत्ती के सम्बन्ध में है। शायद ही कोई ट्रेन अपने समय से गन्तव्य स्थान तक पहुंचती है। मैं समझता हूँ कि इस पर काबू पाने की कोशिश को जानी चाहिए परन्तु बड़ा क्रिटिसिज्म होता है इस पर। जितने लोग ट्रेन में बैठे होते हैं सारे के सारे लोग खास तौर से खद्दर पहने किसी को देख लिया तब तो और जोर से कहते हैं, गालियां देते हैं और सुनाते हैं। तो मैं यह कहना चाहूंगा कि ट्रेन्स को पंचवृत्ती रन किया जाय। एक और बात है कि इधर ट्रेन्स की स्पीड कम की गई है। दूसरे देशों में इस तरह का प्रयास हो रहा है कि ट्रेन्स को स्पीड को बढ़ाया जाय। सुरक्षा के दृष्टिकोण से यह हो सकता है कि ट्रेन्स को स्पीड कम करना जरूरी हो लेकिन मैं यह समझता हूँ कि बहुत समय तक यह प्रक्रिया नहीं होनी चाहिए और रेलों की स्पीड बढ़ाने का प्रयास होना चाहिए। रेलों की स्पीड कम करने का असर काफी पड़ता है जैसे गोमती एक्सप्रेस पहले जो लखनऊ से दिल्ली चलती थी उसमें लोगों को काफी समय मिल जाया करता था, वे दिल्ली आते थे, अपना काम करते थे और वापस चले जाते थे। लेकिन अब उनका दिल्ली रुकने का कोई समय नहीं है। बहुत सी ट्रेन्स को सुपर फास्ट ट्रेन डिक्लेयर कर दिया गया है और उसी का चार्ज लेते हैं लेकिन दरअसल उनकी स्पीड में कमी की गई है।

एक बात की ओर मात्थवर, मैं आपका ध्यान आकर्षित करना चाहता

श्री नरेन्द्र सिंह

हूँ जिससे कई जगह एक्सीडेंट्स भी होते हैं। एक एक ट्रेन में 18-20 बोगीज लगा दी जाती हैं तो दो दो तीन तीन बोगीज प्लेटफार्म के बाहर रह जाती हैं इससे यात्रियों को बड़ी कठिनाई उठानी पड़ती है।

मान्यवर कई बार इधर डिसकशन में भी आया है कि हमारे देश में बहुत से रेलवे क्रॉसिंग ऐसे हैं जिनमें रेलवे का कोई कर्मचारी नहीं रहता था इससे लोगों की असुरक्षा बढ़ती है। इस तरफ प्रयास होना चाहिए अथवा और एक प्लान बनाना चाहिए कि हर साल इसके रेलवे क्रॉसिंग पर हम आदमी रखेंगे, गेट लगायेंगे जिससे कि लोगों की सुरक्षा बढ़ सके।

अब दो तीन बातों की तरफ मान्यवर में और ध्यान आकर्षित करना चाहूंगा। हमारे यहां कानपुर और फर्रुखाबाद में हिन्दुस्तान भर का लगभग 30 परसेन्ट आलू पैदा होता है। गोरखपुर से लखनऊ तक छोटी लाईन को बड़ी लाईन में परिवर्तित कर दिया गया है लेकिन लखनऊ से कानपुर, कानपुर से फर्रुखाबाद और कासगंज जब तक इस रेल लाईन को मीटर गेज से ब्राड गेज में नहीं बदला जाता है तब तक यह जो आलू की समस्या है, इस क्षेत्र के विकास की समस्या है वह हल नहीं होती है लिहाजा मैं आप से मांग करना चाहूंगा, विशेष निवेदन करना चाहूंगा कि लखनऊ से कासगंज तक इस रेलवे लाईन को मीटर गेज से ब्राड गेज में परिवर्तित किया जाय और इस काम को बहुत तेजी से किया जाय।

एक और भी जगह निवेदन करना चाहूंगा कि पिछले साल आलू की ढुलाई में वैगनस की सप्लाई अच्छी हो गयी थी,

फर्रुखाबाद और कानपुर में। लोगों को इस संबंध में शिकायत नहीं रही थी। पिछला साल पहला वर्ष था जब कि इस तरह की व्यवस्था हुई थी। इस वर्ष, यह मेरा आपसे निवेदन है कि आप पहले ही से योजना बना लीजिए कि वैगनस की सप्लाई फर्रुखाबाद और कानपुर में आलू की ढुलाई के लिए कम न हो।

मान्यवर, कानपुर उत्तर भारत का सबसे बड़ा औद्योगिक नगर है। लेकिन कानपुर से मद्रास के लिए, हैदराबाद के लिए कोई डाइरेक्ट ट्रेन नहीं है इसलिए कोई इस तरीके से ट्रेन इन्ट्रोड्यूस की जानी चाहिए जो कानपुर से या लखनऊ से मद्रास, हैदराबाद या इस तरफ ही को भले। कानपुर से दिल्ली के लिए ट्राफिक बहुत है। कानपुर से लखनऊ के लिए भी ट्राफिक बहुत है। हमारे कई मित्रों ने इस तरफ ध्यान आकर्षित किया है। तो इस तरफ जो सिंगल ट्रेक है कानपुर और लखनऊ के बीच की छोटी लाईन को अगर बड़ी लाईन में परिवर्तित कर दिया जाय तो डबल ट्रेक हो जायेगा, इससे लोगों को बड़ी सुविधा होगी।

अब मान्यवर जो सेकेण्ड क्लास के पैसेजर्स हैं इनकी कठिनाइयों की ओर मैं आपका ध्यान आकर्षित करना चाहता हूँ। सेकेण्ड क्लास में इतनी भीड़ होती है कि दरवाजे पर लटक-लटक कर छतों के ऊपर बैठकर लोग चलते हैं। यह बड़ी ही कठिन स्थिति होती है तो सेकेण्ड क्लास में जो अनरिजर्व्ड बोगीज हैं उनकी तादाद बढ़ानी चाहिए। रिजर्व्ड बोगीज में तो लोगों को जगह मिल जाती है लेकिन जो गांव के लोग हैं किसान लोग ह वे पढ़े लिखे लोग तो फार्म भरना भी नहीं जानते हैं उनका रेजर्वेशन से कोई वास्ता नहीं है। तो जो अनरिजर्व्ड बोगीज हैं, उनकी तादाद बढ़ाई जाए ताकि छतों पर जो लोग बैठ

Bill, 1982

करके सफर करते हैं, वह छत पर बैठ करके और लटक करके उनको सफर न भरना पड़े ।

अब मैं सिर्फ दो बातों की ओर रेल मंत्री जी का ध्यान आकर्षित करना चाहूंगा। हमारे इलाहाबाद में रेलवे इलेक्ट्रिफिकेशन का हैडक्वार्टर है। वहां पर लोगों में इस तरीके का भय व्याप्त है, कर्मचारियों और आसपास के लोगों में, कि इसको नागपुर शिफ्ट किया जा रहा है हालांकि हमारे मित्र श्री रामपूजन पटेल जी ने तथा और भी कई हमारे मित्रों ने प्रश्न किया था, तो उस पर रेल मंत्रालय की तरफ से जवाब नहीं दिया गया है कि इसको हटाया नहीं जाएगा। इसको शिफ्ट नहीं किया जाएगा। लेकिन वहां से बड़े अधिकारियों का तबादला तो कर दिया जाएगा और उनकी जगह पर कोई अधिकारी नहीं भेजा जाता है। तो इससे लोगों के मन में एक आशंका हो रही है कि इसे यहां से हटाया जा रहा है।

मान्यवर, यह एक बहुत बड़ी बिल्डिंग है, कई करोड़ रुपये की और उत्तर भारत में अभी इलेक्ट्रिफिकेशन का काम, बहुत बड़ा काम होना है तो इसे हटाने का कोई औचित्य नहीं है।

मान्यवर, मैं आखिरी बात रेलवे सफाई कर्मचारियों के संबंध में कहना चाहूंगा। जो 18-20 लाख रेलवे कर्मचारी हैं, इनमें से करीब पांच लाख सफाई कर्मचारी हैं। यह जो सफाई कर्मचारी हैं हमारे समाज के सब से कमजोर और दबे हुए वर्ग से वास्ता रखते हैं। उस काम को करते हैं जिसको दूसरे लोग नहीं करना चाहते और हजार नहीं आप कई हजार रुपये महीना तनखाह दें लेकिन उस काम को करने के लिए लोग तैयार नहीं हो सकते हैं। ऐसा गंदा काम वह करते

हैं। वह सफाई करते हैं। उनका एक मांग-पत्र रेलवे मंत्रालय के समक्ष बड़ी देर से बिचा राघीन है।

मैं रेल मंत्री जी से प्रार्थना करूंगा कि वह जल्दी से जल्दी स्वीकार किया जाए। वह बहुत शांतिप्रिय लोग हैं और प्रशासन से बहुत सहयोग करना चाहते हैं। उन्हें किसी तरीके से संघर्ष की ओर न खींचा जाए। यह मेरा निवेदन है।

मान्यवर, आपने समय दिया इसके लिए बहुत-बहुत धन्यवाद।

SHRI GHULAM RASOOL MATTO (Jammu and Kashmir): Sir, I rise to support the Appropriation (Railways) No. 3 Bill, 1982, which provides for an additional sum of Rs. 200.52 crores. I would only request the hon. Minister that out of this Rs. 200.62 crores Rs. 52 lakhs should be earmarked for the survey of a railway line from XJdampur to Qazigund. This is a very important thing. Two days back a very long article had appeared in the *Statesman*, three-column article, which gave the relative merits of the railways vis-a-vis the transport system which is obtaining, the present road transport system, and I can assure the hon. Minister that if he goes on making this survey right now, things will start moving, because according to the records in the State Archives in 1905 a survey was made by some Englishman wherein he had said that a railway line from Rawalpindi to Srinagar would cost only about Rs. 5 crores. Now the things have changed and it will cost more. But I would request the hon. Minister that he should make a provision for Rs. 52 lakhs at least for making a survey for a railway line between Udhampur and Qazigund. That is number one.

Sir, the second point is that year# ago a survey had been made by the Railways for an internal railway Hue within the valley from Baramulla to

[Shri Ghulam Rasool Matto] Qazigund. That survey has already been completed but no action has been taken on that. I would request the hon. Minister to let us know what the position is after that survey had been done. This is the second point.

The third point is, Sir, as some friends have just now pointed out that the Railway line between Jammu and Udhampur has taken such a long time that it is not possible for us to know as to when it is completed. I would request the hon. Minister that while undertaking new railway lines, priority should be given to those lines which have already been undertaken and on which work has already been started.

These are the three questions to which I would like to have the replies from the hon. Minister.

श्री शांती स्वामी (उत्तर प्रदेश) :
माननीय उपसभाध्यक्ष जी, मैं आपका ज्यादा टाइम नहीं लूंगा ... (व्यवधान) ।

उपसभाध्यक्ष (श्री लाडली मोहन निगम) : समय जरा है नहीं ।

श्री शांती स्वामी : कम समय है और मैं कम समय लूंगा । बहुत सी बातें हैं, पर जरूरी बातें कहता हूँ । मुझे यह कहने में कोई संकोच नहीं है कि माननीय सेठी जी ने जब रेल मंत्रालय का कार्यभार संभाला था, तो भारतीय जनता में कुछ आशा का संचार हुआ था कि इस विभाग में कुछ सुधार होगा । लेकिन इस दिशा में सुधार अभी बहुत कुछ कम देखने को हमें मिला है ।

यह बात सही है कि रेलवे के एक्सिडेंट्स में कुछ कमी आई है, मगर दूसरी तरफ हमारे और माननीय सदस्यों ने भी बात कही है और मैं खास तौर से आपके जरिए

माननीय मंत्री जी का ध्यान इस ओर आकर्षित करना चाहता हूँ कि दरअसल ऐसा मालूम होता है कि भारत में और उत्तर प्रदेश के पूर्वी प्रांचल में गरीब लोगों के लिए, देहात के लोगों के लिए और जो लोग रोजगार की तलाश में बड़े शहरों में जाने के लिए गांव से निकलते हैं, उनके लिए सिवाए रेल की छतों के अन्दर नहीं, छत के ऊपर ही एकमात्र रास्ता रह गया है ।

मैंने अपनी नजरों से देखा है जब मैं परसों लखनऊ से लौटा, तो जितने आदमी बोगी के अन्दर नहीं थे, उससे ज्यादा हरेक बोगी की छत के ऊपर मौजूद थे । हमारे कई माननीय सदस्यों ने इस ओर आपका ध्यान आकर्षित किया है । क्या कानून और क्या उपाय आप ने बनाये हैं इस को रोकने के लिए, आप ने आज से पेशतर भी सदन में उनका जिक्र किया है लेकिन अब उन पर इंप्लीमेंटेशन होना बहुत आवश्यक है वरना भगवान न करे, कभी कोई बड़ी दुर्घटना हो जाने पर सैकड़ों और हजारों जानें चली जा सकती हैं ।

दूसरी बात, हमारे उत्तर प्रदेश में मेरठ की एक घटना की तरफ मैं आप का ध्यान दिलाना चाहता हूँ । अभी माननीय सेठी जी हमारे रेल मंत्री हैं, लेकिन आप के पूर्व हमारे केदार पांडे जी रेल मंत्री थे । जब वह एक बार मेरठ तशरीफ ले गये तो एक प्रेस कान्फरेंस में, हमारे चेम्बर आफ कामर्स को मीटिंग में, एक सभा में उन्होंने कहा और बड़ी-बड़ी विशाल जन सभाओं में इस बात का वहाँ मंत्री जी ने एलान किया कि हस्तिनापुर जो वहाँ की एक ऐतिहासिक जगह है और जहाँ हमारे देश के निर्माता स्वर्गीय पं० जवाहर लाल नेहरू ने एक बड़ा स्वप्न देखा था, वे उस नगरी को बनाना चाहते थे । वह पांडवों के जमाने का नगर है । उस हस्तिनापुर की बड़ौत के

साथ जो कि मेरठ का एक कस्बा है रेल से जोड़ने की बात थी और उस के लिए सर्वे कराने की उन की योजना थी। उसका एलान उन्होंने वहाँ किया था, लेकिन उसमें कुछ नहीं हुआ। और जब हम ने उसके बारे में सदन में प्रश्न पूछा तो सेठी जी ने उत्तर में फरमाया कि उस वक्त जरूर यह घोषणा की गई थी मगर फण्ड्स की कमी की वजह से वह पूरी नहीं हो सकी। अभी तो आप उस का सर्वे ही कराने चले थे, कोई रेलवे लाइन बिछाने नहीं जा रहे थे। वैसे तो आप ने जो मांग की है मैं उस का समर्थन करता हूँ लेकिन उसके सर्वे का चार लाख का इस्टीमेट था, वह भी आप नहीं करवा सके तो आप को गाड़ी आगे कैसे चलेगी यह मैं समझ नहीं पाता।

अन्तिम बात यह है कि गाजियाबाद और मेरठ से लाखों नहीं तो मैं कहूँगा कि बोंस, तीस हजार आदमी डेली दिल्ली के लिए सफर करके आते हैं और यह सब केन्द्रीय सरकार के कर्मचारी हैं। यह उन के लिए बड़ी विपत्ति की बात है। वे आप के हर दफ्तर में काम करते हैं और मेरठ से, मुजफ्फरनगर से दिल्ली काम करने आते हैं। वर्षा में और गर्मी के दिनों में भी उन को आना पड़ता है और इस बीच इन के लिए केवल एक शटल गाड़ी चलती है दिल्ली और मेरठ के बीच में। अगर मैं मंत्री जो से मांग करूँ तो यह गैर-मुनासिब नहीं होगा कि दिल्ली और मेरठ के बीच एक शटल ट्रेन और बढ़ा दो जाये ताकि सरकारी कार्यालयों में जो दूर-दराज से हजारों को तादाद में लोग काम करने आते हैं उनको आने-जाने में सहूलियत हो सके।

इन शब्दों के साथ आखिरी बात मैं यह कहूँगा कि आजकल ऐसा मालूम होता है कि साधारण जनता और दूसरे लोग सेकिड क्लास में सफर करते हैं और एम०

पीज० फर्स्ट क्लास में सफर करते हैं और सेठ साहूकार भी फर्स्ट क्लास में सफर करते हैं। और ऐसा मालूम होता है कि फर्स्ट क्लास में भी सुधार नहीं हुआ है और सेकिड क्लास में भी सुधार नहीं हुआ है। इस के अलावा जो आप के मुसा-फिरखाने हैं, जिन को वेटींग हाल्स कहा जाता है उन की भी बड़ी दुर्दशा है। तो इन सब चीजों की तरफ मंत्री जी को तवज्जोह देनी चाहिए और उनको बड़े अफसरों को इस के लिए टाइट करना चाहिए।

श्री (मौलाना) असरारुल हक (राजस्थान) : वाइस चेयरमैन साहब, इस से पहले कि मैं कुछ अज कल, क्षमा के साथ श्री सेठी जी को मुखातिब करना चाहता हूँ :—

सेठी जग में आये हो, कुछ दया-धर्म का कार्य करो,

यह वक्त नहीं फिर आयेगा, जो करना है सो आज करो।

इसके बाद गुजारिश यह है कि रेलवे से मुताल्लिक मुक्तलिफ मेम्बरों ने अपोजिशन से भी और इधर कांग्रेस पार्टी की तरफ से भी अपने-अपने ब्यालात का इजहार किया। किसी ने रफ्तार की कमी, किसी ने डिब्बों की बढ़हली और बर्बादी और किसी ने पैसिजर्स की भीड़भाड़, किसी ने मीटर गेज और ब्राडगेज के लिए कहा, लेकिन मैं यह अज करना चाहता हूँ कि इन तमाम मेम्बर साहबान को यह मालूम है कि यह जो रेलें बिछी हुई हैं इनमें से मेरे अन्दाजे के मुताबिक एक-बटा-तीन तो हमारी सरकार ने बनाई होंगी और दो-बटा-तीन जब जालिम अंग्रेजों ने हम पर कब्जा किया था और हम को गुलाम बनाया था उन्होंने जो लोहे की पटरियां बिछाई थीं वही अब भी बिछी हुई हैं। रेक्स बढ़ाये नहीं गये, डिब्बे नहीं बनाये गये, आप ने कोई तक्की

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[श्री (मोलाना) अतराकल हक]

वहीं की। आप उस के लिए रुखा भी वहीं देते हैं। अगर प्लानिंग कमीशन के सामने हाथ फैलाते हैं तो वह 'नथिंग' कह देते हैं। गवर्नमेंट से रुखा मांगा जाता है तो वह भी नहीं देती। इसलिए मेरा धपना जाती सुझाव यह है कि धानरेबल मिनिस्टर सेठी जी अपने कपड़े, अपनी कोठी और जो सम्पत्ति है सब बेच-बाच कर रेल पर लगा दें तो रेल को तरक्की हो सकती है। मैं आप से यह प्रार्थना करता हूँ...

श्री गुलाम रसूल मट्टू : मोलाना, आप भी धपना हिस्सा दीजिए।

श्री (मोलाना) अतराकल हक : अगर मैं रेल का मिनिस्टर बना दिया जाये तो मैं जरूर दूंगा।

दिल के फफोले जल उठे सीने के दाग से,

इस घर को प्राग लग गई घर के चिराग से।

यहां पर जो फाइनेंस मिनिस्टर और दूसरे मिनिस्टर्स हैं क्या वे अपनी आंखों से भारत के उन वीरों को नहीं देखते जो रुखा दे कर रेल में बैठते हैं और धक्के खा कर नीचे गिरते हैं और उन को लाश के दो टुकड़े हो जाते हैं, उनको उठाने के लिए धादमी नहीं मिलता—क्या उन के दिल में हठ से हद पैदा नहीं होता। यह समस्या हल हो सकती है। आप कर्ज लीजिए, भीख मांगिए, कोई फंड खोलिए। आप ने सादरी फंड खोला, एक रेलवे फंड खोल लीजिए। जो लोग रुखा दें उस रुपये से बिन्वे बढ़ाइये, इंजीन खरीदिए, ट्रेनें ज्यादा चलाइये। मैं अपने यहां का हाल बताता हूँ। मेरे यहां से देहरादून एक्सप्रेस चलती है। मेरे एक साथी भुवनेश चतुर्वेदी यहां बैठे हैं। वह ट्रेन जब चला करती है तो जिसे हम अरबी में कहते हैं मलकुल मौत

और हिन्दी में जिसे कहते हैं धमराज, वह धमराज पहले आते हैं और सवारी बाद में बैठती है। इतनी भीड़ है उस में कि चढ़ नहीं सकते। बड़े-बड़े साधु-महात्माओं का गंडा-तापीज ले कर लोग दिल्ली पहुंचते हैं। बजाय एक के दो गाड़ियां चलाई जायें। हम ने पहले भी तजवीज पेश की थी कि एक गाड़ी चलाई जाये जो दिल्ली-हाड़ौती एक्सप्रेस के नाम पर कोटा से दिल्ली चले।

दो लफ्ज और धर्ज करना चाहता हूँ—
क्यों किसी गैर से मैं शिकवे वेदाद करूं,

लुत्फ जब है कि तुझी से तेरी फरियाद
करूं।

मैं इन से फरियाद करता हूँ कि आज आप रेलवे स्टेशन पर चले जाइये और प्लेटफार्म के ऊपर या तो ट्यूबलाइट की रोशनी में या धाफताव की रोशनी में आप किसी जगह जाना चाहते हैं 10 5 P.M. रुपये का नोट, 20 रुपये का नोट, 30 रुपये का नोट और 40 रुपये का नोट, एक रेट बंधा हुआ है। दिल्ली से कोटा तक 20 रुपये, उससे आगे जायेंगे तो 30 रुपये और उससे आगे बम्बई तक जायेंगे तो 40 रुपये दे दीजिए, जैसी चाहे सीट ले लीजिए, जैसी चाहिए बर्थ ले लीजिए। इस भारतवर्ष के अन्दर यह उमूल चल रहा है, हम 20 प्वाइंट प्रोग्राम लेकर आगे चल रहे हैं। क्या सेठी जी इतना नहीं कर सकते हैं कि अपनी फोर्स को वहां पर खड़ी करें और इन चोरों, बेइमानों और डकैतों को पकड़कर सजा दें ताकि जो जायज हकदार हैं उनको सीट मिल सके। लेकिन जो रिजर्वेशन लेकर आया है वह तो बाहर खड़ा है और जो चापलूस हैं, बाबूजी लाट साहब बने हुए हैं ... (व्यवधान)

†[شری (مولانا) اسرار الحق]:

(راجستھان): وائیس چیرمین صاحب
اس سے پہلے کہ میں کچھ عرض کروں -
چھما کے ساتھ شری سیٹھی جی کو
متکلم کرنا چاہتا ہوں

سیٹھی جگ میں آئے ہو کچھ دیا دھرم کا کام کرو
یہ وقت نہیں پھر اٹھنا چو کرنا ہے سو آج کرو

اسکے بعد گزارش یہ ہے کہ دیلو سے
متکلم سمجھوں نے اپوزیشن سے بھی
اور ادھر کانگریس پارٹی کی طرف سے
بھی ایسے ایسے خیالات کا اظہار کیا -
کسی نے رفتار کی کمی - کسی نے
قہوں کی بد حالی اور بربادی اور کسی
نے پسیلجسرس کی بہتر بہار - کسی
نے میٹر گھس اور ہر آتے گھنچ کھائے کہا -
لیکن میں یہ عرض کرنا چاہتا ہوں
کہ ان تمام سمجھ صاحبان کو یہ معلوم
ہے کہ یہ جو رہیں بچھی ہوئی ہیں
انہیں میں سے میرے اندازے کے مطابق
ایک بتا تین تو ہماری سرکار نے
بنائی ہونگی اور دو بتا تین جب
ظالم انگریز نے ہم پر قبضہ کیا تھا
اور ہم کو ظلم بنایا تھا انہوں نے جو
لوہے کی بتاتیاں بچھائی تھیں وہی
اب بھی بچھی ہوئی
ہوں - رہکس بچھائے نہیں گئے -
قے نہیں بنائے گئے - آپ نے کوئی

ترقی نہیں کی - آپ اس کیلئے
روپہہ ہی نہیں دیتے ہیں - اگر
پلاننگ کمیشن کے سامنے ہاتھ پھیلاتے
ہوں تو وہ نٹھنگ کہہ دیتے ہیں -
گورنمنٹ سے روپہہ مانگا جاتا ہے تو
وہ ہی نہیں دیتی - امانتے میرا اپنا
ذاتی سچھاؤ ہے کہ آرہیل منسٹر
سیٹھی جی ایسے کہتے - اپنی کوتاہی
اور جو سمجھی ہے سب بیچ باج کر
ریل پر لگا ہیں تو ریل کی ترقی ہو
سکتی ہے - میں آپ سے یہ عرض کرنا
چاہتا ہوں

شری غلام رسول متو: آپ بھی اپنا
حصہ دیجئے -

شری (مولانا) اسرار الحق: اگر

مجھے ریل کا منسٹر بنا دیا جائے تو
میں ضرور دونکا -

دل کے پھولے جل اٹھے - سہنے کے داغ سے
اس گھر کو آگ لگ گئی - گھر کے چراغ سے -

یہاں یو جو فائلینس منسٹر اور
دوسرے منسٹرس ہوں کیا وہ اپنی
آنکھوں سے بھارت کے ان ویروں کو
نہیں دیکھتے جو روپہہ دے کر ریل
میں بیٹھتے ہیں اور دھکے کھا کر
نیچے گرتے ہیں اور انکی لاش کے دو
تکڑے ہو جاتے ہیں - انکو اتھانے کے

[عربی (مولانا) اسرار الحق]

لئے آدمی نہیں ملتا۔ کہا ان کے
دل میں اس سے درد پیدا نہیں ہوتا۔
یہ سمجھا حل ہو سکتی ہے۔ آپ
قرض لیجئے بھیک مانگئے کوئی فلت
کہوائے۔ آپ نے لائبریری فلت کہولا۔ ایک
ریلوے فلت کہول دیجئے۔ جو لوگ
روپیہ دیں اس روپیہ سے تپے بڑھائے۔
انجمن خریدئے۔ تریہیں زیادہ چلائے۔
میرے اپنے یہاں کا حال بتاتا ہوں۔
میں یہاں سے دہرے دن ایکسپریس
چلتی ہے۔ میں ایک ساتھی بونہیں
چترودی یہاں بیٹھتے ہیں۔ وہ تریہیں
جب چلا کرتی ہے تو جسے ہم عربی
میں کہتے ہوں ملک الموت اور
ہندی میں جسے کہتے ہوں یمراج۔
وہ یمراج پہلے آتے ہوں اور سواری
بعد میں بیٹھتی ہے اتنی بھیڑ ہے
اس میں کہ چڑھ نہیں سکتے۔
بڑے بڑے سادھو مہاتماؤں کا کڈا
تھوڑے لے کر لوگ دلی پہنچتے
ہیں بجائے۔ ایک کے دو گاڑیاں
چلائی جائیں۔ ہم نے پہلے بھی تھوڑے
پیش کی تھی کہ ایک گاڑی چلائی
جائے جو دلی۔ ساروتی ایکسپریس
کے نام پر کوٹہ سے دلی چلے۔ دو
لفظ اور عرض کرنا چاہتا ہوں۔

کیوں کسی غیر سے میں شکوہ نہ داند کروں
لطف جب ہے کہ تپ سے تیری فریاد کروں

میں ان سے فریاد کرتا ہوں کہ آج آپ
ریلوے اسٹیشن پر چلے جائیے اور
پلیٹ فارم کے اوپر یا تو قیوب لٹیکٹ
کی روشنی میں یا آفتاب کی روشنی
میں آپ جس جگہ جانا چاہتے ہیں
دس روپیہ کا نوٹ۔ بیس روپیہ کا نوٹ
تیس روپیہ کا نوٹ۔ اور چالیس
روپیہ کا نوٹ۔ ایک ریٹ بندھا ہوا
ہے۔ دلی سے کوٹہ تک بیس روپیہ
آپ سے آگے چائیں گے تو تیس روپیہ
اور اس سے آگے بمبئی تک جائیں گے
تو چالیس روپیہ دیدجئے جس میں
چاہے سیت لے لیجئے جس میں چاہے
ہرتہ لے لیجئے۔ اس بہار ساروتی کے
انداز یہ اصول چل رہا ہے۔ ہم بیس
ہوائنٹ پروگرام لے کر آئے چل رہے ہیں
کیا سیتھی جی اتنا نہیں کر سکتے ہیں
کہ اپنی فورس کو وہاں پرکڑی کریں
اور ا۔ چوروں پر ایسٹوں اور قہقہوں کو
پکڑ کر سزا دیں تاکہ جو جائو ہتکار ہیں
انکو سیت مل سکے لیکن جو رزرویشن لے
کر آیا ہے وہ تو باہر کہوا ہے اور جو
چاپلوس ہے باہو جی لات صاحب بنے
ہوئے ہیں۔

श्री अरविन्द गणेश कुलकर्णी : सेठी
जी चेहरा बदलकर जाएंगे तो उनको भी पैसे
देना पड़ेगा तो छोड़ दें, सेठी जी को भी
धूस देनी पड़ेगी, नहीं तो जगह नहीं मिलेगी।

श्री (मोलाना) अ सरारुल हक : तो
मैं कहना चाहता हूँ कि जो बाकी टिकट

These Supplementary Demands provide for Rs. 60 crores for expenditure on procurement of locomotives, wagons, coaches; Rs. 25 crores on new lines, Rs. 30 crores on line capacity works including gauge conversions and doublings, Rs. 30¹ crores for track renewals and another Rs. 30 crores for the Wheel and Axle Plant. An additional Rs. 15 crores have also been provided for investment in the road services. Availability of additional funds would substantially help speeding up of a number of works and acquisition of additional rolling stock, which in turn would help the Railways to move extra five million tonnes of freight traffic over the budgeted level of 230 million tonnes in 1982-83. Ground will also be prepared for creating additional rail transport capacity to meet higher volume of business in the coming years. We hope to reach a target of about 246 million tonnes by the end of the Sixth Plan period.

At the same time, exercises are being made with the Planning Commission for carrying out a mid-term review of Railways' Sixth Five-Year- Plan. Steep escalation of prices in the first two years of the Plan has severely eroded the rupee value with the result that physical progress of works has been adversely affected. I have every hope that Railways would be able to get additional funds on this account so as to expedite completion of various on-

going works and surveys and also to take up, if possible, new schemes.

At the stage of revised estimates for 1981-82 target of 220 million tonnes of revenue earning originating freight traffic was projected, against 195.9 million tonnes moved during 1980-81. I am glad to inform the House that the Indian Railways, at the end of the year, even improved on this record target by moving as much as 221.2 million tonnes of goods traffic. During the first six months of the calendar year the railways have moved about seven million tonnes more of traffic than what they had carried during the corresponding period of last year. As mentioned by me earlier, the Railways are gearing themselves up for reaching another record level of traffic of 235 million tonnes during this very financial year.

As a result of sustained safety drive at all levels, the incidence of accident during the period from January 1982 to June 1982 is 20 per cent less than what was during the period from July 1981 to December 1981 last year. Every possible effort is being made to make the rail travel safer. High level composite teams of officers from both the Railway Board and the Railways are making regular intensive inspections and monitoring the working of safety measures. Myself, my colleagues and Members of the Railway Board have been periodically meeting Senior Railway Managers to discuss safety problems with them. We have also associated representatives of the workers and the workers themselves in discussions as how best to improve safety

Bill, 1982

[Shri P. C. Sethi]

standards. A time-bound programme has been laid down for condemnation of unserviceable locomotives, coaches and wagons. During the first three months of the current financial year, about 350 coaches, 4,900 wagons and 40 locomotives have already been condemned. Our aim is to condemn as many as 600 coaches, 18,250 wagons and 550 locomotives during the year. The out-turn of repair of coaches is now 2,170 units against 1,930 last year. Periodic overhaul of wagons has gone up to 8,327 units in June 1982 against a monthly average of 7,213 wagons last year. The capacity utilisation of workshops has thus touched a peak figure of 95 per cent for periodical overhaul of coaches and 90 per cent for wagon periodical overhaul.

One important spot of accidents has been level crossings. A programme has also been drawn up to man the vulnerable level crossing gates, particularly where the density of road traffic is considerable. We have taken a deliberate decision that even if the State Governments do not participate to pay 50 per cent, we will be doing it for 2,000 unmanned level crossings on a phased basis.

Certain further steps have been taken in order to combat the evil of robberies and dacoities in running trains, as also thefts and pilferages of Railway consignment. Only yesterday, I had a meeting with the Cabinet Secretary and the Home Secretary on the matter of changing the RPF Act and giving more powers and creating a co-ordination committee where a Joint Secretary of the Home Ministry will be represented, so that, we can get better response from the State Governments whenever there are any such occurrences. Recently, the strength on the Railways has been augmented by 7,000 personnel. The

Railways would be sharing 50 per cent of this cost along with the State Governments. Co-ordination with the State Police is being maintained at the highest level. I am having discussions with the Home Ministry with a view to securing more powers for the Railway Protection Force in order to make the Force more effective in the discharge of their duties, because, as you know, at present, the Railway Protection Force is charged only with the duty of saving the Railway property and they have nothing to do with the safety of the passengers, which is looked after by the Government Railway Police. Now, with better co-ordination, an effective power, which has been discussed and almost agreed upon yesterday, will be given to the RPF and we will be in a position to take simultaneously with the help of both the police forces more drastic action as far as these dacoities and robberies are concerned.

The Railway Reforms Committee is also examining the issue of maintenance of law and order on the Railways.

As the hon. Members are aware, I have initiated a number of measures, including amendment of the Indian Railways Act, to deal with malpractices and difficulties in the matter of reservations in trains. Unfortunately the problem persists, I have, therefore, decided to computerise reservation of berths and seats in Delhi area. Consequently a proposal has been included in the Supplementary Grants for starting the preparatory work in this direction.

Another matter that is being raised from time to time is the question of punctuality. I may inform the House that we are monitoring about 200 mail or express trains which are treated as important trains. It is impossible to go into details of every train, but

as far as these 200 trains which we are monitoring are concerned, I can say that the punctuality performance has definitely improved from 70 per cent to 92 per cent. However, it is possible that whenever the hon. Members complain of non-punctuality of trains, there are certain sections where the punctuality is not properly maintained. However, it is not an easy task; it is a stupendous one. But we are looking into this problem. I have also taken note of the request for progress of ongoing schemes and for undertaking new ones. Each shall receive due consideration consistent with the availability of funds.

I once again thank the hon. Members for their participation in the debate and for the general support they have given to the Supplementary Demands for Grants.

Now, Sir, I take up a few of the points which have been made here. Mr. Kalyanasundaram raised a point about wheels and axles. Of course, we are short in wheels and axles and at present we are importing from Poland, Romania and many other countries. But now an additional amount of Rs. 30 crores has been provided for the wheel and axle plant which is being completed in Bangalore. Seventy per cent of the project will be completed this year and when this unit will be commissioned by the end of the next financial year, we hope the wheel and axle position will improve. He also said that we are purchasing rails from private monopolies. Sir, we are not purchasing rails from private monopolies. We are acquiring rails from the Bhilai Steel Plant and whatever is the shortfall, that is, being imported according to standard from the companies which are there.

SHRI M. KALYANASUNDARAM: What is the quantity supplied by the Tatas? Can you give me

the information? The Tatas are also supplying and the quality of that is said to be poor; it is vulnerable for easy fractures.

SHRI P. C. SETHI: Rail?

SHRI M. KALYANASUNDARAM: Yes, rail. I am basing it on reliable information.

SHRI P. C. SETHI: I have not got the break-up. But we are getting most of our supplies from the Bhilai Steel Plant. Four thousand tonnes are being supplied from Tates every year.

SHRI M. KALYANASUNDARAM: That is what I referred to.

SHRI P. C. SETHI: We will look into this. Sir, Dr. Adiseshiah said that the allocation for various works and items which have been referred to can be accommodated within the funds available. These are additional allocations.

Then a point was also made with regard to approximate earnings and expenditure. As far as the approximate earnings for the first three months are concerned, they are Rs. 1,075.50 crores, Rs. 54.50 crores more than the budgeted amount. As far as the expenditure is concerned, it is Rs. 636.19 crores, which is Rs. 49 crores more than last year, but Rs. 10 crores less than the budget proportion.

DR. MALCOLM S. ADISESHIAH: Mr. Minister, does it mean that the financial position of the Railways is sound for this year? Is that the situation?

SHRI P. C. SETHI: Sir, definitely our earnings have gone up from Rs. 2,000-odd crores to Rs. 4,000 crores, while it is also true that the expenditure has also gone up.

Mr. Kulkarni raised a point about electric multiple units being proposed to be diverted from Bombay to Delhi. I may categorically assure this House that this is not being done. Moreover it is also not possible because the Bombay suburban railway operates on

[Shri P. C. Sethi]

DC current and the Delhi suburban railway, on AC current. Additional units are expected to be manufactured for Bombay by increasing the capacity of ICF in Madras, in addition to the capacity of Jessops. We have a programme of acquiring 50 new EMUs in order to meet the situation of the Central Railway, which is badly in need of it.

SHRI ARVIND GANESH KULKARNI: May I know whether there is any plan to improve the communication between the Central Railway officials and the commuters and to improve the service itself?

SHRI P. C. SETHI: That is right; we will look into it.

As far as the problem of the suburban trains is concerned, when the unfortunate happening took place, some of the EMUs were destroyed and we took some time to repair them. But I am now glad to say that out of 846 pairs of trains which we are running, we have started running 800 pairs of trains and the remaining 48 are under repair and are also being replaced by new EMUs which are coming.

Mr. Matto made a point about Jammu and Udhampur and other lines. I may only say that the alignment up to 20 Kms of the 56 Kms has been cleared and in 1982-83 an amount of Rs. 1 crore has been allotted. Certainly we shall try to allot more funds in the next year so that this line may be completed as early as possible.

Mr. Bhabhra made the point that suburban services are running at a loss. The reason is that the season ticket fares, as far as the suburban trains are concerned have not been increased. They are very very low, covering only a few single journeys. Revision has not taken place to meet the cost and to generate funds for improving the

services. As a matter of fact, one season ticket which is issued to the commuter is equal to 50 journeys in a month, but actually he pays for 6 journeys.

As far as Madras is concerned, apart from the amount which was sanctioned for the Karur-Dindigul broad gauge project, an additional amount of Rs. 1 crore is being given through the supplementary demands.

As far as consumption of coal is concerned, I would like to point out to Mr. Bhabhra that in 1977-78, 11.63 million tonnes of coal was the consumption and in 1978-79, 11.63 million tonnes of coal was consumed. In 1979-80, 11.39 million tonnes of coal was consumed and in 1980-81, 11.08 million tonnes of coal was consumed. Therefore, if he is under the impression that coal consumption is going up, it seems to be based on some erroneous information...

SHRI HARI SHANKAR BHABHRA: You must have reduced the number of steam engines during 1979-80 and 1980-81; but the consumption is the same...

SHRI P. C. SETHI: We are reducing..

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): The quality of coal might have gone down.

SHRI P. C. SETHI: Mr. Bhabhra should also remember that the number of trains which were previously running on the same line has been increased. As far as steam locomotives are concerned, in 1977-78 there were 8215, in 1978-79 8,082, in 1979-80 7,856 and in 1980-81 7,469. Condemnation of steam locomotives is going on, in a phased manner and this year we are going to condemn about 550 more steam locomotives and are trying to replace them by diesel or electric locomotives.

A point was also raised about level crossings, particularly in Madras City and other places and also Bikaner area. The position.

with regard to level crossings is that if the State Governments agree to participate with 50 per cent in the overall expenditure. ••

SHRI R. MOHANARANGAM: Did you ask the State Government to give 50 per cent of the expenditure to be spent for this purpose? We have represented so many times for the past ten years. Everytime the same answer is given. We have already intimated to the Central Government that in our State we are prepared to foot 50 per cent of the total expenditure to be spent for this purpose. You have conveniently forgotten about the southern States. You have quoted almost all the Members, but you have never quoted me. you have never referred to my points...

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN) Mr. Mohanarangam, he is replying only to your point.

SHRI R. MOHANARANGAM: This offer of 50 per cent by the State Government is an open secret...

SHRI P. C. SETHI: I can assure the honourable Member that if 50 per cent expenditure participation is agreed to by the State Government, we shall certainly take up this work, because this is the only item in which we have got...

SHRI R. MOHANARANGAM: We have already made it clear, I have got a bundle of correspondence and papers given to the General Manager, but he has never even cared to take it up with you. . . .

SHRI HARI SHANKAR BHABHRA; We have got information that various State Governments are prepared to spend their share and yet you always give the same reply. The State Governments say they are prepared. Who is not prepared then?

SHRI R. MOHANARANGAM: What about Madras City? V/hat

about the suburban area there? The case of Madras City is quite different from other cities in the whole country. Madras City is divided into two parts. Or, change the whole railway administration . . .

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): Mr. Mohanarangam, in the light of what you and Mr. Bhabhra have said, he will look into the matter.

SHRI R. MOHANARANGAM: I have received the same answer last year also. We are not in a position to increase the railway line . . .

SHRI M. KALYANASUNDARAM: The State Governments are ready to share the expenditure, but still it is not finalised. That is the point.

SHRI R. MOHANARANGAM: I will give you six months' time, you please do it. But your General Manager will never care to look into the file . . .

SHRI P. C. SETHI: General Manager is not the concerned person to look into it. It is the...

SHRI R. MOHANARANGAM: Or I will give you three years to complete; complete it before 1985 . . .

SHRI P. C. SETHI: I am not asking for time. You give me the list of level crossings. You never gave me the list of level crossings . . .

SHRI R. MOHANARANGAM: We are prepared to share 50 per cent of the total expenditure.

SHRI HARI SHANKAR BHABHRA: We have named here the places particularly where the people are suffering . . .

SHRI R. MOHANARANGAM: I don't think you have ever visited Madras City. You come with me and I shall show you all the places there...

Bill, 19&2

SHRI M. KALYANASUNDA-
RAM: Depute Mr. Mallikarjun.

SHRI NIRMAL CHATTERJEE
(West Bengal): You must give us a
definite answer. We want the kind of
answer which will satisfy all of us.

THE VICE-CHAIRMAN (SHRI
R: RAMAKRISHNAN): He will give
you that answer. Please listen to him
without interrupting him at every
stage so that he may complete the
answer.

SHRI R. MOHANARANGAM:
You see, from Madras Beach up to
Tambaram how many crossings are
there. Madras City is a peculiar city
so far as this is concerned. This is an
important thing. This area is a ver-
peculiar area. Madras City has been
divided into two parts by the railway
track. People have to cross from one
side to the other and it is very
difficult. It is not like Calcutta Or
Bombay. You come to Madras City
and then only you will know what the
problem is.

SHRI P. C. SETHI: Sir, the
Railway Department is the only
unfortunate Department which
always gets the criticism and
whenever there is any improvement,
it is never appreciated.

Sir, Dr. Siddhu made a point about
overcrowding in the trains and I may
assure him that more unreserved
coaches to the extent of one to two
are being attached now in every train
and, therefore, more accommodation
is being made available. Of course,
there is overcrowding and sitting on
the roof in some of the areas,
particularly in the Lucknow area and
that is being looked into. As far as the
concession on bananas is concerned,
as I had informed

the House yesterday, a 30 per cent
concession on the freight of bananas
has been recently allowed and,
therefore, there should be no
difficulty.

Sir, I fully agree with Mr. Sukul
and others that there is full scope for
improvement in the working of the
railways, whether it is accidents,
whether it is the railway timings,
whether it is reservation or whether it
is any other thing. But we are doing
everything humanly possible to
improve the situation. With regard to
the condition of fans, electrical
fittings and other amenities [to the
passengers, I have recently
constituted a group which is going
into these things and I have also
constituted a group which will go into
the catering in the railways at various
places, whether it is private catering
or Government catering.

Shri Mohanarangam mentioned
about the Karur-Dindigul line about
which I have already mentioned and I
have said that we have already
sanctioned an additional Rs. 1.00
crore. Mr. Viththal-bhai Patel had
mentioned about the Manmad line
yesterday. I would like to point out
that recently, Sir, a delegation from
Marathwada area met me along-with
other MPs. We have retained the
construction office which was being
removed and we have sanctioned Rs.
1.00 crore and the Planning Minister
has promised me that during the mid-
term Plan appraisal, he will allocate
more funds for this particular line.

Then, Sir, Shrimati Najma Heptulla
has also made a number of points. As
far as Bombay City is concerned,
about 4.3 million people travel every
day in Bombay City alone which is a
most half the population as far as the
Indian Railways is concerned be-
cause about one crore people

Bill, 1982

travel every day on the Indian railways. Now, as far as the demand for the sixth corridor is concerned, we have already forwarded the papers with regard to this demand to the Planning Commission and we are awaiting their clearance. In the mean time, we have taken up the Bandra overbridge construction which would facilitate movement on the two parts of the railways. She has also given a very good suggestion about the reservation of bogies for ladies and students, particularly for the younger students, and we would certainly consider this suggestion.

DR. (SHRIMATI) NAJMA HEP-TULLA: Sir, I would like to ask only one question. This Bandra over-bridge, it is going to be a footover or it is going to be a flyover?

SHRI P. C. SETHI: It is a flyover only.

DR. (SHRIMATI) NAJMA HEP-TULLA: Not a footover?

SHRI P. C. SETHI: It is a flyover only.

Then, Sir, as far as the first class compartment in the Rajdhani Express is concerned, it is true that at present it is not being attached. We would certainly take this suggestion into consideration. Recently, some surcharges, by making some trains super-fast trains, although their speed was not raised, were additionally levied by the Railway Board which was amounting to Rs. 6 crores. When it came to my notice, I have withdrawn those charges and now the Railway Board's order for additional surcharges, by making certain trains super-fast trains without really increasing their speed, in order to earn more revenue, has been removed. Sir, Mr. Asrarul Haq as usual, has given very valuable suggestions. He has told me to sell my property. Sir, I can assure him that I have no property in Delhi. Whatever small property I have got, I have it in my home town. That will not be enough to construct two kilometres of line. (*Interruptions*).

SHRI NARENDRA SINGH; What about Lucknow-Kanpur. . .

AN HON. MEMBER; What about conversion of ... (*Interruptions*).

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): I am one with all in their concern about the efficient running of the Indian Railways. But, unfortunately, we are guided by the Rules of this House. The Business Advisory Committee has allotted only one hour for discussion of the Appropriation (Railways^ No. 3 Bill. It started at 3 o'clock, and it is already 5.30 now. So we have exceeded the time by more than one and a half hours. If the hon. Members have anything still, they may write to the hon. Railway Minister and I am sure he will reply to them.

Now, 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 1982-83 for the purposes of Railways, is passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): We shall now take up clause-by-clause consideration of the Bill.

Clauses 2 and 3 and the Schedule were added to the Bill.

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

SHRI P. C. SETHI: Sir, I move:

"That the Bill be returned."

The question was proposed.

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): Several hon. Members have given notice of their intention to speak on the Third Reading of the Bill. I would request them to be a little brief. And they must pardon me if I do not show my usual leniency and if I ring the bell. Shri Nepaldev Bhattacharjee.

Bill, 1982

श्री नेपालदेव भट्टाचार्य (पश्चिमी बंगाल) : वाइस-चेयरमैन सर, यह बिल पास हो गया है ... (व्यवधान)

उपसभाध्यक्ष (श्री आर. रामाधरणन) : बोझ बाकी है, होने वाला है। ... (व्यवधान) ...

श्री नेपालदेव भट्टाचार्य : आज इस के लिए बंटे हैं, सवाल यह नहीं है, और मैं जो पूछना चाहता हूँ, मैं जो कहना चाहता हूँ वह यह है कि आपके रेल मंत्रालय में सारी प्रॉब्लम्स को आप किस दृष्टिकोण से देखते हैं? बार-बार यह बेंच कहो, या वह कहो, कोई भी आनरेबल मेम्बर, जो यहां जनता का रिप्रेजेंट करते हैं, उनका सारा कन्सर्न यह है कि जनता की भलाई के लिए क्या हो सकता है और बाकी सारे जो जवाब हैं और जिस डंग से यह रेल के काम चल रहे हैं, यह सब कुछ चल रहा है इस में जो दृष्टिकोण निकल रहा है उस के अनुसार आप कामशियली इसको देख रहे हैं। यह आज का सवाल नहीं है, यह पुरानी बात है और इस को बार-बार कहना पड़ेगा जब तक यह सदन रहेगा। आप को तालियां मिलीं जब आप ने बताया कि आप ने सरचार्ज वापस कर लिया। कितना सुपर फास्ट सुपर-लेट के नाम से लगाया जो वापस ले रहे हैं? अभी आप ने कहा वापस कर लिया, तालियां बज गयीं। हम लोग तालियां बजाने के लिए, बजा देंगे। बात यह नहीं है। बात यह है कि आप कामशियली इस को देख रहे हैं। सारा प्रॉब्लम, सारी बात जनता के साथ जुड़ी हुई है। पैसिजस ट्रेन की हालत क्या है? आप कामशियली देख रहे हैं। इस के साथ आप पोलिटिकली भी देख रहे हैं। मैं दो एग्जाम्पल दे रहा हूँ, आप को शायद मालूम नहीं होंगी। जो मिनी चुनाव हुआ उस के दो हफ्ते पहले विद योर काइंड आर्डर बंगाल में दो ट्रेन का एक्सीडेंट किया गया। पहले जो आजमगढ़ तक था वहां से चला गया हावड़ा, बर्दवान से

चला गया हावड़ा क्योंकि वोट की जरूरत थी। बंगाल से वोट मिलना जरूरी है लेकिन वोट मिलना है भी मुश्किल। हावड़ा चला गया तो हम लोग खुश थे लेकिन चुनाव के 7 दिन बाद बन्द हो गया। तो कामशियली ही नहीं, पालिटिकली भी आप देखते हैं। आप का डिपार्टमेंट कैसा चल रहा है मैं इसका आप को एक छोटा सा इन्स्टंस दे रहा हूँ। पिछले भाषण में मैंने कहा था कि सर्वे कुछ ज्यादा चल रहा है, सर्वे की बात बार-बार आती है मैंने एग्जाम्पल दिया था सम्भलपुर के पास सर्वे के बारे में और कलकत्ता में सर्कुलर रेल के बारे में। आप के डिपार्टमेंट से मुझे जवाब मिला कि कलकत्ता में सर्वे नहीं हो रहा है। मैंने सम्भलपुर में सर्वे की बात बोली थी और कलकत्ते के लिए सर्कुलर रेल की जरूरत के बारे में कहा था, लेकिन जवाब मुझे मिला कि कलकत्ता में सर्वे नहीं हो रहा है। कोई मरीज गया डाक्टर के पास इलाज करवाने के लिए कि पैट में दर्द हो रहा है और बीस दिन तक डाक्टर सोच-समझ कर बताता है कि आप को वाइफ प्रेगनेंट नहीं है। मैंने सम्भलपुर के बारे में कहा कि वहां 35 साल से सर्वे चल रहा है और आप ने बताया कि कलकत्ता में 35 साल से सर्वे नहीं हो रहा है, कलकत्ते में सर्कुलर रेल जरूरी नहीं है। यहां सदन में बैठा हुआ कोई आदम। नहीं कहेगा—अगर वह पोलिटिकली मोटीवेटेड नहीं है—कि कलकत्ता में वह जरूरी नहीं है। तीन मिलियन जनता हर रोज कलकत्ता आती है। आप मेट्रो जैसे ह्वाइट एलीफेंट को पाल रहे हैं, पोस रहे हैं और वह भी कामशियल दृष्टिकोण से क्योंकि किराया ज्यादा होगा। सर्कुलर रेल में उतना नहीं लगेगा। आप का जवाब आया था कि वहां कोई सर्वे नहीं किया गया, वहां सर्कुलर रेल का सवाल नहीं है। आप एफी-शिंसी मांग रहे हैं रेलवे वर्कर से। बहुत पुराना एग्जाम्पल लोको रनिंग स्टाफ का है

10 घण्टे का। पहले उन के काम का शेड्यूल नहीं था, फिर ६ स घंटे का एग्जीमेंट हुआ। मैं पूछना चाहता हूँ कि एक ड्राइवर जो 8, 10, 15, 20 घण्टे काम करे उस से आप एफीशिएंसी कैसे मांग सकते हैं। आई० एल० ओ० का डिजाइन है कि 5 घण्टे से ज्यादा ड्राइवर को काम नहीं करना चाहिए। प्लेन के बारे में आप सोच रहे

They will not fly planes for more than five hours.

एक सुपर-फ़ास्ट, सुपर-जेट ट्रेन के ड्राइवर के लिए ऐसा कुछ नहीं है। आप एफीशिएंसी मांग रहे हैं। 20 घण्टे के बाद उस को दिखाई पड़ेगा कि सिगनल लाल है या पीला है। एफीशिएंसी इस से नहीं होगी। मैं आप से कहना चाहता हूँ कि आप ध्यान दें, ध्यान देना मुश्किल है।

You are looking at everything from a particular point of view. You are serving a particular class of our society. Whatever we may say, that will not be replied. Even then we have to speak and we are saying that you should run the trains for the benefit of the people and not commercially.

श्री शिव चन्द्र झा (बिहार) : उप-सभाध्यक्ष महोदय, इस विनियोग विधेयक से सरकार 252 लाख रुपया मांग रही है, लेकिन मैं जानना चाहता हूँ कि यह रुपया हम उस को क्यों दें? आप ने रेल का भाड़ा बढ़ा दिया और आप कह रहे हैं कि हम आमदनी भी कर रहे हैं। आप ने अभी बयान किया कि आमदनी बढ़ गई है और उसके साथ ही खर्च भी बढ़ गया है। लेकिन मैं जानना चाहता हूँ कि आप की रेलवे में कोई मुद्दा पिलफरेज को और चोरी को रोकने का है या नहीं। इसके लिए आप का कोई कार्यक्रम है क्या? अगर उस को आप रोक सकें तो आप बहुत सा खर्चा बचा सकते हैं अपनी इसी मौजूदा व्यवस्था में। इस के लिए मैं जानना चाहता हूँ कि क्या किया जा रहा है।

कन्स्ट्रक्शन के लिए आप कहते हैं कि बरोनी से कटिहार ब्रॉड गेज के लिए पैसा सेंक्शन है, लेकिन उस पर क्या हो रहा है? क्या वही पैसा दूसरी लाइन के लिए आप ने डाइवर्ट नहीं कर दिया है। वहां सब कुछ पास है, लेकिन काम नहीं हो रहा है। फिर समस्तीपुर से दरभंगा की लाइन भी सेंक्शन है। उस का उद्घाटन भी पांडे जी ने कर दिया था लेकिन उस का पैसा भी क्या डाइवर्ट नहीं हो गया है दूसरी जगह के लिए? एक छोटी सी बात कहता हूँ कि आप ने सर्वे कराया दरभंगा और जयनगर के बीच, लेकिन उन पर भी आप कोई काम नहीं कर पा रहे हैं। हम लोगों ने उस दिन भी पूछा था और आज फिर पूछता हूँ कि समस्तीपुर दिल्ली के बीच में यू.पी० और बिहार वालों को एक गाड़ी की सख्त जरूरत है। आप का आज जो कन्क्शन है वह बरोनी से हो कर है और उस में यहां की बोगी वहां से जुड़ नहीं पाती है। वह समस्तीपुर जाती नहीं है और हम समस्तीपुर वाले उस को वजह से परेशान रहते हैं। तो दिल्ली समस्तीपुर लाइन की बहुत सख्त जरूरत है, लेकिन उस के लिए आप का जवाब आता है एडल्टरेटेड और नानसेंस। तो यह सारे काम आप का नहीं रहे हैं। हमारे इलाके में जयनगर से निर्मली की लाइन थी जिस को हम लोग घरिया लाइन के नाम से जानते थे। वह निर्मली और जयनगर के बीच चलती थी और सारे जिले को कवर करती थी। उस का आपने डाइवर्ट कर दिया। वह भी ठीक है लेकिन निर्मली से भी आप दो चार बोगी ले जाइये और लोखा से जोड़ कर जयनगर ले जाइये और दो-चार बोगी इधर से जोड़ कर उधर ले जाइये तो ठीक होगा। लेकिन आप जो बात करते हैं उसको ले कर आप के अफसर मनमानी करते हैं। तो यह सारी धांधलियां हो रही हैं। इसी के साथ रिजर्जेशन

[श्री शिव चन्द्र झा]

की बात आई। मैंने भी आप को कहा कि 15, 15 रुपया पटना में दे कर और 20 रुपया दिल्ली में दे कर आना पड़ता है जल्दी बाजी में। तो इस को रोकने के लिए आप क्या कर रहे हैं। तो कहने का मतलब यह है कि पैसा तो हम देंगे लेकिन जो जवाब आप देते हैं उस में कोई जान हम को मालूम नहीं देती है और आप के पास कोई कार्यक्रम है ऐसा मालूम नहीं होता है। ऐसा नहीं पता लगता है कि रेल में एफीशियेंसी बढ़ेगी और लोगों का कुछ भला होगा। मैंने पहले कहा था कि आप अपनी बात को इंप्लीमेंट करें। आप यहां कहे कि एम०पी० जो लिखेंगे उस बात पर कोई डिमिशन एक महीने में हो जायेगा, भले ही वह डिमिशन यस में हो या नो में। तो आज बजट जो आया है उसमें पैसा तो आप ले जायेंगे, लेकिन इस की ही ज्यादा संभावना है कि उस का दुरुपयोग होगा। आप की नीयत अच्छी हो सकती है लेकिन आप का यह जो प्लान्ट एलीमेंट है जो आप का आर्डर भी नहीं मानता है, जिस बात को आप खुद भी जानते हैं—आप की चिट्ठी का भी जवाब वह नहीं देते हैं तो इन सब बातों के लिए शक होता है कि आप इस में कोई सुधार कर पायेंगे। इस लिए मैं चाहता हूँ कि आप इन सब बातों पर ध्यान दें और दिल्ली और समस्तीपुर के बीच में एक गाड़ी चलायें।

श्री हुक्मदेव नारायण यादव : उप-सभाध्यक्ष, महोदय, जो बात शिव चन्द्र जी कह रहे थे कि माननीय मंत्री जी पैसा तो मांग रहे हैं लेकिन उस का दुरुपयोग होगा, वही बात मैं कह रहा हूँ। और इसलिए मैं पूछना चाहता हूँ कि हम पैसा काहे को दें। जब सदन से आप आदेश ले लीजिएगा तो आप पैसा निकाल लीजिएगा।

लेकिन हमारी तरफ बिहार में उस के बाद भी आप काम नहीं करेंगे। पूर्वी उत्तर प्रदेश जो पिछड़ा हुआ इलाका है और बिहार जो पिछड़ा हुआ है उस पर आप कुछ खर्च नहीं करेंगे, तो जितना हम लोगों का हिस्सा है वह पैसा काट कर आप बाकी का पैसा निकाल लीजिए, हम उस पैसे को अपने दूसरे कामों में लगायेंगे। आप हमारे हिस्से का पैसा ले लेते हैं और काम नहीं करते हैं। हम समझते हैं कि कोसी पर आप पुल अभी भी नहीं बनायेंगे। बिहार को कोसी ने दो भागों में बांट दिया है। बरौनी कटिहार और सहरसा अलग हो गया है तो कोसी पर भभटियाही में पुल आप नहीं बनायेंगे। स्वर्गीय ललित नारायण जी ने उस का सपना देखा था और काम शुरू करने का आदेश भी दे दिया था, लेकिन वह काम आप पूरा नहीं करेंगे। तो पैसा आप लिये जा रहे हैं और काम नहीं करेंगे, तो मैं जानना चाहता हूँ कि आखिर यह पैसा कहां जाता है। दूसरी बात मैं कहूंगा कि समस्तीपुर लाइन बनाने की बात हम लोग कह रहे हैं। आखिर उत्तर बिहार के लोग दिल्ली कैसे आयें। आप रेल गाड़ी देंगे नहीं और हवाई जहाज से उधर से आना संभव नहीं तो आखिर हम आयें कैसे। यहां दिल्ली से पटना जाने में जितना समय लगता है पटना से दरभंगा जाने में उस का डेढ़ गुना समय लग जाता है इस लिये मैं चाहता हूँ कि आज ही आप घोषणा कर दें कि समस्तीपुर से लखनऊ होते हुए दिल्ली के लिए आप गाड़ी चलायेंगे। ऐसा होने पर हमें पैसा देने में कोई एतराज नहीं होगा और हम खुशी से देंगे। एक बात और कहूंगा। जैसा कि पहले भी कहा गया और मंत्री महोदय जानते भी हैं कि हम ने कई पत्र लिखे और उस पर आदेश भी हो जाते हैं, आप आर्डर भी कर देते हैं, हम लोगों की बात पर आदेश करते हैं लेकिन आप का स्टाफ तो मंत्री से भी बढ़ कर है। आप हूँ

सेर तो वह हैं सवा सेर। आप हैं सेंट्रल मिनिस्टर तो वह हैं इंटरनेशनल रेलवे मिनिस्टर। ऊपर से काम ही नहीं होने देते। तो उस पर भी कड़ाई करनी चाहिए।

एक बात और सुन लीजिए। संसदीय समिति, पार्लियामेंटी कमेटी जाते हैं, अग्रिकल्चर को क्लैटिव कमेटी में मैं गया था तो स्पेशल बोगी लगाई गई थी। स्पेशल बोगी ऐसी दो जाती है जिसमें कुछ नहीं होता है। स्पेशल बोगी वह है जो रेलवे यार्ड में सबसे रद्दी होती है, टूटी-फूटी है, जिसके अन्दर लैट्रीन ठीक नहीं, पाखाना ठीक न हो, डिब्बा ठीक न हो। तो उसको भी बिल्कुल इंजिन के बगल में लगा दिया गया। रातभर भों-भों करते, सीटो मारते रहती है, न सोने देती है, न कुछ करने देती है। तो वी० आई० पी० बोगी का मतलब यह है कि हम रात भर सोवें नहीं, सारी रात जाग कर भगवान का भजन करें और इंजिन के सुर में सुर मिला कर सफर करें। तो पार्लियामेंटरी कमेटी के लिए रेलवे बोर्ड द्वारा स्पेशल बोगी लगाई जाती है जब उसकी दुर्दशा ऐसी है तो दूसरे लोगों का क्या होगी। जब पार्लियामेंट के मंत्रियों के लिए स्पेशल बोगी को हालत ऐसी है तो आम जनता की क्या होगी। मंत्री जी इस पर भा कृपया ध्यान दें।

श्री राम लखन प्रसाद गुप्त : उप-समाध्यक्ष जी, मैं सिर्फ एक मिनट लूंगा।

यह तो सही है कि इतने रुपये का मांग है, वह मिलनी चाहिए। मैं जानता हूँ कि रुपये को बहुत जरूरत है, बहुत ज्यादा रुपये को जरूरत है, तभी रेलवे की हालत ठीक होगी। हिन्दुस्तान में अन्यथा नहीं होगी। लेकिन मुझे यह कहना है कि हाउस में डिबेट पहले जितनी होती थी, जितनी बातें उसमें रखनी थीं सब

का जवाब रेलवे की तरफ से जाता था कि ये ये आपने बातें उठाई, उनके विषय में यह ऐक्सप्लेनेशन है। सम्भव है या नहीं, सही है या गलत सारी बातों का जवाब होता था। पिछले बजट में जो स्पीच हुई हम देखते हैं कि उनका जवाब ही नहीं दिया गया है, एक आग्रह का जवाब गया है तो वह भी बहुत ही असन्तोषजनक है। इसलिए मैं मंत्री महोदय का ध्यान खींचना चाहूंगा कि सारी बातों का जवाब हमको मिलना चाहिए।

दूसरी बात मैं यह कहना चाहता हूँ, जिसके विषय में श्री शिव चन्द्र झा जी ने भी कहा है, कि बरौनी कटिहार का ब्राड-गेज बन रहा है। वहाँ पर एक लाइन है मुंगेर घाट की। साहिबपुर कमाल से मुंगेर घाट तक तीन चार किलोमीटर को वह लाइन है, उस स्कीम में उस ब्रांच लाइन को छोड़ दिया गया है जो सैकड़ों सालों से लाइन चली आ रही है, उसको छोड़ दिया गया है। मेरा ख्याल है कि उसको रेलवे बोर्ड बिल्कुल समाप्त कर देना चाहता है। इसलिए उसको नहीं छोड़ना चाहिए। उसको भी ब्राड-गेज करना चाहिए।

श्री नरेन्द्र सिंह (उत्तर प्रदेश)

श्रीमन्, मैंने रेल मंत्री जो का ध्यान आकर्षित किया था कि लखनऊ से कानपुर और कानपुर से फर्रुखाबाद कासगंज की जो छोटी लाइन है उस को बड़ी लाइन में कंवर्ट करें। दूसरी और जो रेलवे का इलेक्ट्रिकेशन का हेड आफिस इलाहाबाद में है, उसे दूसरी जगह न शिफ्ट करें। मैं इन प्रश्नों पर रेल मंत्री जो का स्पष्ट जवाब चाहता हूँ।

SHRI P. C. SETHI: Sir, I am thankful to the hon. Members who have made valuable suggestions. I would only like to say that as far as the points made by the hon. Members

[Shri P. C. SETHI]

during the discussion on the Budget are concerned, the replies to them are under preparation and they will be sent to them. This practice has not been stopped.

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): The question is:

"That the Bill be returned." *The motion* was adopted.

THE APPROPRIATION (NO. 3) BILL 1982.

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): Now, we take up the Appropriation (No. 3) Bill, 1982-

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI JANARDHANA POOJARY): Sir, I beg to 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 1982-83, as passed by the Lok Sabha, be taken into consideration."

Sir, the Bill arises out of the supplementary appropriations charged on the Consolidated Fund of India and demands voted by the Lok Sabha on the 2nd August, 1982. The total amount provided in the Bill is Rs. 2262.61 crores of which Rs. 1745.75 crores is charged on the Consolidated Fund of India and the balance of Rs. 516.86 crores has been voted by the Lok Sabha.

The Supplementary Demands were laid on the Table of the House on 27th July, 1982. These include Rs. 1743.46 crores for non-Plan loans to eighteen State Governments for clearing their year-end deficits and Rs. 480 crores for providing technical-credit to foreign Governments under trade and payment agreements with them for meeting temporary imbalances in trade.

Sir, I would not burden the House with the details of every item at this stage, but would answer the points

which the hon. Members may raise in the debate. *The question was proposed.*

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): Shri Mohanan. You have eight minutes.

SHRI K. MOHANAN (Kerala): Mr. Vice-Chairman, Sir, it is a regular feature with the Government to come forward with Supplementary Demands every year. The practice of bringing forward Supplementary Demands cannot be stopped completely. Whenever there is any unexpected expenditure, it will become necessary to bring forward Supplementary Demands. But this is not a good sign, to bring forward Supplementary Demands regularly. It shows, the weakness in fiscal planning; this shows, it shows there is no proper fiscal planning. It is stated that this is the first consignment. The other consignments are yet to come. These may come with in the next one or two months, or in the next Session.

In this context, I would like to make some references to the disappointing features of our national economy. The Government is very much complacent about the situation. The Government is of the opinion that the inflationary tendencies have been completely controlled; there is no recession and the rate of production is very high because this is the Year of Productivity. But what is the reality? It is stated that everything is alright. What a rosy picture has been painted? But our beloved, our respected and our hon. Prime Minister is now in abroad and she is in frantic search of soft loans on any hard term, even at the cost of our political freedom. This is the pathetic condition which the country is facing. But the Government is drawing a rosy picture before the people. This is misleading. According to available statistics, the wholesale price index has risen from 274.3 to 291.2 between April 24 and July 17. The increase in terms of percentage has been 6.16 during this period. The sharpest rise in price has been in the case of essential commo-