

[Shri R. Mohanarangam]
of Mr. MGR. I admit it. But Mr. Kailasam was appointed to the Supreme Court only on the recommendation of Mr. Karunanidhi.

SHRI V. GOPALSAMY: No, no. He is misleading the House.

SHRI R. MOHANARANGAM: Then you and others... (*Interruptions*)

SHRI V. GOPALSAMY: You cannot attribute a motive to us. We will see that justice is rendered.

SHRI R'- MOHANARANGAM: The Chief Minister of Madras.. (*interntptions*).

SHRI V. GOPALSAMY: We are not afraid of your police (*Interruptions*).

SHRI R. MOHANARANGAM: He went outside... (*Interruptions*).

SHRI V. GOPALSAMY: For a good cause he got imprisoned. (*Interruptions*).

MR. DEPUTY CHAIRMAN: I am standing now. Nothing will go on record. Shri Raju.

[Shri R. Mohanarangam—continued to speak]

[Shri V. Gopalsamy continued to speak]

MR. DEPUTY CHAIRMAN: Nothing will go on record. (*Interruptions*). Nothing is going on record. Why are you unnecessarily shouting? Nothing will go on record, except for what Mr. Raju says. I have called Mr. Raju.

[Shri R. Mohanarangam—continued to speak]

[Shri V. Gopalsamy continued to speak]

MR. DEPUTY CHAIRMAN: Please hear me. Nothing is going on record. Why are you unnecessarily shouting?

Shri R. Mohanarangam—continued to speak]

[Shri V. Gopalsamy—continued to speak]

MR. DEPUTY CHAIRMAN: Nothing is going on record.

SHRI U. R. KRISHNAN: Sir

MR. DEPUTY CHAIRMAN: Mr. Krishnan, take your seat. Have some patience. Mr. Raju.

THE BUDGET (RAILWAYS) 1981-82 GENERAL DISCUSSION,—contd.

SHRI V. B. RAJU (Andhra Pradesh): Mr. Deputy Chairman, Sir, after this storm as a result of some depression in the Bay of Bengal, I rise to speak on the Railway Budget and I hope we will get involved in a more important business, namely, the examination of the performance of the Indian Railways.

Sir, the other day, I was mentioning about the observation of the Minister in his speech about the goods traffic movement. What I was finding fault with is reflected in the traffic movement, i.e. in goods traffic. I had said that in the first eight months of the current fiscal year the revenue-yielding goods traffic of the Railways was lower than what it was in the same period in 1979-80. This must be noted. All the time, the present Government has been finding a scapegoat by saying that in the year 1979-80 things were bad and that things started getting improved in 1980-81. That was the burden of his song. But for the first eight months the movement of the goods traffic, which is real feeder of the revenues to the Railways, was lower than what it was in 1979-80. It was less by 3 million tonnes. But the Minister said that it had picked up after November, after he took over the charge. What exactly he said was "_____ for the first time during the year, in the month of November. 1980 the loading was higher than in the corresponding

month of the previous year." Sir, the House knows well that the resignation of Shri Kamalapati Tripathi was accepted on the 12th November. Now let us not go into such things. This is not a good thing. Let not the Railway Board and the Railway administration be a victim of this kind of thing. It is not good. Let us be frank about it. Why was it bad for eight months and why did it start improving after November? Suddenly, with the change of the Minister, will things change? Another thing I would like to put before the Government is, let us not find scapegoats in officers also. Now the way the Railway Board Members were treated is not in good taste. Why should you hurt the feelings of senior Civil Servants? When they are just to retire and even after they have retired why do you dispose of them in such an unceremonious way? It is not good on the part of us, the politicians, to cover up our own political defects or to conceal our own defects. Let us not actually take vengeance against the civil servants. It will be a very bad practice in India. I will not encourage that.

The revenue-yielding goods traffic now is in a declining order. As I said the other day, it was 193 million tonnes in 1979-80. It may be 195 million tonnes in 1980-81, just two million tonnes more. For this boasting and drum-beating has taken place. Why is the goods traffic actually going down? I would request the Ministry and the Minister to examine this.

The recommendations of the National Transport Policy Committee refer to taking care of coal-loading mostly. Coal constitutes 32 per cent of the goods movement. Coal is the future of this country. The railways themselves require 11 million tonnes, and they move only 62 million tonnes of coal. The road transport is taking nearly 25 million tonnes, wasting a lot of diesel oil. I think the House will be interested to know that with the same amount of fuel, five times more goods can be moved by the railways. If it is moved I

by road, we actually waste an energy resource which we do not have, which we have to import at a heavy cost involving heavy foreign exchange. What we need today is a transport policy or a division of the load between the road and the railways. The National Transport Policy Committee's recommendations were particularly that the railways should not take up movement of short-distance load or movement of short-distance passengers and that they should be given to the road transport. It is not economical to allow the road transport to carry goods from Calcutta to Madras or from Calcutta to Bangalore. You should see that the nation's interests are protected, the nation's economy is protected. What is it that the Ministry, the Government, has done after it has taken charge, about this vital question, this important question, of coordination between the rail transport and the road transport?

Why does the trade not prefer the rail transport? There are pilferage and losses and a lot of time is taken. Year after year actually the losses are increasing. Goods will not reach safely and in time. Even coal is being pilfered. That is the fate of this country today. Therefore, the credibility of the railways, the integrity of the railways, the image of the railways, has to be improved.

Our future lies as I said in the beginning, on coal mining and coal transport. Our main energy resource is coal, and dieselisation of the railways which they have been claiming as an achievement, should be discouraged, whatever may be the inconvenience. Let us not be a victim to the temptation of dieselisation. Where is diesel? It is only the electrification. It is only 8.1 per cent of the railway mileage or kilometrage that has been electrified. Only 8 per cent in these 30 years. What is the policy? I would request the Government to place a white paper on the transport policy, on the Table of the House.

SHRI M. KALYANASUNDARAM (Tamil Nadu): There is already a Committee's report.

SHRI V. B. RAJU: But white paper means the views of the Government on that. It has not even considered that report.

What I am saying is that transport policy is a very important matter, and it cannot be taken lightly.

Now, about the passenger movement Sir, there almost appears to be a competition to kill more. Every day I take up the news paper and find whether the railways killed more or the road transport killed more or more people are killed in police firing. One hundred and thirteen people were killed in 1979-80 because of the railways accidents. Is this the reputation of the Indian Railways?

SHRI P. RAMAMURTI (Tamil Nadu): It is 200 and odd.

SHRI V. B. RAJU: That may be in 1980-81. I have only taken the figures from the Accident Enquiry Committee's report. And what about collisions? The number of collisions is increasing. (*Time bell rings*) Sir, I am concluding, 113 persons were killed and 468 injured in train accidents, excluding sabatoge, in 1979-80. And the number of collisions in 1979-80 was 72.

Now, Sir, what about reservations? The Minister's speech reveals that they are reducing the period of reservation from six months to one month. What will be the position? What will be the length of the queue? So merely saying that you will reduce the period of reservation from six months to one month is not sufficient. One month means a longer queue. That is no answer.

Again I would like to say that cleanliness must be observed. Let the Minister, when he goes on a visit, go to any waiting room and go into the toilet. When I travel by train and when the bearer brings the book

to be signed by a Member of Parliament, first I will askj "Have you gone to the toilet" I go to the toilet and see whether the toilet is clean or not, whether the plank is clean or not, Sir, the culture or the civilized manners of any country are revealed in how they maintain their toilets and how clean they keep their cemeteries. This is where the culture is revealed. Sir, this should be the duty of the Minister and particularly of the officers. Sir, the other day I went to Warangal. I got down there at 3 A.M. I went to the toilet. There was no water. The whole place was stinking. It was horrible. I told the Station Master: "What do you do, gentleman? Are you not paid for the work?" He said, "Sir, there is no water." I said, "Is it a discovery?" In a station like Warangal this is the state of affairs.

Sir, I have already taken some time and I want to finish by stating the important points. I have said about electrification. About road transport also, I have said that it should be properly shared. Then the constitution of a national transport commission for co-ordination of the various transport systems, pricing, investment and regulation, is highly desirable. They should constitute such a commission.

Lastly, we have nine Zonal "Railways Out of these nine Railway Zones, four are in the red. I can understand the North-east Frontier Railway losing. But why should the Eastern Railway lose? Why should the Southern Railway lose all the time? Why should five Zonal Railways be green and why should the others, particularly the Eastern Railway and the Southern Railway, lose? Mr. Minister, you should tell the man concerned, "If it is not improved, you will have to vacate." There may be various reasons. We are not here to say about technical matters and other matters. Therefore, I would request the Minister to see that the Eastern Railway and the Southern Railway are given special attention, instead of there being a rambling swrvajr

Lastly, this method of increasing the fares and freight by percentage must be stopped. Both the committees, the Mudaliar Committee and the Paranjpe Committee, have said that this sort of blanket increase by 10 per cent or 15 per cent should stop. In two years after this Government took over—the second year is not over—Rs. 560 crores have been levied as additional penalty on the railway passengers and on goods movement. 'Sir, this sort of thing is not good. We should depend upon the performance and the buoyancy of the economy, rather than increase the freight and fare. Thank you.

MR. DEPUTY CHAIRMAN; Shri M. R. Krishna. You have 15 minutes.

SHRI M. R. KRISHNA (Andhra Pradesh): Sir, the largest number of persons are working in the Railways.

MR. DEPUTY CHAIRMAN: Just a moment. Please take your seat, I would like to tell the hon. Members that there are a large number of speakers on my list and the time is very short. The time available is three days and hardly 2 and half hours or 3 hours per day. So I would like that the House should sit today till 8 p.m. to cover as many Members as possible,

SHRI SUNDER SINGH BHAN-DARI (Uttar Pradesh): That should be decided tomorrow.

MR. DEPUTY CHAIRMAN; Unless you start today, you cannot do it. Even then we may not be able to do it. So let us start from today. We shall sit up to 8 p.m. today. So hon. Members who want to speak must be present.

SHRI M. R. KRISHNA: Sir, the railways have the largest number of workmen. The people working in the railways belong to various areas, various political shades. Although they do not belong to any political parties, but they have their affiliations to various political parties. And the railway employees are easily exposed to any kind of influence. We have seen how during the previous

Government the railway employees were misguided, one powerful Minister saying one thing and the other powerful Minister saying the other. Thus, the railway employees are always exposed to various kinds of influences, many times unhealthy too. Therefore, the people who are managing the railways are generally to be congratulated because even when you say in a few months' time there is some improvement in the loading of *wagons*, etc. it only shows the trend in the right direction. It may not be very substantial but even in three months' time or four months' time if there is an improvement in one sector it has to be considered that railway administration has improved and it is improving. Therefore, anyone who views the Railway Budget and the performance of the railways cannot but say that the railway administration and the Railway Minister have been really doing something useful in order to improve the working of the railway administration. There is improvement in every sector, whether it is passenger amenities or other facilities. Everyone can complain that there are various kinds of things which have to be attended to. I also travel by rail and many a time I find that things are not properly maintained. Today the railway equipment, nearly 00 to 00 per cent of it, is said to be obsolete. But still the railway administration is taking the best out of those obsolete locomotive and equipment which is very creditable of them. The Railway Minister said that he had to levy certain charges in order to modernise the railway equipment and he wanted to create more facilities. Even if we give all the money that is required for the railways to modernise the present railway equipment, it is impossible for the railway administration to improve it and modernise it completely. When we say that 80 per cent are obsolete and old, we have only to appreciate how much the railway administration is trying to get out of this old and outmoded equipment. Therefore,

[Shri M. R. Krishna]

in every respect the railway administration deserves appreciation of this House and the country. There are many things which can be suggested to improve the railway administration, the railway working. In the first place, when the freight charges were increased, it will not be fair for anybody to say that it will not increase the cost of living. Passenger fares may not affect the cost of living so much, but the goods traffic, even if it is increased by 1 per cent or to some insignificant extent still it will add to the cost of living. Therefore, to say that any increase in the freight charges is not going to increase the cost of living is not a correct thing. When I see the performance of the railways and also the railway undertakings—they have undertaken some works in foreign countries, also exporting some of the railway equipment to various countries starting from Philippines, Nigeria and various other countries, and some of the countries have really paid very high tributes to the Indian Railways for helping them in building their railways or for supplying them the equipment; I think today the estimates of the railway requirements of the world is to the extent of nearly Rs. 11,000 crores. Indian Railways have entered into foreign market at an early stage. But after entering into the international sphere, I do not think Indian Railways have made any progress. Our income from exports or by undertaking construction of railways in various countries does not give good impression to anybody. We may be having technical experts in the railway administration. But I do not think we are having the best sales experts to sell our equipment outside. Construction of railways in foreign countries not only gives us income but also increases our prestige. Wherever we undertake such works, we have to do them with a view to expand further. There is plenty of opportunity for Indian Railways to earn more from our ex-

ports or from building railways in foreign countries. But I do not think we have made much headway in that directions. I would like the Railway Minister to inform us of the reasons why we could not make much headway.

Even when we undertake railway construction work in foreign countries, we do not take our own equipment manufactured in our own country. Our engineers and technicians on the other hand take them from West Germany or some of the sophisticated Western countries*. This is not a thing which should be encouraged. We should use our own equipment so that seeing the performance of our own equipment, we are invited by other foreign countries also. It is only thus we can expand scope of our work. Just to get a good certificate from some country will not take us anywhere. Our own equipment is to be advertised.

There are charges that there is lot of corruption in the reservation in the Railways. It is only a minor thing. But the corruption that is going on in the wagon supply is enormous. I do not think that any commodity can be transported to other parts of country without any difficulty. Whether it is tobacco whether, it is chilly or any other commodity that is produced can be transported in railway wagons only after greasing the palms of railways officials. Otherwise, you will not get wagons. This is a very pathetic thing.

Wagon India is supposed to produce fourteen thousand wagons per year. The Railway administration said at one stage that they would place orders for a large number of wagons. But when Wagon India has instructed all their sister companies to gear their equipment and plan for higher production, the Railway Administration has refused to buy the entire lot. This is not going to get the Railways a good certificate. This only shows

that planning is not perfect. The assessment they make after consulting various agencies such as Coal, India, cement industry and steel industry to find out the requirements per year is based on false information. It is because the Railways themselves require about twenty to thirty thousand wagons per year even to replace their own sick wagons. But they are not able to meet their own requirements by asking the Wagon India to produce enough. Therefore, the wagon requirement is a constant thing which has been referred to almost by every Member in every Railway Budget discussion here and even during the Question Hour. But, Sir, every time it is said that coal production has fallen and, therefore, the Railways are not able to lift the coal and sometimes it is said, when coal is available, that they have got enough wagons, but Coal India Limited is not in need of them. But my point is that even the private users of the wagons are not able to get them. But, since the requirements of the Railways themselves of wagons are about twenty to thirty thousand for replacing their own sick wagons, even to meet these requirements of the Railways, Wagon India Limited has not been geared up or production of enough wagons by it has not been encouraged. There is another thing also, Sir. Now, the BEML is also producing coaches and it is planning to produce a certain number of coaches. There also, Sir, the Railway Board is not able to place orders and therefore, the BEML has to under-rate its own production and, today, the BEML is also on strike and I do not know what is going to be the future production plan of this unit. On the one hand, Sir, the Railways are not able to give them the full load of work and, on the other, when they produce, the Railways are not able to take them. Well, this type of a thing is definitely going to get a bad name for the Railway administration however much they may try to improve their working.

j Sir, the Railway Ministers and the Railway Administration always emphasise this point that they are trying to open up the backward areas to railway traffic and they say that they would like to introduce the railway facilities in the various areas which are mostly backward and also in the ¹ areas which are forward areas and which are vital for our defence purposes. So far as backward areas are concerned, Andhra Pradesh has got two such areas which are very backward and which are affected by j drought and cyclone and various other ¹ things. Sir, the Railways have to be ¹ honest at least sometimes. Now, there j is a line, Patancheru-Peddapalli which j was started during the period of the ¹ Nizam State Railway. It is not something which has been discovered recently. It was the Nizamabad-Peddapalli line and now it is Patancheru-I Peddapalli line. At that time, Sir, it ¹ was surveyed by the Nizam State ¹ Railway and the Nizam State Railway had also earmarked certain money for the construction of this line. But, after the integration of the NSR with the national Railways, in every Budget, Sir, the Ministers had been promising that they would take up this : line. But, every time, when the j Minister was pressed, he could only earmark a certain amount of money for another survey. Now, this kind of surveying just a single line all the time does not speak well of the Railways and they should be honest. This is a line which have been surveyed long before the integration of the Nizam's State Railway with the national Railways. Therefore, at least now the Ministry should be in a position to take up this line without delaying it any further. There are some other lines which have been committed earlier. Because the surpluses and assets of the Nizam State Railway have been taken over by the national Railways, it is a commitment of the national Railways which they should be able to honour now. Now, there is another thing about the city of Hyderabad which is the Capital of Andhra Pradesh. In the various Capital cities, Sir, there are a number of

(Shri M. R. Krishna) bridges which are constructed. Almost every year such bridges are constructed. But in the city of Hyderabad, the need for Begumpet bridge is there for which there has been a demand. I say this because even from the Raj Bhavan to go to the airport, even the highest personalities have to be held up since the crossing is there and the line that is going from Hyderabad to Bombay is always busy and, therefore, this over-bridge which has to be constructed as quickly as possible. I was told that out of the money which has been kept for the construction of bridges or over-bridges for the Railways, not a single bridge in Andhra Pradesh has been constructed so far. And, therefore, instead of waiting for the State Government to find additional revenues or matching grant from the Municipalities the Central Railways will have to take this up as quickly as possible.

Sir, Mr. Raju has mentioned about the electrification, use of diesel, road transport, etc. Sir, electrification is a must for this country, because we cannot keep on using coal or diesel for ever. (Time bell rings). Therefore, electrification which is only about 8 per cent today has to be increased substantially and, therefore, whatever money we are going to spend on electrification will be a national wealth and it will be creating an asset for the nation, and we will not be wasting the most precious diesel and spend a lot of foreign exchange on this.

With these words, Sir, I support the Railway Budget.

MR. DEPUTY CHAIRMAN: Mr. Ramamurti.

SHRI P. RAMAMURTI: Mr. Deputy Chairman, Sir, I do not propose to dwell on the tremendous increase in the rates, both passenger fares and freight, about which everybody in this House, whether on this side or on the other, has spoken. I am

not going to speak on this today. But still I know there are people on that side also who are feeling the pinch of this increase in these rates because they know the pulse of the people, and they know that people are cursing them because it is going to increase the inflationary pressure that has already been there; it is going to have a multiple effect on the inflationary pressure, and inflation is going to increase tremendously.

[The Vice-Chairman Shri Bishain-bhaur Nath Pande in the Chair]

But I am not going to speak on that. I would rather deal with certain general and basic problems concerning the Railways in this country, how the Government—not now but from a very long time—has totally bungled and completely mismanaged the entire planning of the Railway system which has been a total failure for a very long time.

Sir, we know that for any industrialisation and for any development of the economy of this country, whether it be on socialist lines or on capitalist lines, I am not bothered about it and I am not going into that question now, one of the most basic infra structure is the railway system. Without this basic infra structure being developed and attuned to the developing needs of the country, all talk of developing the economy of the country is just sheer bunkum. This is the first proposition from which I proceed. Now, what is happening in the country? You will find that since 1965—our Economic Survey talks of it only from 1975, but actually if we go into earlier figures, you will find that from the year 1965, that is, the year in which Shrimati Indira Gandhi came into power, when she became the Prime Minister, and that is the period of 'Golden Age' of India...

AN HON. MEMBER: She came in 1966.

SHRI P. RAMAMURTI: From 1965 I the order placed for railway wagons

on the wagon-building industry in this country was reduced to just 2500 per annum.

AN HON. MEMBER: From 4000.

SHRI P. RAMAMURTI: The backlog of replacing the sick wagons was increasing day by day. More and more wagons are growing sick. And the order placed has been drastically reduced. More and more wagons are becoming sick. This has been going on since 1965, since Shrimati Indira Gandhi's regime, and even during the Janata party's regime this thing was going on. I am glad that after Mr. Kamalapati came last year, orders were placed for 13000 wagons. But then what happened in this period? What happened is that the wagon building capacity in this country has gone down when actually for years and years together they refused to place orders on the wagon building industry. Many wagon building industries and factories in this country have gone out of production. Therefore, you cannot suddenly create new wagon building capacity that is necessary for this purpose. Therefore, despite all the efforts that are made, during the last one year, there is the fact that there was an order placed for nearly 13,000 wagons but all they received was 9000 wagons. This is the wonderful planning that has been going on, that is, the planning of infra structure, the basic infra structure, that is necessary for the development of the economy of the country, for the development of all industries, for the carrying of raw materials and industrial materials for the development of our industry and for our agriculture. That basic infra structure has been completely neglected for the last fifteen years. This is the first point that I wanted to make. Therefore, how do you expect the railways to function properly? If today people say that there is a tremendous shortage, the buck is passed from one to the other. My friend was saying the

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same thing, Mr. M. R. Krishna was just now saying the same thing, the railways blame the coal industry—Coal India—and the coal industry blames the railways. Both are wings of the same Government, both are run by the same Government. Who is telling the truth and who is not telling the truth, nobody knows. This is the wonderful situation in which we are finding ourselves. Here is a Government which says that is also true, this is also true, both are true. Railways administration blames the coal industry for not supplying them coal; that is also true. And the coal industry says, we are having coal the railway people do not supply wagons to lift the coal which is piling up at the pitheads; that is also true. This is the wonderful sort of Government that we have and this is the wonderful planning that has been going on. This is the first point I wanted to make.

It is stated that we are now planning for the next Plan; this Budget is part of that. It is stated in so many words in the Speech itself. I do not want to quote because quotation takes a longer time. In the Speech, the Railway Minister stated that this is only a rehabilitation plan. Have you been in a great, tremendous, war for the last fifteen years? I can understand a rehabilitation plan for the Soviet Union or for the West European countries after the end of the Second World War when so much of their industrial capacity was tremendously bombed out and destroyed, when their industrial, their engineering, system were destroyed all these things were destroyed in the war lasting over nearly five years, the devastating nature of which we all know, I can understand a rehabilitation programme for those countries. For the Soviet Union after 1945 we can understand a rehabilitation programme. For Germany we can understand. For Great Britain we can understand. But here in this country after the World War was over, certainly our country also suffered during that War, I do not deny it.

SHRI V. B. RAJU: That was in the First Plan objective.

SHRI P. RAMAMURTI: So in 1951 we had finished it. After that, today 25 years after, that, we are now talking of a rehabilitation plan, the Sixth Plan is a rehabilitation plan for the railways. ..

SHRI V. B. RAJU: We have moved 10 years.

SHRI P. RAMAMURTI: The Railway Minister claims in his speech, he is now putting the railways on proper rails, that is, on the rails of 1950! This is the wonderful system that we have got. He admitted it in so many words that he is putting the railways on proper rails, proper rails of rehabilitation. This is the wonderful planning that has been there for the last so many years. No wonder, therefore, that wagons are short, everything is short, and, therefore, the railways are failing to perform their duty. The infra structure is totally failing. And the Finance Minister in his Budget speech says that the infrastructure is not there and that we have now got to create the infrastructure. That is the most important thing. One of the most important basic things in the infrastructure, of course, is the Railway along with power. I am not disagreeing with that. It is a fact. It is an axiomatic fact. We have neglected this basic thing for the last 15 years. How are you going to rehabilitate it? That is the question with which I am concerned. But are you going to have that rehabilitation? A study group of the Railways had pointed out that for rehabilitating the Railways, in the Sixth Plan, they would require Rs. 12,000 crores. This is their figure. This is not a figure which is published. But I am speaking from their internal report. Let them dare to contradict it. If they dare to contradict, I will produce the photostat copies of that report. Their own assessment says that for rehabilitating the Railway system, in the Sixth Plan, they would require Rs. 12,000 crores. But is the amount sanctioned? It is Rs. 5,000 crores for the entire Sixth Plan. And this year, a part of that is

sanctioned. What would happen? And I want to tell you that the estimate of Rs. 12,000 crores was before the hike in the price of coal and the price of steel. Before the hike, they estimated it at Rs. 12,000 crores. Today, the price of coal has been increased. The price of steel has been increased by 20 per cent. Therefore, Rs. 12,000 crores that they estimated would really amount to Rs. 16,000 crores.

SHRI SURENDRA MOHAN (Uttar Pradesh): Diesel price also has gone up.

SHRI P. RAMAMURTI: Yes, diesel price also has gone up. With all this, it will really amount to about Rs. 16,000 crores. Out of Rs. 16,000 crores, this amount of Rs. 5,000 crores that they have sanctioned for the Sixth Plan is also on the basis of the old prices. Therefore, it really amounts to Rs. 4,000 crores or Rs. 3,500 crores. So, what is the rehabilitation that you are going to have at the end of the Sixth Plan? Where is the hope for this country's basic structure performing the function which is necessary in order to see that the industrial development of this country can go forward? It is bleak. It is absolutely bleak. The future is bleak. This is the wonderful way of their functioning. And if you talk something else, they say that they are improving the railway system by introducing new methods. They are having what is called the multiple-engine system. The Railway Minister has waxed eloquent about that multiple-engine system. What is this wonderful multiple-engine system? Are you going to lift more as a result of that? Is the capacity for lifting going to be more? After all, today, a goods train with one diesel engine carries on an average about 1600 tonnes. And the maximum capacity that it can have is about 2,600 tonnes. That is the maximum capacity. But now by doubling the engines, that is, attaching one engine in the front and one in the rear, you want to increase the number of wagons. But, is this system completely new? This is a system that is there in Europe. It is there in America. In

America, -they have got a multiple-engine system where they are trying the experiment with three engines. All these are there. How are you ^ going to increase the capacity? You are onl^y dreaming about it. My friend, the Railway Minister, is dreaming that by means of this multiple-engine system...

AN HON. MEMBER: Dreaming is good, it is not bad.

SHRI P. RAMAMURTI: Dreaming is good. But dreams are dreams. Dreams ar_e not the reality. That is the problem. Dreams are onl^y dreams. Don't you know the story of Alnaschar the dreamer in the Arabian tales. Just like that y^ou can go on dreaming. And here he dreams that he will be able to carry 4,000 tonnes and then increase it to 7,000 tonnes. 4 P.M. Do you know that in England as a result of this multiple engine system the total weight that they carry is about 3,600 tonnes only? Do you know that in America the total capacity that has been increased is only 4,000 tonnes so as to be within the safety limits? Beyond that they have not increased it. And here you think you will be able to do it. If you want to increase that, you will have to increase the speed of the engines. Can you increase the speed of the engines, if you have got to increase the speed of the engine with the existing tracks? After all, your rails are of only 45 kgs. and in some few cases they are of 55 kgs.

SHRI V. B. RAJU: In some places They are of 60 kgs.

AN HON. MEMBER: They are also of 90 kgs.

SHRI P. RAMAMURTI: But -out of 1400 miles of rail track in this country, how many miles are of 55 kgs. ^ or 60 kgs. or 90 kgs? How many have you got? Hardly about a thousand. And you think you will be

able to speed up the whole train? by just increasing the weight of the rails in about 500 miles. The overwhelming majority of rails are of 45 kgs.

About 75 per cent of the rail track is of 45 kgs. About 12,000 miles of rail track you will have to convert to 90 kgs. When are you going to do it? Is there any plan? Is there any plan as fa_r as this Budget is concerned of raising a considerable portion, a sizable portion of the rail track to 90 kgs. o_r even to 60 kgs? Then, how are you going to speed up the whole thing? Therefore, when the Minister ta_ks of being able to carry more, about 4000 tonnes and all that, it all looks to m_e as he is talking like a novice, as if he i_s briefed by people

who do not know these things, who do not know the technology of railway traction? Doe_s he know anything about it or is it that the people are misleading him and he is just being taken for a ride by the Railway Administration who wants to curry favours? This is what is hap- j pening today.

Then, what is happening in regard to increasing the wagon capacity, the wagon building capacity? What is the provision that has been made here? In the private sector what is the provision that has been made here? Are you going to ask the private sector to produce wagons? If so, where are the plans for building more wagons? Where are the wagon building shops in this country? The Wagon India i_s there. What ar_e the plan_s for making it produce more? Mr. M. R. Krishna has just now referred to it. Whether he was actually supporting the Railway Budget or opposing it, I do not know, because his entire speech consisted of only criticism excepting the beginning when he formally sa_id that he supported the budget like a ritualistic mantram. Just two or three sentences he said, in which he supported it. I congratulate you Mr. Krishna for criticising it. We are after all friends, sporting friends also. I congratulate i you on your speech. B_e honest and I say, I oppose it. Do not try to hide

[Shri P. Ramaraurti] facts. Therefore, even a member of your own party has had to criticise your whole planning. This is what is happening today. Today no provision has been made for increasing the wagon building capacity. No provision whatsoever for increasing the capacity has been made in this particular Budget. Therefore, all this talk of improving the performance of the railways is just a shibboleth.

Then, Sir, apart from this, you have planned for getting 50 thousand wagons in the Sixth Plan. One year is already over. In the next four years how many wagons are you going to make? Even if you get 50 thousand wagons in the meanwhile already tens of thousands of them are getting over-aged. Therefore, this is not even going to be the replacement. Even then the same thing will continue at the end of the Sixth Plan. And you have not got any plan for increasing the wagon building capacity in this country. And then, the most funny thing about the whole plan and the whole plan is that you have not made any provision for expanding your locomotives capacity. This is the height of absurdity. Chittaranjan is not to be expanded where you are making diesel engines. There is no provision for expanding locomotives anywhere except in the existing Tata Locomotive Works. They do not make engines; they have got only some assembling plant. With that, how are you going to manage even if you are able to increase your wagon-building capacity? Without further engines, how are you going to increase the capacity of your Railways? I cannot understand it. So, this is a topsyturvy planning which has got no connection whatsoever between the Inter-sector activities, the wagon building department, the locomotives department. There is no connection

There is no connection whatsoever and it is without any proportion to the building up of these things together. What a wonderful plan you are having! So, Sir, this is the basic question which I want to raise here, as a result of which you see what is happening.

Then, Sir, Mr. Raju was talking about the increase in the number of accidents that are taking place. He gave the figures for 1979-80. The Railway Minister admitted in the other (House in reply to question; I shall come to that later. But the funniest part of it is that the Railway Ministry does not publish the figures of the accidents in a year. Why does it, not do so? Did the Railway Minister in his Budget speech refer to the number of accidents that have taken place during 1980-81? If not, why not? Why is this callous attitude toward* human lives? What is this callousness? Indian lives are expendable because Indian people are poor, and, therefore our lives are expendable. As the British people thought, you also think the same way that our lives are expendable and you do not make yourself accountable to Parliament by giving the number of accidents during the year. But what are the actual figures? Sir, the Minister in the other House, admitted in reply to a question that the number of major accident during 1980-81 was 967. and deaths were 272. The number has doubled that of the previous year. This is the way in which Railways function killing more people every year; or it is a part of the population control scheme to go on killing people through the Railways. And this is what is called major accident.

SHRI MAHENDRA MOHAN MI-SHRA (Bihar): Mr. George Fernan-des is expert in making accidents.

SHRI P. RAMAMURTI: I am not the admirer of Mr. George Fernan-des or anybody, I am the admirer of the country. I do not know who coined that word. If you do not have anybody else to copy but Mr. George Fernandes I can only pity you.

Now, Sir, what is meant by major accidents? Major accidents are those in which people lose their lives. Other accidents are not major accidents; they, are called consequential accidents in which people do not lose their lives. And the number of consequential accidents that have taken place during 1980-81, has crossed the ten thousand mark. Mr Raju, the number of consequential accidents has crossed . . .

SHRI V. B. RAJU: I am liSierUhf to you. I was leading the report ol the Accidents Committee.

SHRI P. RAMAMURTI: The number has crossed ten thousand. This was the number in the year 1951, that is, when they had embarked upon the rehabilitation programme. In that year, there were more than ten thousand consequential accidents. This year, in 1980-81, the number of consequential accidents has gone to this peak figure which existed in the year 1951. This is the wonderful way in which the Railways; have been working during the last fifteen years.

Now, Sir, the loss of railway property in these accidents—in these major accidents in which 226 people have lost their lives, apart from the number of people who have lost "their limbs and other things, whose number I am not taking into account—is Rs. 6.14 crores. What is the exact amount of loss of railway property in these consequential accidents in which people do not lose their lives, in these ten thousand accidents? No figure is available. But I dare say that this figure will at least be ten

thousand for each accident. On an average, it will be at least Rs. 10,000 for each accident and if you calculate that, this will come to another Rs. 10 crores. Then, if you take into account the compensation also which you have to pay for the people who lose their lives, for the goods which are damaged and soon, you will find i that the accidents alone cost the Railways something like Rs. 25—30 crores. And, you are blaming the workers for this. This is how you are running the Railways.

Now, Sir, with this kind of thing, what is the safety in the Railways? What is the industrial safety that can today be enforced in the Railways? As far as the Railways are concerned, as far as the Railways officials are concerned, they are gods, they are a law unto themselves. Nobody can touch them. They can violate every law in this country. Nobody can touch them. I will give you one or two instances. I do not want to go into the details. On the question of safety alone, I can speak for another hour and a half. I do not want to go into that because I do not have the time. I will point out only some telling things.

THE VICE-CHAIRMAN (SHRI BISHAMBHAR NATH PANDE): You have another four minutes to complete your speech.

SHRI P. RAMAMURTI: Please give me some more time. In that case, I will SKIP many things and I will point out one or two instances. For example, there is railway traction. In the railway traction, high tension wires are there. The safety rules are there. They say:

"According to IER and T.M. no-metallic erection is to be made without taking power block within ten metres of a live wire. But in all the electrified traction area, which is double line in general, the staff are forced to erect metal ladders between up and down lines within the danger zone of two metres of a live wire."

[Shri P. Ramamurti] These safety rules are there. But they do not bother about it. This is because, economy should be maintained. The workers may lose their lives. Apart from other things, on this alone, on railway electric traction alone, the number of deaths has gone up to 652. Not in this year. But this is from the beginning. But they are not bothered about it. Workers may lose their lives. But they are not bothered about these safety rules. Their only point is that somehow or other, money should be saved. They may pay compensation, which is cheaper. For them, the lives of workers are cheaper. There are several safety measures which have been pointed out. But they do not bother *about* these safety rules. In the DVC certain things are supplied to protect them from accidents. But in the Railways, they do not bother about these safety rules. Then, it has been pointed out here:

"Above all the big question is who should lead the repair work in electric traction? According to D. C. Manual, only Inspectors were authorised to take power block and lead the work. According to subsidiary rules of A.C.T.M. a *chai-geman* will be the authorised person to lead the gang in TRD and ELS."

Who is authorised here? A fitter, a linesman, is just given the certificate by these people. They are the people to issue the certificate and they ask him to go and repair these overhead, high tension wires. What will be the result? These are just the instances I am giving. Since I have got no time, I will not go into other things.

Now I will come to the labour relations. The Minister here gloats very much about it. I will read out the first sentence of the concluding paragraph of his Speech, I quote:

"The relations with the Railway-men continued to be cordial throughout the year."

Whom am I to believe? This is what the Railway Minister says and the Finance Minister in that Economic Survey, paragraph 314.2, says that agitations in the Railways have been going on in the last year. The result of the agitations is that the Railway* could not function properly, *ami*, therefore, they could not lift the *whoU*: load. That is what Mr. Venkataraman says. 'Industrial relations are very cordial', says one Minister and the other Minister, Mr. Venkataraman, says: that because of the industrial unrest they could not lift the goods. Whom am I to believe? Better, you be the arbitrator and settle it, I am not going to say anything. But what we are concerned with is, this is a wonderful thing that is being stated here.

Quite apart from that, I would like to know, how could the industrial relations at all be good when no law of the land is binding on the employer? No law of the country is binding as far as the railway administration is concerned. I will give you just one or two instances. Is the Industrial Disputes Act at all binding on the railway administration? No. They do not bother about the Industrial Disputes Act. They do not bother about the Factories Act. They do not bother about the Abolition of Contract Labour Act. For example, I would like to point out to you that the Advisory Board established under this Act advised in December, 1977 that employment of contract labour in loading and unloading of coal and on cinder pickings in loco sheds and yards should be prohibited because these are permanent jobs. After all, you have got to load the engine, you have got to load the engine, you have got to load the cinder pickings. These are permanent jobs without which the railways cannot run. The Advisory Board has advised that there should be no contract. The Act is there, the Board has said it, a tripartite committee itself had pointed out that this contract system should be abolished here. Three years have gone by. They are still continuing the same system. And * with that still you expect your labour

relations to be wonderful? You want the laoor relations to be wonderful even though you will deny them ever, the legal rights. And if they agitate, you say that they are anti-national, as if the officers are heaven-bound, they • are the patriots, and the workers, who fight for the rights, are the people who are anti-national. This is your understanding.

I will give another example about conteen workers. They were treated just as commission bearers. In 1973 the Calcutta High Court held that they are part of the railway service workers. They went to the High Court and got an order, but the Railways would not honour that High Court Judgment. They went in for revision. The Revision Bench also said, yes, they are railway workers. Still you would not honour that and you go in appeal to the Supreme Court. For seven years they had to wait for the Supreme Court Judgment. Last year in October, 1980 the Supreme Court also upheld the decision of the High Court single Judge as well as of the Bench. Six months have gone by. Even now you are not implementing the verdict of the Supreme Court who have held that these people are railway workers. Even now you are not treating them as railway workers. Now we have advised those workers to charge the Railway Board to haul up the Railway Board for Contempt of the Supreme Court Judgment. This is what we have advised them. Therefore, for you even the Supreme Court judgment is not binding when it is in favour of the workers. And if the workers agitate, even after they do not get justice, then you say that they are anti-national people. Take the latest case of the loco-running staff. I would like to point out...

THE VICE-CHAIRMAN (SHRI BIS^ HAMBHAR NATH PANDE): Mr Ramamurti, would you like to consume aU the time of your party?

SHRI P. RAMAMURTI: Just the last point, Sir. This is very important. As far as the loco-running staff is concerned, I would like to point out that the question of 16 hours of work for the

loco-running staff was taken up *su& motu* by the late Mr. Gopalaswamy Iyengar when he was the Railway Minister. I would like to tell you something about it. In 1947, when he was the Railway Minister, he took up the problem. Then the Railway Board had the check to point out to him—it is there on your files, Shri L. N. Mishra showed me all those files when I negotiated with him in 1973—that in the Soviet Union during the rehabilitation time, they were running for 16 hours. And Mr. Gopalaswamy Iyengar had written that in the Soviet Union where the temperature is 30 to 40 degrees below freezing point in the Siberian area, the engine drivers would like to be inside the engine and would not like to come out; "therefore do not compare India to the Soviet Union". Unfortunately, "before he could implement it, he was transferred from the Railway Ministry to the Defence Ministry and later on he died.

[In 1973, when this question «U ! taken up, you came down with terrific repression. I would only request you to remind the Prime Minister about the promise that she made to late Mr. T. T. Krishnamachari when he was lying ill in his son's house. When he was just on the point of death, she went from here and what she promised late Mr. Krishnamachari with regard to what she would do on this question—I would like you to remind her about it. I would just leave it at that, I do not want to reveal more. I would like her to put her hand against her

conscience and remember the promise she made with regard to the loco-running staff to late Mr. Krishnamachari.

Now, Sir, after that in 1973 an agreement was signed and the 16-hours work was reduced to 10 hours work. But for seven long years, you did not implement it. The agreement was nothing for you. You never cared to imple-

ment it. And then in March, 1979, when there was an agitation, where there was a threat, the Railway Board Chairman solemnly undertook that hereafter he would implement

(Shri P, Ramamurti]

it. The implementation was going on, I agree, after 1979. a gradual implementation of that agreement was going on. But suddenly during the last 3 months, that was stopped. After Mr. Kedar Pande came and a new Railway Board Chairman came, the whole pace was stopped altogether. Then jumbo goods trains were introduced. In these jumbo goods-trains, you have to start from here and go to the other end without any stoppage. It is a continuous non-stop train. And in this continuous non-stop run you cannot introduce this thing. In the countries where these Jumbo trains have been introduced, in order to give the people rest, there are double crew. Instead of one engine driver, there are two engine drivers. While one runs the train, the other rests in the train itself. But you want to do the same thing with one engine driver. It has been admitted in two international seminars organised on the question of mental strain on the drivers of the diesel and electric traction trains that mental strain has increased tremendously. Your own internal committee of the railways set up to assess the strain on the workers has also come to the conclusion that the mental strain, that is there with regard to the diesel engine drivers and the electric engine drivers is tremendously more. And with this tremendous intensity of mental strain, you want them to run the trains for 16 hours and 14 hours. If the loco and running staff are thus forced to agitate for implementing a Solemn agreement you come down with heavy repression. What would happen to the railways? More Vaniyambadis will be there. (Time bell rings). I will conclude in one or two sentences more. More Vaniyambadis will be there. The new Chairman has also dispensed with the rule, they need not bother about the vacuum brake, the air compressors are sufficient. But I want to point out to you, Sir, that when you violate this whole thing by waiving rule regarding the control of vacuum through, adequate power, the risk of accidents is increased because the kinetic energy that is

I generated by the speed of the train cannot be controlled by air compressors alone. I want to warn you that by running these jumbo trains in this country and increasing the strain on the railway workers by dispensing with and waiving the Railway Manual Rules regarding these compressors, air brakes and vacuum brakes, you are putting this country to a tremendous risk and, as a result of that, more accidents, more Vaniyambadis every year will take place in this country.

This is your wonderful Railway Budget I am not going into the other details because I have not got the time I have not dealt with the detailed problems of every State. But this is a wonderful budget which is a budget of the novice who does not understand a bit of the railway system, who does not study the railway problems, who knows nothing about the technologies and who is being led by the garden path by some people in the Railway Board who want to curry favour and who want to have their high offices there so that they can go and have transactions with international and multinational corporations and have their money there. This is all that is happening. It is stinking. It is contract, contract, contract and money through contract. This is your railway system. This is all stinking in the nostrils.

THE VICE-CHAIRMAN (SHRI BISHAMBHAR NATH PANDE): Mrs Usha Malhotra. You have got ten minutes. Mr. Ramamurti has consumed all the time of his party. (Interjections).

SHRIMATI USHA MALHOTRA (Himachal Pradesh): Sir, I rise to support the Railway Budget proposals for 1981-82 submitted by the hon. Minister for Railways, Shri Kedar Pande. I would like to congratulate him for the efforts which he has made to bring the railways back on to the track. He has gone all out to retrieve it from the aftermath of the previous regime which it had suffered as any other sector in the country did. The hon.

Minister deserves all the appreciation from the nation and from the House. Conditions have taken a turn for the better under the dynamic and able stewardship of our beloved leader, prime Minister Shrimati Indira Gandhi.

As a result of the various administrative and innovative steps taken, the railways have turned the corner. The improved operational efficiency has resulted in the transportation of coal, foodgrains and other essential commodities like sugar and edible oils. The improvement of cement and other items have not let the demon of scarcity appear on the horizon.

After a selective study, the diesel and electric locomotives have been introduced in sections where steam engines were operating in the past. Thus, a saving on coal has been effected by the railways. I would submit that we should give more consideration to having electric locomotives, the use of which is only eight per cent at the moment. Now the coal that has been saved by the railways has been diverted to the industrial sector. Shortage of power which was a crippling factor in our economy has improved considerably as a result of concerted efforts made by the railways by increasing the number of wagons for the transportation of coal to thermal power stations. It has also fed the coal-based industries with regular supply of coal. A lot of saving in foreign exchange will be effected now, which is being spent on the import of wheel sets, after the Wheel and Axle Plant at Yelahanka, near Bangalore, will be completed during the Plan. A ring railway commuter service in Delhi would be operating in mid-1982, synchronizing with the Asian Games, 1982.

Sir, railways are the life-line of our country and also its economy. In addition to its being a utility sector, it is a commercial sector also. A healthy administration in the matter of machinery and management will solve the hardships of both passenger and trade.

A hike in fares and freight has been resorted to, to retrieve the railways from the situation into which it was pushed during the last few years. The price of oil had contributed to such a budgeting. Hence it was impossible to stop a hike in fares and freights, in view of the international inflation today, is one of the major factors which has been responsible for the fare hike. This factor has adversely affected our economy, but with an intelligent planning the percentage of inflation in our country is comparatively far less as compared to other countries in the world. This is largely due to the success of the policies pursued and implemented by our Government. The nation has the leadership of the finest order. As we are all aware, we have been able to correct our economy's direction, and we have certainly crossed the hump which was looming large over the horizon. The nation sees a ray of hope now, but a concerted effort has to be made to tide over the problems, the hurdles which come our way.

We have to pinpoint the shortcomings which tend to creep in, if allowed a free pass, into the working at different levels in the Railway's working. The proposal of setting up a high powered Committee of experts to examine and report on the important aspects of the working of the Railway, indicates that the hon. Minister of Railways is not leaving any stone unturned to give his best to the nation.

I notice that tourism has not received the necessary boost which ought to have been given due to certain constraints regarding the availability of adequate number of coaches. I would say that more attention should be paid to this sector also. But probably there are not enough coaches, adequate number of coaches, to be brought on to the tracks to boost this sector. The hon. Minister has done well to organise a separate Directorate of Tourism in the Ministry of Railways to give it the necessary attention for its promotion.

[Shrimati Usha Malhotra]

Railways serve the nation by bringing people together from one end of the country to another, thus helping in the national integration also. Tourism has to be given its due place while planning the Railway Budget. Foreign tourists as well as domestic tourists can contribute to the economy of any country. As such, I would request the hon. Minister to lay more emphasis on tourism in the Railway sector.

I would plead with the hon. Minister to kindly include Himachal Pradesh along with the North-Eastern States for its development. Not an inch of Railway line has been laid out since 1905. I would plead that concession be given on the carriage of milk and vegetables and other essential commodities to the State of Himachal Pradesh, which is economically backward. It gets its milk supply and vegetable from other States. If it was given some concessions in the levy of surcharge on freights the prices would be under control in this backward State of ours. The State is economically backward, as I have just said. It has no rail-head in it or along its borders. If a railway line is provided from Poonta to Jasadhri, from Nangal to Talwara, from Kalka to Parwanoo by broad-gauge, I think you will be helping us a lot by way of improving our industrial sector as there are industrial complexes at these various places. I think a due consideration of these links will boost the economy of the Pradesh. The produce will be carried out before it rots for want of transport by road. If there are landslides, even that is blocked. Then there is no way of transporting these essential commodities or perishable items from the Pradesh to other States.

Now there is one train, the Ranch! Express, which terminates at Chandi-garh, but is hauled to Kalka for maintenance for the night. Without any additional expenditure being incurred, it can be extended to Kalka to help in minimising the congestion that is there on other trains like the ones which go right up to Jammu. One additional

train from Delhi to Pathankot should be introduced or one of the existing trains from Delhi should terminate at Pathankot instead of Jammu as the people of Himachal do not find any place for themselves by way of reservation. A direct train from Bombay to Kalka should be considered as that will bring in tourists from the rich States of Gujarat and Maharashtra. We have to guard—(Time bell rings) just two minutes Sir—against operational inefficiency and gear up the operational efficiency to meet the challenges we face today. The punctuality in the departure and the arrival of the trains has to be strictly observed. The running time of the trains has to be deduced particularly in the case of the long-distance trains. For the short-distance trains the time taken should compare almost with that of the bus travel.

Regarding the reservation quota, it should be increased wherever it is necessary and call for. Regarding reservations, the passengers find it very, very difficult to get reservations effected even if they go in advance. This is a very important point which requires a lot of consideration from you, wherever additional trains can be added to meet the traffic, that should be done, and adding additional compartments where there is congestion, should be considered.

The ticketless travel has to be strictly stopped as it is a nuisance to the passengers as well as a heavy burden on the railways. This should be strictly watched and supervised. The Government official should be asked to travel in the same class to which they are eligible to travel. This would enable them to notice the let-ups which have come up due to negligence and faults of the employees at the lowest rung of the ladder.

THE VICE-CHAIRMAN (SHRI BISHAMBHAR NATH PANDE): Please conclude.

SHRIMATI USHA MALHOTRA: The maintenance staff has to be skilled and not novices who ruin the coaches

instead of repairing them. At times they are brought in to put a lever here or there without realising what damage they are causing.

Cleanliness has to be maintained. Particularly in the second class compartments, the toilets and the coaches have to be attended to.

Regarding the operation of the goods traffic in the interest of trade, commerce and industry, supply and production of wagons have to be kept up to meet the demand. The casual labourers... (Time bell rings) Just a minute, Sir

THE VICE-CHAIRMAN (SHRI BISHAMBHAR NATH PANDE): You have completed your time, madam.

SHRIMATI USHA MALHOTRA: 1
I am just now concluding.

The casual labour should not be retrenched. They can be shifted to the sites where maintenance work is taken up in hand in the various localities from the places where they have been registered for work. And if possible they should be shifted to new projects to provide them with employment.

I appeal to the hon. Minister to keep these facts in view. Where so much improvement has come about, the casual labourers have a hand in this. Let them have your precious attention.

The regional imbalances have to be gone into. The North-Western States and the North-Eastern States have to be given consideration on the basis of these facts. They are the bordering States also, and the security aspect should be kept in view.

Coming to my State of Himachal Pradesh, I feel that time has come to review our policy so far as this State is concerned.

While I conclude my speech I would make a humble submission to the hon. Minister of Railways kindly to consider the points brought out by me.

I extend my fullest support to the Budget for the year 1981-82 presented by the hon. Minister. Thank you.

SHRI SURENDRA MOHAN: Mr Vice-Chairman, Sir, the compulsive habit of blaming the previous regime of the Janata Party even for the failures of the present Government, has overtaken the previous speaker who addressed the House just now. If the record had been looked into, she would have found that in 1977-1978 the revenue-earning goods traffic got a very good record of 21 million tonnes as against that of 195 million tonnes in the last year. In spite of having been allotted a much larger sum for the purpose, the performance was much less. And yet much is being made of the 'sad' performance of the Janata Party. In 1977-78 and 1978-79 there were surplus Budgets. And thereafter what we have seen is that there is a deficit railway budget. This year's railway budget also will be a deficit budget. When the last budget was presented, it was claimed that there would be a surplus. And yet, where is the surplus? There is no surplus at all. There is deficit. Therefore, I have to say that this compulsive habit of blaming everything on the Janata Party, even the failures of the present Government, must cease because otherwise we are looking backwards, we are only distorting our own thinking and we will not be able to meet the challenge that the future beckons us to.

The Railway Minister has talked of innovations. I have not been able to find any innovations in the budget. But if casualness of facts were an innovation, well, I must congratulate the Minister for that innovation. The Railway Board in its publication has said that the 15 per cent freight increase would only have a marginal impact or influence on the general price situation, and the increase will be 0.5 per cent. This is the same miscalculation which was made last year by the Finance Minister. Whenever the Finance Minister placed before us

[Shri Surendra Mohan]

ai, budget, he left a large uncovered outdgetary deficit and he said that the prices would not rise. But everybody knows how the prices have risen. Therefore, I would say that this casual attitude' towards facts must somehow be got rid of. Otherwise we will be in difficulty.

Another instance of casualness is in relation to the manner in which he has dealt with his predecessors. I would have complimented Mr. Kedar Pande for having succeeded three very good managers of the Railway administration, Mr. Madhu Dandavate, Mr. Katnlapati Tripathi and Mr. T. A. Pai. Unfortunately, the manner in which he has referred to his predecessors does no credit to him, particular. I, when one of those predecessors belongs to his own party. If this is the way innovations are to be introduced, I can only sympathise with the Minister. But apart from the fact that there, will be a general inflationary impact of the freight increase, apart from the fact that the failure to tarry goods retards production in every field, particularly in the strategic fields, apart from these facts, I would implore you that the Railways have a very important role to play and the future, as far as one can see, is very dark if imaginative steps are not taken, it is not a question of a few more crores 01 rupees of investment. It is a question of lifting the whole issue from the cobwebs of confusion. If you see the report of the National Transport Committee, it say, that in the year 2000 A.D. the traffic and the goods that will be carried will be doubled, will become two-fold—190 per cent in the case of traffic and 170 per cent in the case of goods. What are the plans that we have in mind to see that this challenge can be met? The challenge is momentous. But I am afraid the response is pusillanimous. We expect that we will run very fast. But, Sir, I am afraid that we are adopting the snail's pace. I would refer to what has been termed the "Dynamic Decade" be-e Mrs. Usha Malhotra has talked

about the great, dynamic leadership of the Prime Minister. Since 1965 all real investment in the Railways has ceased. There has been no investment in real terms in the Railways, and the result is that 10,000 kilometres of track has depreciated. But the Government has no plans practically to rectify it. In fact, we have lost the capacity to dream. We have lost the capacity to think ahead. And that capacity was lost in 1965-66. This is not only in the case of Railways, it is in the case of all engineering goods, it is in the case of every kind of strategically important economic activity. All real investment has ceased, and the result is that we are in a mess in almost all infrastructural activities today.

When we talk of what has happened after the Third Plan, i.e. from 1966 to 1977, I would invite your attention to certain figures. When we think of track, the annual average before the Third Plan was 430 kilometres. After that it has been reduced to 181 kilometres annually. Electrification in the Third Plan was 335 kilometres on an average very year and after the Third Plan, it has gone down to 171 kilometres. In respect of wagons—my friend Mr. (Rarmamurti has referred to them—in the Third Plan, the production of wagons was 12422 and after that only 2512. In respect of passenger vehicles, the reduction has been 320 from 525. In respect of electric multiple units, it has gone down from 102 to 80. In respect of diesel locomotive it has gone down from 109 to 105. What has happened is that there has been a general and styategic decleration which will prove to be a doom if we do not take care of it. This has been the situation after the Third Plan. I am sorry that even now we are impervious to what has happened and also impervious to the challenge that we might face in the next few years. May I refer to you the question of energy? We have gone in for diese-lisation in a big way and I will take a minute to give the figures regard-

ing that. The consumption of coal in 1954 was 56 per cent and in 1976-77 it was reduced to 17 per cent. All right, people say that coal is scarce in India and, therefore, we should reduce the use of coal to 17 per cent. On the other hand, what has happened to oil? In 1953-54, the consumption of oil was 41 per cent. Now, in 1975-76 it has gone up to 81 per cent. In spite of the fact that the prices of oil have been increasing from 1973 by 50 per cent on an average annually. There is a report by Shri Narotam Shah. I hope the Minister has seen it. I hope that the Energy Minister has also seen it. I also hope that the Energy Minister is not like the Railway Minister who does not know the difference between a metre gauge and broad gauge and why a metre gauge has to be converted into broad gauge. Shri Narotam Shah is a very famous Scientist. He has said that granting that there is an increase of 25 per cent in the price of oil, leave aside 50 per cent as has happened during the last decade, per year, by 1984 we will be in a terrible mess. He says that in 1984 the condition will be that our import bill for oil will eat up all our foreign trade gains in every other field. This is going to be the situation. And we are still going ahead with the dieselisation. As has been pointed out earlier in the Railway publication, electrification is only 8 per cent. It was planned that 1000 kilometres of track will be electrified every year and yet we have not reached the stage of tender acceptance. This is a great challenge for the Railways and I am afraid that whatever innovation the Minister may try, he has not taken into account what real innovations are necessary. The main question before us is this. It would be recalled that the Railways played a very important part in the history of modern industry in India, for instance, engineering, forging, casting, creation of wagons and even transfer of skills. All these started from the railways. Backward regions in our country can be opened up only through railways. Everybody knows |

that in India those areas with potential for economic development on account of coal or manganese have not developed only because railways have not reached there. Therefore, here is a big challenge for the expansion of the railways. Now see what has happened to the expansion of railways. When the British left us we had 50,000 kilometres of railway track, but after they left only 7,000 kilometre track have been added during the last 30 years. It is a deplorable state of affairs. I would submit that railways must be given greater importance than they have been given so far.

In this connection, it will be very important to think of going in a big way for 'railwayfication' so that the economic development can go up that our industrial development can go ahead, so that our engineering skills can be improved. It is a very important thing. But I am afraid the vision which inspired our freedom fighters, the vision that inspired the National Planning Committee set up by Pandit Jawaharlal Nehru and the vision that inspired the framing of our First and Second Five Year Plans is no longer available today. Everybody thinks of his small village or small town. Nobody thinks of great challenges that the country faces in terms of its economic development and in terms of its industrial development. That vision is not there and that is why there is backsliding and deceleration which will take us to a dead-end. My appeal to the Railway Minister will be to think of greater things and not to think things, petty safarsh and pairwi.. He must find time to do bigger things. It will be necessary for the Railway Minister and for all of us to think of the Social Burdens Committee and to think of the National Transport Committee. What has happened to those committees which were functioning earlier? They have ceased to function. I will refer to a number of such committees which have really bothered railwaymen. A committee was set up in 1973 and this committee was called the Corporate Enterprise Group com-

[Shri Surendra Mohan].

mitt.ee. This committee included representatives of the management as well as other railwaymen. Though it was set up in 1973 after Mr. Pa; left no meeting of this enterprise group has been held. You must start somewhere. You must activate these committees which have been thrown into the Limbo by your Government. Here is a challenge. You cannot achieve anything by blaming other parties. You have only to activate these committees for which you need determination and vision which you are incapable of unfortunately.

Then there was the Railway Work-Classification Tribunal. It concerned itself with two lakhs of workers. There was also an interim report. But after that no meeting of this tribunal was held.

Then there was a committee for lassification of engineering personnel. That committee has not even started fonctionnig. This is your record of performance. You are talking of innovation out of your hat. You must remember that if the railways have to be put on rail, that can be done by a very humble exercise of creating a new dynamism, a new vision and for that purpose one has to think again

Much has 'been said about cordial industrial relation by Mr. Rarnamurti and I also refer to it in brief. The All India Railwaymen's Federation submitted a charter of demands to the present Government and the Railway Board has held no discussion on that. Even the question of the loco running staff strike, there is a report on the locomen's problems and there are recommendations and those recommendations they have not put into practice. I am not defending any strike. But I would submit that unless you respect your decisions, unless you implement your decisions, ailess you are impartial, you really < annot have cordial industrial relations in the Railways, and if there adverse relations in the Railways,

it is not because of the railwaymen because they are always prepared to have a dialogue with you, but it is because ^{of} the Government and it is because you are not implementing the decisions that you have taken earlier. My appeal to the Railway Minister will be to see that these lacunas are somehow corrected. (*Time bell rings*).

Now, Sir, I will conclude by saying that if we are really thinking in terms of the destiny of the country, we will have to build for the next twenty years. There used to be perspective pi aiming earlier and there used to be a vision and there used to be dreaming earlier. But unfortunately, Sir, in the whole country, not only in One i party—I am not talking of any particular party, but of the country as a whole—that dreaming has ceased I am not talking of day-dreaming. But I am talking of the dream of making this country glorious, of making this country big, of making this country a big industrialised country, where there will be no unemployment and where there will be no poverty. I think that is our ideal for realising which all of us have to endeavour and whatever time is lost is lost at the period of the whole nation, Sir. Thank you very much.

SHRIMATI PRATIBHA SINGH (Bihar); Sir, during the Janata regime, the Railways had gone off the rail and the reasons are many. Since the time is short now, I would not j like-to go into the details of that. And, I Sir, to put it back on the rails, bold I decisions were required which could only be taken by the Government headed by our great Prime Minister.

Sir, even the speaker who spoke just now said that for putting the railways on the rail back, dynamism, boldness and courage are requi \ The Railways are, Sir, as the honourable Member has just now said and as some other colleagues have also said, the most important infrastructure for the development of the coun-

try. The pace of industrial development and the movement of foodgrains and other essential commodities depend on the speed and management of the Railways. The faster the rail moves, the faster the country develops. So, Sir, I congratulate the Railway Minister who has realised this aspect and has put his hand on the topmost ailment that the Railways are suffering from. Sir, the Plan of the Railways, in the Sixth Plan, during 1980—85, is going to be termed as the 'Rehabilitation Plan', that is, top priority is going to be given to replacements and renewals and there is going to be a vigorous attempt at making track renewals and replacement of wagons at a great speed and urgency.

Sir, it is expected that replacement of 50,000 wagons, in terms of four-wheelers, 5,000 coaches and 300 Electrical Multiple Units and renewal of 14,000 kms. of track will be achieved during the Sixth Plan. Now, this in itself will generate employment and will create facilities for the ancillary units to be developed round about the manufacturing units of the Railways. I would request the honourable Railway Minister to bear these points specially in mind that I am going to make and I have a few suggestions to make in this connection. We have a large number of unemployed engineers, overseers and other types of technocrats. Now, we should try to encourage them to put up ancillary units near the railway manufacturing units for building engines and wagons and coaches as these will be the big Government units. For these units, we need a lot of things which can be done through these ancillary units which can be allowed to come up near the manufacturing units of the Railways and if you give incentives to our young engineering graduates and engineers and overseers and other types of technocrats, we can do a lot for the Railways as also for these unemployed engineering and technical people.

The Vice-chairman (Shri Arvind Ganesh Kulkarni) in the Chair]
5 P.M.

We are today dependent of small, things on foreign countries, and thereby spending a lot of foreign exchange. This can be reduced by these ancillary units along with giving employment.

Another suggestion, Sir, is that while disposing of the scraps, whether they are aged wagons or other types of old stocks, some new type of entrepreneurs may be encouraged, which may include unemployed graduates from all castes, all creeds and all religions. Generally the practice has been that scraps are given to only big contractors and they only make use of it and make money out of. Scarce steel scraps can be utilised for industry.

As the Minister is thinking of bringing radical changes, I make these suggestions for his kind consideration.

Sir, another important point is that the Maintenance facilities for rolling stock have not kept pace with the increasing requirements. Seventy-five per cent of the rolling stock is 30 years old and due for overhauling. During the current year, expenditure on renewals and replacement of assets has increased from Rs. 231 crores last year to Rs. 450 crores in the coming year. This will speed up the addition of 18,000 new wagons, accelerate the electrification projects and help phase out a large number of steam locomotives to cut coal consumption. If all these targets are met, then this will not only make for more efficient running of the Railways but also provide a fillip to the wagon-building industry and other ancillaries which have been in the grip of recession.

Now, Sir, the Government has also decided to put up Central Workshops at four places. In this connection about three decisions have already been taken. Foundation-stone at Tirupati has already been laid by the President. The other two places are Bhubaneswar and Bhopal. Now I will suggest that for the fourth Bihar may be given this opportunity. I am

[Shrimati Pratibha Singh]

not saying this just because I happen to be a Bihari. But I am saying this for certain reasons. On the economic map of India, Bihar is the most backward region. Though it is rich in mineral wealth and water resources which can be utilised for so many purposes, the Railways have yet to give the basic infrastructure.

Just by having certain programmes and projects on paper the thing is not executed; it is not implemented. And, therefore, I am saying this. If Bihar has to be brought at par with other developed States in India, then the Railways have to come forward to help Bihar. In order to do this, the South and North Bihar have to be linked by having a bridge over the Ganges. At present, one has to cross the Ganges by ferry, steamer, LTC, etc. I have said this whenever I have intervened in the Railway Budget debate. But so far, I am sorry, to say that everywhere you have taken up projects for building the bridges but in Bihar never a decision is taken; some plea or other is always given. The hon. Railway Minister has the experience of it. One has to cross by ferry, steamer, etc. And then only one can catch the train. And this is very difficult either for goods traffic or passenger traffic. Both are quite big, because North Bihar is densely populated. South Bihar is rich in minerals. And unless the two come together... (Time bell rings) Bihar cannot develop and progress.

Please give me a few more minutes. I will be very quick. Therefore, it is essential to have a railway bridge. In the Sixth Five-Year Plan, new lines allocation is of the value of 380 crores of rupees. Surveys are going on in Bihar for Muzaffarpur-Sitamarhi, Giridih-Hazaribagh Road, Hazaribagh Town-Ranch and Deo-garh-Dumka via Basukinath.

Here I would like to add that there is a precedent that on several occasions construction work and final local surveys have been carried on together. It depends on the urgency of the

requirements and needs. As the Railway Minister is fully aware of the circumstances prevailing in Bihar, he will certainly realise the urgency of the need of these lines in Bihar. The whole trade of Nepal has to move either through Raxaul or Sitamarhi. Therefore, to facilitate trade and commerce with Nepal, the Muzaffarpur-Sitamarhi line has to be taken up on priority basis. The work of survey and construction has to go together.

Sir, I would also request the Railway Minister, through you, that he should press for more funds in the Sixth Plan. So far, 51,000 crores of rupees have been allocated for Railways. Railways are the nerve of the nation. If the wheel stops, the nation stops working. Therefore, I would also suggest that radical reconstructing of Railway finances as suggested by Pranjape Committee may be implemented. Sir, the Railways should get greater autonomy in finances, for the Railways are not only service organization but they are commercial organization too. So, while on the one hand they have to give facilities and amenities for passenger and goods movement, they have to be careful about their commercial aspect too. They have to see that the programme for expansion and modernisation does not suffer for want of finances.

The Railways should work out some attractive plans for tourist development, both internal and foreign. In this connection, Indrail passes for tourists should be encouraged and made attractive.

For research and development, R.D.S.O., Lucknow, has to be given more funds and freedom for research and development for it is they who have developed Box N wagons which will enable haulage of 4,500 tonnes and 7,500 tonnes train loads resulting in considerable savings through a more intensive utilisation of existing line capacity.

We have already achieved targets in the export of wagons, engines and

coaches through IRCON. We have to give more fillip as we need foreign exchange, for our oil bills which comes to nearly one-third of our total foreign payments. Even for the development of better know-how of signalling, track maintenance, faster and safer movement of rail, the Railways itself needs foreign exchange.

In my previous participation on Railways Budget, I had mentioned about safety measures to lessen the rail accidents. These days, again, every now and then one comes across the news of rail accidents. Now the Sikri Committee has already given its report in May 1980. Better method of track maintenance, improved sign, lighting and better lighting in the rear of trains may improve the situation. Better types of brakes and automatic warning system has to be developed. Even if these provisions cost a little on the heavier side, life is much more valuable than mere cost.

Some percentage may kindly be fixed for giving new contracts on the stations for book stalls, tea stalls, vendors, etc. to the Scheduled Castes and Scheduled Tribes graduates.

In spite of the R.P.F., crime while travelling makes travelling very unsafe. Theft of booked consignments has also increased. I would like to request the Railway Minister to take some action in this regard to bring more confidence for travellers.

In the end, Sir, I would request the Railway Minister to reduce the surcharge of 10 per cent on II Class passengers. You have already given 15 per cent exemption on salt for domestic use, firewood, and charcoal. To this, you may kindly add fertilisers and foodgrains, because they are also essential commodities.

With these suggestions, I wish the Railways to move faster in order to give better speed to progress and to boost up industries and agriculture of the nation.

1904 RS—9.

SHRI KHUSHWANT SINGH (Nominated): Mr. Vice-Chairman Sir, I speak as an Independent Member with no political axe to grind and, therefore, I will be equally critical as appreciative of what the Railway have done.

Sir, the Railway Minister has been good enough to acknowledge that the Railways are in poor health and unless they are restored to proper health, there is little prospect of the industry in this country getting on as it should be. I go along with him in that. He has also admitted of the un-precedented high deficit in the Budget. And he ascribed it to the higher wages and the high cost of oil and other inputs. I go along with that analysis. I think, he is quite right. He proposes to meet this unprecedented deficit by raising the freight and passenger rates. I think, he is quite correct in doing so because the charge should be really met by the rail users rather than be put on the exchequer. Further, the Railway Minister has claimed a certain amount of improvement due to what he says administrative and innovative steps. I am not sure how far that is correct because, in the last three months, if you look up the analysis of the Railway earnings in the previous years, there are seasonal increases in freight and passenger traffic during these months. And I do not understand that if this is claimed to be an improvement why the targets that they have laid are so low. Either they do not have the confidence of continuing this improvement for much longer or it may for some other reason. If I may draw your attention, Sir, without hurting anyone, the peak year of the performance of the Railways was during the emergency. It is a world that is not very much liked. But, I think, we can take many lessons why the performance of the Railways was what it was during that period. And based on that, may I make humbly four or five suggestions to the Railway Ministers? First, I think, it is most important, Sir, that you must abandon all

[Shri Khushwant Singh] those unremunerative lines which" you are considering. I believe, as many as 35 surveys are actually being carried out to see whether new lines have to be added. I think, this kind of even dreaming to add lines, when the Railways already are in poor health, is quite meaningless. Secondly, I think, it is equally important that you should scrap all ideas of converting gauges from the small metre to the broad-gauge. And, I believe, there are as many as 13 surveys on the hand. I think, this again is very impractical and idealistic, and this certainly does not deserve any priority. Thirdly, as long as the Railways are not in a good shape—and you have admitted that the freight is far more important than the passenger traffic—you must abandon all plans to introduce new passenger trains. And here I make bold to address both sides of the House. We have witnessed quite a few incidents where political parties have bullied and put pressure on the Railways to introduce railway trains for their rallies. Whether it is this side or that side. I do not care. But, I think, it is plain commonsense that if your priority is on freight, you must resist political pressure from all sides, from wherever it comes, and not give in to their demands that special trains should be for any purpose except for what they are meant, and that is primarily to transport goods and products from one part of the country to the other. Fourthly, I think, you should also be bold enough to scrap lines which have already proved unremunerative. I believe, there are many of them. One scandalous case which I have seen in your reports is the one between Katni and Singrauli. The report shows a miserable return of 0.9 per cent. Now, if that is the kind of rail that is being operated due to any political pressure, I think you should be bold enough to scrap that as well.

I would like to make, in the end, two or three other suggestions. One is that 'along with scrapping these

things, you should also "scrap the dilapidated stock and give priority to getting new stock so that the incidence of accidents and of delays in trains is also minimised.

Finally, Sir, just two other points I would like to make. The first is that an attempt should be made to involve railway workers at all levels from the lowest to the highest officials in the management and working of the railways so that we can preempt the incidence of strikes that are constantly taking place and are threatening all the time the railway administrations.

Lastly, Sir, you have an organisation which goes under the grand eloquent name of Research, Development and Standards organisation. It has grown into mammoth proportions in the previous years. But one is not sure exactly what that research is that they are doing. I think it is admitted today that we are very short of oil and the prices of oil are constantly going up. Is it not time that this organisation was made to work in finding out substitutes for diesel and oil particularly since we are fortunate in having large supplies of coal, and we can resort to the conversion of coal into coal gas, I may just mention that during the Second World War when Russia was faced with a similar problem of shortage of oil, they were able to run the entire trans-Siberian railways through tenders attached to railway engines which converted wood into gas. We have this facility in yards such as Mughal-sarai, which is fairly close to coal mines. I think that it is time that our own Research and Development Organisation took in hand this important subject of converting our coal into coal gas in order to be able to run the railways so that we can liberate the railways from the use of diesel.

I wish to draw these points to the Railway Minister's attention. I know and I have confidence that with the Minister and the Chairman of the

Railway Board, Both men of considerable experience and optimism, the Railways will soon be in good shage, and we wish you Godspeed. Thank you.

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): Thank you very much. You are the ideal speaker because you have taken half the time which was allotted to you.

SHRI KHUSHWANT SINGH: I wish the others would follow my example.

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): It is for the others to follow. Now, Shri Mahendra Mohan Mishra.

श्री महेन्द्र मोहन मिश्र : उपसभाध्यक्ष जी, सर्वप्रथम मैं इस रेलवे बजट का अनुमोदन करता हूँ। इसलिए करता हूँ कि यह रेलवे बजट विस्तारवाद और विकासवाद की नीति पर आधारित है। 1980 के चुनाव में जो आवाम ने फैसला किया कि मुल्क को खुशहाली की ओर ले जाना है, उद्योगों में तरक्की लानी है, खेतों में तरक्की लानी है किसानों की तरक्की करनी है, उसी के अनुरूप इंदिरा जी के नेतृत्व में हमारा जनरल बजट और रेलवे बजट का प्रतिबिम्ब हमारे मंत्री महोदय न रखा है।

श्रीमन् आप इस बात से सहमत होंगे कि रेलवे यातायात का एक बड़ा साधन है। देश में इन्फ्रास्ट्रक्चर तैयार करने और मुल्क को उठाने के काम में रेलवे की बड़ी भूमिका रहती है। इसी भावना के अनुरूप संसद् में हमारे संसद् सदस्यों द्वारा और विधान सभाओं में विधान सभा के सदस्यों द्वारा एक आम आवाज उठाई जाती है कि रेलों में सुविधा बढ़नी चाहिए। जिन जिन क्षेत्रों में रेलें नहीं हैं रेलें बढ़नी चाहिए। मीटरगेज जहाँ हैं वहाँ बड़ी लाइन होनी चाहिए। जहाँ कभी भी रेलों

के दर्शन नहीं हुए वहाँ रेलें जानी चाहिये। हमारे बहुत से माननीय सदस्यों ने उठाया कि 356 करोड़ रुपए की आय रेलवे बजट में लाई गई है फ्रेट चार्ज को बढ़ा कर, पैसंजर का किराया बढ़ा कर, गुड्स फ्रेट बढ़ा कर तो मैं उनसे कहना चाहता हूँ कि अगर आप चाहते हैं कि दूर-दूर क्षत्रों में रेलें जायें, आप अगर चाहते हैं कि गाड़ी में सुविधायें हों, मुसाफिरों को सुविधायें मिलें तो इन सब के लिए यह करना ही पड़ता है। हमें विरोध की बात नहीं करनी चाहिए। हम पूछना चाहते हैं कि इन सुविधाओं को बढ़ाने के लिए पैसा वहाँ से आएगा। तमाम लोगों की इच्छा है, तमाम लोगों की भावना है कि चारों तरफ रेल यातायात में सुविधा हो तो मैं रेल मंत्री जी को मुबारकबाद देना चाहता हूँ कि इन्होंने इसके लिए यह ठोस कदम उठाया है। हमारी प्रतिभा बहन ने दूसरे दर्जे के किराये में बढ़ोतरी के बारे में कहा है। उन्होंने कहा है कि रेल मंत्री जी को इस पर पुनर्विचार करना चाहिए। मैं भी इस को मानता हूँ। सवाल यह है कि इन सुविधाओं को बढ़ाने के लिए हमें पैसा लेना पड़ेगा तो वह पैसा कहाँ से आएगा। वह पैसा हमें व्यापारियों से लेना होगा। और कहीं से तो हमें पैसा मिल नहीं सकता। नोट छाप नहीं सकते। यह जो 356 करोड़ रुपए की बढ़ोतरी की है यह अच्छे दिन के लिए है। यह मैं कह सकता हूँ कि 1951 से लेकर 1974 तक जिस अनुपात में भाड़े में महंगाई बढ़ी है, जिस अनुपात में हमने रेल कर्मचारियों को सुविधायें दी हैं उस अनुपात में बढ़ोतरी नहीं की है। मैं कुछ आंकड़े देना चाहता हूँ। 1951-79 तक फ्रेट रेट में 203 की बढ़ोतरी हुई, फायर हाइक में 178 एवरेज कास्ट-पर एम्पलायज 441 परसेंट, कोल

[श्री महेन्द्र मोहन मिश्र]

प्राइस में 405 परसेंट, मिनरल आयल में 558% और आयरन एंड स्टील प्राइस में 558% और मशीनरी एंड टूल्स में 307 परसेंट । इस अनुपात में हमने पैसेंजर का किराया, माल का किराया नहीं बढ़ाया । कमीशन ने रिक्मेंडेशन भी की थी फिर भी हम लोगों ने उस अनुपात में नहीं बढ़ाया है । इसलिए नहीं बढ़ाया कि उन्होंने हमारे यात्रा करने वालों का, माल भेजने वालों का खयाल रखा । इस बार रेल मंत्री जी ने बड़ा ही ठोस कदम उठाया । मैं ज्यादा समय नहीं लूंगा । मैं सिर्फ-दो-तीन बातें कहना चाहता हूँ । बहुत से हमारे माननीय सदस्यों ने आंकड़े दिए । मैं इन सब बातों में ज्यादा नहीं जाता । मैं जिस प्रांत से आता हूँ उस बारे में कहना चाहता हूँ कि वह प्रांत, बिहार से बहुत ही पिछड़ा हुआ है; पुजनीय ललितबाबू जो रेल मंत्री थे, कुछ वर्षों तक जिन्होंने रेल मंत्रालय का काम संभाला था उनका ध्यान उस उत्तरी बिहार की ओर गया था । उस क्षेत्र में घनी आबादी है और बेरोजगारी भी है । वहां का दूसरा हिस्सा है जो नेपाल से जुड़ा हुआ है । उसकी आर्थिक स्थिति बदलने की तरफ उनका ध्यान गया था । आर्थिक स्थिति तभी बदल सकती है जब यातायात की सुविधायें उन्नतियों में पहुंच । उन्होंने एक नक्शा बनाया था; उनका एक स्वप्न था । हमारे रेल मंत्री पंडित जी का भी ध्यान गया था और जो हमारे वर्तमान रेल मंत्री हैं पांडे जी इनका भी ध्यान गया है । उनका जो एक स्वप्न था उन क्षेत्रों में रेलों का जाल बिछाने का उसको पूरा करना आवश्यक है । एक इलाका है बिहार और यू० पी० का जो हिमालय से लगा हुआ है । वर्षों से आजादी के बाद उस क्षेत्र के लिए कोई ऐसी योजना नहीं बनी जिससे

उस क्षेत्र का आर्थिक विकास हो सके । उसी तरह से सबसे अधिक दुख की बात ये यह है कि बिहार में इतने अधिक मिनरल्स हैं और इतने अधिक खनिज पदार्थ वहां पर पाये जाते हैं कि रेलवे प्रशासन को उनको एक स्थान से दूसरे स्थान में ले जाने में काफी पैसा मिलता है । यह फ़ैट जिस मात्रा में मिलता है उस मात्रा में हमारे क्षेत्र में रेलवे की तरफ से सुविधायें देने की तरफ ध्यान नहीं दिया जाता है । रेल बिछाने के संबंध में जो योजनायें बनाने की बात होती है वे भी उस क्षेत्र में उतनी नहीं बनाई जाती है जितनी बनाई जानी चाहिए । सबसे अधिक संगीत बात यह है कि हम लोग रेल मंत्री जी से यह मांग करते रहे हैं कि बिहार में एक जोनल आफिस होना चाहिए । जब ललित बाबू रेलवे मंत्री थे तो उन्होंने इस बात को माना था कि बिहार में एक जोनल आफिस होना चाहिए । एक जोनल आफिस कलकत्ते में है, एक जोनल आफिस गोरखपुर में है, लेकिन बिहार में कोई भी जोनल आफिस नहीं है । मैं माननीय रेल मंत्री जी से यह अनुरोध करूंगा कि एक जोनल आफिस पटना में या दरभंगा में भी होना चाहिए । आप जानते हैं कि दरभंगा श्री ललित बाबू का क्षेत्र था । अगर वहां पर एक जोनल आफिस हो जाय तो यह एक बहुत अच्छी बात होगी । इसलिए मैं आपके माफ़त माननीय मंत्री जी से दख्खस्त करता हूँ कि बिहार में एक जोनल आफिस अवश्य खोला जाना चाहिए ।

दूसरी बात मैं एमेनिटीज के संबंध में कहना चाहता हूँ । इस संबंध में मैं दो तीन बातों की तरफ ध्यान दिलाना चाहता हूँ । यह ठीक है कि हमारी जो बड़ी बड़ी लाइनें हैं या जो लम्बी दूरी की लाइनें हैं, जो सुपर फास्ट

ट्रेन्स हैं, राजधानी गाड़ियां हैं, उनको सुविधायें देने की तरफ विशेष रूप से रेलवे मंत्रालय का ध्यान रहता है। लेकिन जो कार्ड लाइन्स हैं या ब्रांच लाइन्स हैं उनकी तरफ बहुत कम ध्यान दिया जाता है। उनमें जो यात्री डिब्बे होते हैं उनमें न तो ठीक प्रकार से बिजली का इन्तजाम होता है और न ही वहां पर कोई सेनेटरी का ठीक इन्तजाम होता है। स्टेशनों पर जो टॉयलेट होते हैं, गाड़ियों में जो टॉयलेट होते हैं उनमें सफाई का ठीक इन्तजाम नहीं होता है। ऐसा लगता है कि ब्रांच लाइनों को सुविधायें देने में स्टैप मदरली व्यवहार किया जाता है। मेरा यह निवेदन है कि मंत्री महोदय को ब्रांच लाइनों में यात्रियों को सुविधायें देने की तरफ ध्यान देना चाहिए।

तीसरी बात मैं कैंटीन के संबंध में कहना चाहता हूं। रेलों में कैंटीन के लिए एक कारपोरेशन बनाने की बात कही गई थी। पिछले रेल मंत्री पंडित जी ने इसकी घोषणा भी कर दी थी कि इस पर हम विचार कर रहे हैं। कैंटीन के संबंध में यह कहा गया था कि इसका एक सेपरेट डिपार्टमेंट होगा। सदन में यह बात बार-बार कही जाती रही है कि रेलों में यात्रा करने वाले यात्रियों को खाने पीने की अच्छी सुविधा होनी चाहिए और उनको अच्छा खाना मिलना चाहिए। अगर रेलों में खाने की क्वालिटी अच्छी होगी तो उससे रेलों को लाभ भी अधिक होगा। हम जिस भी प्रान्त में जाते हैं वहां पर मारवाड़ी होटलों में जो खाना दिया जाता है उसकी कीमत 6 रु० से भी अधिक होती है, लेकिन वहां पर लोगों की भीड़ लगी रहती है। इसके विपरीत रेलों में साढ़े तीन रुपयों में खाना मिल जाता है, लेकिन उसकी क्वालिटी अच्छी नहीं होती है। इसलिए मैं चाहूंगा कि कैंटीन विभाग की तरफ भी ध्यान दिया जाना चाहिए। हमारी जो पेंसेंजर

गाड़ियां हैं या जो सुपर फास्ट गाड़ियां हैं उनमें 48-48 घंटों तक गाड़ी में रहना पड़ता है। अगर वहां पर अच्छी चाय नहीं मिलेगी, अच्छा खाना नहीं मिलेगा तो उससे लोगों को काफी दिक्कत होगी। इसलिए रेल में यात्रा करने वाले जनसाधारण को अच्छी चाय मिल सके, अच्छा खाना मिल सके, इसकी तरफ रेल मंत्रालय को ध्यान देना चाहिए।

जहां तक सुरक्षा का प्रश्न है मैं आपके माध्यम से रेल मंत्री जी से कहना चाहता हूं कि आज स्थिति यह हो गई है कि रेल यात्री रेलों में यात्रा करते समय अपने को सुरक्षित नहीं पाते हैं। इसलिए रेलों में सुरक्षा की तरफ भी बहुत ध्यान देने की जरूरत है और इस सम्बंध में आवश्यक और जोरदार कार्यवाही करने की जरूरत है। अभी हाल की एक घटना है। मैं परसों पटना में था। एक बेगन्स साफ करने वाला कर्मचारी हाडिजे प्लेटफार्म पर काम कर रहा था। वहां पर कुछ बेगन्स तोड़ने वाले लोग आ गये और उन्होंने उसकी हत्या कर दी। इसलिए खासकर मैं कहना चाहता हूं कि आर० पी० एफ० के हमारे जो लोग हैं उनकी ओर विशेष रूप से ध्यान दिया जाए। आप आर० पी० एफ० को ज्यादा से ज्यादा अधिकार दें ताकि वे किसी भी अपराध का कामनिर्जेंस ले सकें। आज जरूरत इस बात की है कि आर० पी० एफ० को शक्तिशाली बनाया जाय। आर० पी० एफ० पर जो खर्चा होता है उसका सही उपयोग रेलवे की प्रोपर्टी की रक्षा करने, रेलवे कर्मचारियों की सुरक्षा करने और रेलों

[श्री महेंद्र मोहद मिश्र]

में यात्रा करने वाले यात्रियों की रक्षा के लिए किया जाना चाहिए।

मैं दो-तीन बातें और कहना चाहता हूँ। रेल मंत्री जी ने अपने भाषण में कहा है कि हम कुछ नई लाइनों का सर्वे करेंगे। उन्होंने नई योजनाओं की भी बात कही है। जहाँ तक नई लाइनों का सर्वे करने का संबंध है, मैं मंत्री जी से यह कहना चाहता हूँ कि वे हम लोगों को भूल-भुलैया में न डाल दें। मैं चाहता हूँ कि वे इस सदन में यह आश्वासन दें कि वे इन नई लाइनों का सर्वे करके कितने दिनों में यह काम पूरा कर देंगे? सन् 1981-82 में वे 19 ब्रान्च लाइनों और नई लाइनों का सर्वे करना चाहते हैं। उत्तरी बिहार में मुजफ्फरपुर से सीतामढ़ी की दूरी पिछले कई वर्षों से जो कि 43 मील की है, उसको तय करने में करीब 26 घंटे रेल से लगते हैं, अगर इस क्षेत्र में रेल की सुविधा हो जाय तो मैं समझता हूँ कि दो घंटे में यह सफर तय हो सकेगी। सीतामढ़ी नेपाल के साथ जुड़ा हुआ जिला है, इस जिले के बाद नेपाल आ जाता है। इसी तरह से वहाँ हजारीबाग एक जिला है वहाँ भी रेल यातायात नहीं है। दुमका भी एक जिला है जहाँ पर यातायात के कोई साधन उपलब्ध नहीं हैं। ऐसे बहुत से क्षेत्र हैं जिन्हें कि हम चाहते हैं कि उन्हें कम से कम प्रान्त की राजधानी से, यथाशीघ्र जोड़ दिया जाय ताकि वहाँ के जो लोग हैं वे आसानी से राजधानी में पहुँच सकें और वे एक दूसरे के ज्यादा नजदीक आ सकें।

श्रीमन्, मैं दो-तीन चीजें और कहना चाहता हूँ। कुछ गाड़ियाँ बिहार में ऐसी चलायें जो सुपर फास्ट हो जैसे पटना जंक्शन से बम्बई, पटना से मद्रास जो कि बोकारो से जाये। बोकारो हमारा इंडस्ट्रियल बेस है वह इससे जुड़ जाय। काफी लोग हमारे उत्तरी बिहार के पटना-बोकारो जाते हैं लेकिन आवागमन की सुविधा नहीं है। इसी तरह

से मुजफ्फरपुर से हावड़ा ट्रेन-नार्थ बिहार में पुरानी गाड़ी चली आ रही है। नार्थ-बिहार मिथिला एक्सप्रेस वर्षों से चली आ रही है—इस-लिये मैं चाहता हूँ कि नार्थ-बिहार से कलकत्ता को जोड़ने वाली कोई सुपर फास्ट ट्रेन आप चलायें। इसी तरह से पटना-रांची, जो कि हमारी दूसरी कैपिटल है, समर कैपिटल है—रांची, पटना से रांची के लिये पिछले 15 सालों से रात में गाड़ी जाती है, दिन में कोई गाड़ी नहीं है। इसलिये हम चाहते हैं कि वहाँ से दिन में कोई गाड़ी आप चलायें जो कि सुपर फास्ट हो और वहाँ से रांची 6-7 घंटे में पहुँचा जा सके।

इन शब्दों के साथ मैं एक बात और कहना चाहता हूँ कि आपके पास योजना है कि 1 लाख वैगंस बनाने हैं और 6 हजार पैसेंजर कोचेज बनाने हैं और 25 हजार किलोमीटर और रेल बढ़ाना चाहते हैं। इस सिलसिले में मैं कहना चाहता हूँ कि मुजफ्फरपुर और मोकामा में भारत वैगंस कम्पनी है। यह कम्पनी जो है वह इंडस्ट्रीज डिपार्टमेंट के अन्डर में है। मैं चाहता हूँ और मेरा यह रेल मंत्री से अनुरोध है कि इस भारत वैगंस कम्पनी, जो कि इंडस्ट्रीज डिपार्टमेंट के अन्डर में है, उसको अपने मंत्रालय के अन्तर्गत ले लें और इस मंत्रालय में आने पर वहाँ से वैगन बनाने का काम सुचारु रूप से करे। इसमें जो नीति आजकल अपनाई जा रही है उसकी ओर मैं आपका ध्यान आकर्षित करना चाहता हूँ। जो यह बिहार में कंपनी है वहाँ के लोगों से मेरी बातचीत हुई तो पता चला है कि कलकत्ता में जो वैगंस बनते हैं उन्हें अधिक पैसे दिये जाते हैं लेकिन जो बिहार में वैगंस की फैक्टरी है उनको कम पैसे दिये जाते हैं। मेरा निवेदन है कि यह जो डिसक्रिमिनेशन है यह नहीं होना चाहिए। मेरा अनुरोध है कि आप कृपया यह देखें कि कलकत्ता में जो कंपनी है उनको वैगनों का आप क्या देते हैं और जो बिहार की कम्पनी है उनको क्या देते हैं, इन दोनों का

मिलना करें और इस पर अपना फैसला दें और इस तरह जो डिस्क्रिमिनेशन होता है उसको न होने दें।

इन शब्दों के साथ रेल मंत्री जी ने जो बजट प्रस्तुत किया है उसका मैं अनुमोदन करता हूँ। एक बात मैं और कहना चाहता हूँ। हमारे आदरणीय श्री राममूर्ति जी ने कहा कि पिछले 30 वर्षों में कुछ नहीं हुआ। मैं उनसे पूछना चाहता हूँ कि 30 साल पहले, 1947 में कौन सी सुपरफास्ट ट्रेन थी और कितनी लॉग डिस्टेंस गाड़ियाँ थी और उस समय रेलों की क्या दशा थी। 1947 को आप याद करो और फिर देखिये कि 1947 के बाद रेलवे में कितना सुधार हुआ है। जितना सुधार रेलवे में हुआ है उतना किसी डिपार्टमेंट में नहीं हुआ है। तीन साल के अन्दर जनता पार्टी के लोगों ने रेल को जिस तरह से डिरेल कर दिया उसके कारण इसको संवारने में समय लग रहा है। ईमानदारी से अगर देखें कि अनुशासन के सवाल पर जार्ज फर्डिनेज... (व्यवधान)

बात करते हैं एक्सीडेंट्स की। यह एक्सीडेंट्स करने वाले कौन होते हैं? लोग वहाँ जाकर मजदूरों में इस तरह की बात करते हैं जिससे यह होते हैं। मैं राममूर्ति जी से यह कहना चाहता हूँ कि मैं भी मजदूरों के हकों और रेलवे के कर्मचारियों के अधिकारों का पोषक हूँ लेकिन साथ ही उनके कर्तव्यों के प्रति भी चाहता हूँ कि उनका पालन करें। आप लोग उनकी सर्विसेज के लिए, अन्य सुविधाओं के लिए, उनके राइट्स के लिए जगह-जगह और कन्सल्टेटिव कमेटी की मीटिंग में लड़ते हैं यह ठीक है कि राइट्स के लिए लड़ो लेकिन साथ ही साथ ड्यूटीज के लिए भी लड़ो। ड्यूटी से भागने के हिमायती आप मत बनो। अगर कर्मचारियों में प्रशासन की पूरी तरह से मदद करेगा तो एक्सीडेंट्स नहीं होंगे। 50 प्रतिशत एक्सीडेंट्स रेलवे कर्मचारियों की लापरवाही से होते हैं। उन्हें भी अपनी ड्यूटी ईमानदारी और बफा-

दारी से निभानी चाहिये। मैं राममूर्ति जी से कहना चाहता हूँ कि इन मुद्दों पर उन्हें हमारी राय मालूम है। मैं रेलवे कर्मचारियों के साथ सहमत हूँ कि उनकी सर्विस कंडीशंस अच्छी होनी चाहिये। वे देश की बड़ी सेवा करते हैं लेकिन सही बात को ही रखना चाहिये। इन्हीं शब्दों के साथ मैं उपसभाध्यक्ष महोदय, आपको धन्यवाद देता हूँ कि आपने मुझे समय दिया। धन्यवाद।

श्री रामलखन प्रसाद गुप्त (बिहार) : उपसभाध्यक्ष महोदय 30 वर्षों की गलतियों को थोपने के लिए तीन वर्ष का जनता प्रशासन इन्हें मिला है। परन्तु यह कह कर के वे अपने को बचा नहीं सकते और उनका बजट आज बोल रहा है, उनके आंकड़े आज बोलते हैं वे इसका जीता-जागता उदाहरण हैं। 1980-81 के बजट में सरप्लस 42.71 करोड़ का था यह जब समाप्त हुआ तो 52.34 करोड़ का इसमें घाटा हो गया। यह भी क्या जनता पार्टी की गलतियों से हुआ है? इतना ही नहीं 214.5 मिलियन टन जो उनको रेवेन्यू आनिंग करी करना था उसके बदले सिर्फ 195 मिलियन करी कर सके, क्या माल की कमी थी? क्या लादने वाले लोगों की कमी थी? क्या यह बात नहीं है कि पिछले साल हजारों लाखों गाड़ियाँ माल लादने के लिए नहीं दी गई? इनकी कमी होने के कारण रेलवे को 100 करोड़ रुपये का घाटा हुआ। इस घाटे का दोष किस के ऊपर होगा? यह दोष क्या जनता पार्टी के प्रशासन के ऊपर जाएगा? इसी तरीके से आज दो वर्ष से लगातार पैसेंजर भाड़े में 10 प्रतिशत और उसी तरह से माल वाहन भाड़े को 15 प्रतिशत की दर से बढ़ाया गया। आज यह बात सही है कि आवादी बढ़ती जा रही है उसके मुताबिक अगर हम ट्रांसपोर्ट को नहीं बढ़ायेंगे तो हम उसका सामना नहीं कर सकते और यह भी सही है कि उसके लिए रुपए की जरूर-

[श्री रामलखन प्रसाद गुप्त]

रत है। परन्तु लगातार हर वर्ष पैसोंजर भाड़े को बढ़ाने का कोई औचित्य नहीं है। इसके कारण से कितनी मुद्रास्फीति बढ़ेगी इस बात के ऊपर भी क्या कभी सोचा गया है। छठी पंचवर्षीय योजना में 12,200 करोड़ रुपए का एडीनशल फंड रेंज करना है। गवर्नमेंट को जो 12,200 करोड़ रेंज करने हैं तो उसमें केवल चार वर्ष बचे हुये हैं। इसमें पांच हजार करोड़ रुपए की डेफिसिट फाइनेंसिंग होगी। सिर्फ इस वर्ष 2000 करोड़ रुपए की डेफिसिट फाइनेंसिंग का अनुमान है। इस तरह से सबको मिलाया जाए तो मुद्रास्फीति का क्या रेट रहेगा, इसका आप अन्दाजा लगा सकते हैं? इसलिए हर जगह पर सभी चीजों की कीमत में वृद्धि कर के वृद्धि को बढ़ाना और यह कहना कि सभी उपयुक्त है यह उचित नहीं होगा। बल्कि हम तो यह कहेंगे कि जो 15 प्रतिशत किराया बढ़ाया गया कम से कम खाद्यान्न, गल्ला, दालें, चीनी जैसी चीजों को एर्रॉस्पट करना चाहिये था। परन्तु गल्ले को भी नहीं छोड़ा गया। मेरा रेल मंत्रालय से कहना होगा कि कम से कम फूडग्रेन्स को छोड़ दिया जाए और बाकी चीजों पर भी फ्लैट रेट को कम किया जाये। इसके साथ रेल मंत्री केदार पांडे जी ने अपने भाषण में गर्व के साथ कहा कि हमने 79 और रेलगाड़ियां अतिरिक्त दी है यह सही है उन्होंने की है, हम इसके लिए उन्हें धन्यवाद देते हैं। वे हमारे बिहार के सफल मुख्य मंत्री रहे हैं। यह एक और तो खुशी की बात है लेकिन वही उन्होंने यह कहीं नहीं कहा कि साल भर में कितनी गाड़ियां कौंसिल की हैं। आज कितनी गाड़ियां कौंसिल हैं जो कागजों पर चल रही हैं लेकिन ट्रैक पर नहीं चल रही हैं। सैंकड़ों गाड़ियां, 100 से भी ज्यादा गाड़ियां सिर्फ बिहार में आज कौंसिल पड़ी हुई हैं रेलवे इंयर ब्रुक और जितने भी वाल्यूमिनस

किताबें दी गई हैं मने इनमें यह खोजने की कोशिश की लेकिन कहीं भी यह नहीं मिला कि इतनी गाड़ियां कौंसिल हैं, बिहार के अन्दर कितनी गाड़ियां कौंसिल हैं। दो माननीय सदस्य बिहार के विषय में बोले हैं। हमारे बिहार में बिना डबल डैकर गाड़ियां डबल डैकर होकर चलती हैं। रेलगाड़ियों की छतों के ऊपर, इंजिन के ऊपर, दो गाड़ियों के जोड़ के ऊपर तथा छतों के ऊपर लोग चलते हैं, पड़े रहते हैं। मंत्री महोदय तो देखते ही हैं लेकिन उनके अधिकारियों को चाहिये कि वे भी जाकर देखें। यह हमारे लिए कितने शर्म की बात है कि हम किसी से भाड़ा लेते हैं, भाड़ा बढ़ाते जाते हैं लेकिन उनको बैठने के लिए स्थान भी नहीं दे सकते। भाड़ा बढ़ाने के बदले में हम उनको क्या देते हैं, गाड़ी की कमी देते हैं, ओवर क्राउडिंग देते हैं, सुविधा की कमी देते हैं, हम दुर्घटनाएँ देते हैं, मृत्यु देते हैं। यह हालत हो गई है। आपने लेकिन कौन्सिलेशन के विषय में कुछ नहीं कहा। मैं तो यह कहूंगा कि आज गाड़ी पर चढ़ना—बाबा केदार नाथ जाना सुरक्षित है लेकिन केदार पांडे जी की गाड़ी पर चढ़ना सुरक्षित नहीं है। आज इस गाड़ी पर चढ़कर हम अनुभव नहीं कर सकते कि हम वहां सुरक्षित पहुंचेंगे। मुझे तो याद आना है कि जिस तरह से कोई लड़की के लिए लड़का खोजता है वह खोजता है और वर मिलने पर उसको जितनी खुशी होती है आज स्टेशन पर जाकर रिजरवेशन के लिए जगह खोजी जाती है और जब रिजरवेशन मिल जाता है तो उतनी खुशी होती परन्तु उस लड़के से जब शादी होती है तो बेटी का जीवन सफल रहेगा या नहीं यह भाग्य ही जानता है उसी तरह से रिजरवेशन के बाद व गाड़ी पर चढ़ने के बाद हम सुरक्षित पहुंच सकेंगे या नहीं यह भी भगवान ही जानता है। यह कोई आदमी निश्चित नहीं कर सकता कि वह वहां सुरक्षित पहुंच जाएगा या नहीं।

एक्सीडेंट के विषय में मैं यह कहना चाहता हूँ कि एक्सीडेंट्स की संख्या इतनी है कि सन् 1980-81 तक 12,189 एक्सीडेंट्स प्रति वर्ष होते हैं यानी हर एक घंटे में डेढ़ एक्सीडेंट होते हैं और सीरियस एक्सीडेंट जिनको कहते हैं कमीशन आफ रेलवे सेफ्टी ने जिसकी इन्वैस्टिगेशन की है उस तरह से एक्सीडेंट हर महीने ढाई की संख्या में पहुँचते हैं जैसे ट्रेन कोल्यूजन तथा और बहुत बड़े एक्सीडेंट, जिनमें कि इन्वैस्टिगेशन होती है।

डीरेलमेंट यह तो आखिर स्टाफ की गलती है। आज डीरेलमेंट साल के अन्दर 964 होते हैं यानी एक महीने में 32 डीरेलमेंट से भी ज्यादा होते हैं। सबसे ज्यादा 964 डीरेलमेंट जो आपके फिगर्स बोलते हैं ये बहुत ज्यादा हैं। हम जब कहते हैं और इन्होंने भी दिया है कहीं फिगर में कि अगर पर मिलियन देखा जाये तो बहुत ही कम एक्सीडेंट होते हैं लेकिन पर मिलियन देखा जाय, यह तो दिया गया है, परन्तु यह नहीं दिया गया कि आज टेक्नोलाजी कितना आगे बढ़ गयी है, आज वह टेक्नोलाजी नहीं है जो पहले थी। जब टेक्नोलाजी आगे बढ़ी है तो उस हिसाब से हमें सोचना चाहिये कि हमारे एक्सीडेंट भी कम हो परन्तु वे कम नहीं हो पा रहे हैं बढ़ते ही चले जा रहे हैं। इसलिए उपसभाध्यक्ष महोदय, मैं यह कहूँगा कि जब फ्रेंट बढ़ाते हैं तो इस मंत्रालय को यह भी चाहिये कि उस एक्सीडेंट की संख्या कम हो उसमें ओवर क्राउडिंग नहीं हो, सबको कम से कम जगह मिल जाय और इतना ही नहीं गाड़ियों के ऊपर जो इस समय में डकैतियां होती हैं, मरडस होते हैं उसमें जो स्टैविंग के केसेज होते हैं, पिक पाकेटिंग के केसेज होते हैं इनको भी तो रोका जाय। कई केसेज मेरे सामने आये। जो टिकट कलेक्टर, टी टी चलते हैं, उनका हाथ होता है पिक

पाकेटिंग के साथ, उनका हाथ होता है सामान उठाने के साथ, ठीक रात्रि में सामान उठाकर गायब कर दिया जाता है, इसमें उन लोगों का हाथ होता रहता है तो आज ऐसे केसेज की संख्या हम कम कर सकते हैं लेकिन आज इसके ऊपर कोई ख्याल नहीं है। सारे हिन्दुस्तान को देखें। बिहार में भी प्रतिदिन एक दो डकैतियां होती हैं। आज भी 'टाइम्स आफ इंडिया' में बाक्स न्यूज है डकैती की, सारे मुंगेर डिस्ट्रिक्ट में और जमालपुर स्टेशन के 10 किलोमीटर आगे और पीछे दो हफ्ते में एक डकैती होती है। अब ये रेलवे में डकैतियां होती हैं लेकिन सरकार का इसमें कुछ नहीं होता है, वह चुप है यानी बिहार में रेलवे पर से नयी दुलहन को उतार लिया जाता है और सरकार चुप रहती है। आज इस चीज को कम नहीं करेंगे तो इससे हमें जनता माफ नहीं कर सकती और जनता पार्टी की सरकार का नाम लेकर हम कब तक जिन्दा रह सकेंगे, यह ज्यादा दिन तक नहीं चलने को है, इसको लोग भूल ही जायेंगे।

इसके बाद, उपसभाध्यक्ष महोदय, मैं ट्रेन कोचेज की बात करता हूँ। लेकिन इसके अतिरिक्त भी अब जहां सुविधा की बात है और पांडे जी ने अपने भाषण में कहा कि वहां पर इकनामिक सर्वे के तरह यह पैराग्राफ श्री फोर फाइव में दो-तीन पक्तियां पढ़ना चाहता हूँ उसमें यह है कि "आने वाले वर्षों में एक मुख्य समस्या यह रहेगी कि यात्री यातायात की तुलना में माल के यातायात पर अपेक्षाकृत अधिक बल दिया जाएगा। पिछले वर्षों में यात्री यातायात को प्राथमिकता दी जाती रही थी" फिर कहा जाता है "जहां भविष्य में यात्री यातायात के विस्तार की गति को नियंत्रित करने से माल वहन की आवश्यकताओं को पूरा करने में सहायता मिल सकती है वहां पर उसमें विचार किया जाना चाहिये" अब यह यात्री और माल वाहन भी बढ़े,

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यह तो मैं चाहता हूँ; परन्तु यात्रियों के ऊपर से कम बल देने वाले हैं उसके ऊपर कम ध्यान देने वाले हैं और अभी तो हमारे एक माननीय सदस्य श्री खुशवंत सिंह जी यहां तक कह गये कि साहब जो अन-इकनामिकल हो उस रेल को ही बन्द कर देना चाहिये। यह कोई कर्मशियल बिजनेस नहीं है, यहां हिन्दुस्तान में डेमोक्रेसी में यह कर्मशियल रेलवे नहीं है यहां पर बैलफेयर स्कीम भी है। अगर ऐसा हो जो बैकवर्ड एरिया है वह हमेशा बैकवर्ड ही रहेगा जैसे आज उत्तरी और पूर्वी क्षेत्र में हालत हो रही है। इसलिए बैकवर्ड क्षेत्र में वहां की इकानामी ही नहीं देखी जाएगी, उसको डिवेलप किया जाएगा, उस क्षेत्र को भी आगे लाया जाएगा।

तो आज मैं इसका बिल्कुल विरोध करता हूँ जो इनकी नीति होने वाली है और जो यह नीति इकनामिक सर्वे में बतलायी गई है, मैं बिल्कुल इसका विरोध करता हूँ कि यात्री गाड़ियों के ऊपर बल नहीं दिया जाएगा। यात्री गाड़ियों की भी और संख्या बढ़ाने के अनुपात में इसको लाना चाहिये। अगर नहीं लायें तो हम वहां पर पहुंच नहीं सकेंगे।

उसके बाद गाड़ियों की प्रगति के विषय में भी हमारे माननीय सदस्यों ने कहा और रिपोर्ट में भी है—परन्तु मैं इकनामिक सर्वे की रिपोर्ट में से पृष्ठ 22 पर पैरा 340 को ही पढ़ता हूँ। इसमें कहा गया है—

“पिछले कई वर्षों में रेलवे का प्रगतिरुद्ध तथा अपर्याप्त कार्य निष्पादन कई कारणों का मिला परिणाम है।”

पैरा 341 में है—

“ऐसे समय में जहां रेल परिवहन की मांग यातायात के बदलते हुये स्वरूप के साथ बढ़ रही हो, वस्तुस्थिति यह है कि पिछले दशक में रेलों में लम्बे अर्से तक कम मात्रा में निवेश किया गया है।”

इसका परिणाम यह हुआ है कि अन्य बातों के साथसाथ पुरानी बैगनों के स्थान पर नये बैगन लगाने, रेल पथ को बदलने आदि का काम स्थगित करना पड़ा और इस प्रकार प्रतिस्थापन का बकाया काम धीरे धीरे बढ़ता रहा और जिसका आगे चलकर यह नतीजा निकला कि अनुरक्षण और परिचालन की समस्याएँ गम्भीर हो गईं। मैं माननीय सदस्यों का ध्यान इस ओर आकर्षित करना चाहता हूँ कि वे देखें कि जनता पार्टी पिछले दस वर्षों में कहां पर आई है। इस सम्बन्ध में रेलों की समस्याएँ उन क्षेत्रों की समस्याएँ काफी भिन्न हैं जिनमें पिछले वर्षों में क्षमता विस्तार करने के लिए प्रायः काफी पूंजी लगाई गई है। इसके विपरित रेलवे की मौजूदा पूंजी और स्टाफ की कुल मात्रा अपर्याप्त है और इसका काफी हिस्सा टूट फूट चुका है और उसको बदलने की आवश्यकता है और रेल पथों का भी आवश्यकतानुसार नवीनीकरण नहीं किया गया है और कई क्षेत्रों में लाइनों की क्षमता भी पर्याप्त नहीं है, यानी इस तरह हर फ्रंट पर रेलवे फेल्यूर है।

यह रिपोर्ट में बताया गया है और इसमें आगे कहा गया है कि जहां पर 49 कार्यशालायें काम कर रही हैं, उनमें से केवल चारपांच कार्यशालायें ऐसी हैं जो पिछले पच्चीस वर्षों में स्थापित की गई थीं। अन्य कार्यशालायें पचास से अस्सी वर्ष पुरानी हैं।

हमारे मुंगेर जिला में जमालपुर का भी एक कारखाना है। वह तो शायद सौ वर्ष से भी पुराना है। परन्तु आज उसके ऊपर ध्यान नहीं दिया जाता है। वह एक लोहार का घर बना हुआ है। आज नई जगह पर कारखाना बनाने में करोड़ों रुपए खर्च होंगे या अरबों रुपए खर्च होंगे। परन्तु वह अरबों रुपये की चीज पर आज ध्यान नहीं दिया जाता है। वहां पर स्टीम इंजिन की मरम्मत होती थी। आज स्टीम इंजिन की आवश्यकता बहुत कम है। आज यह कारखाना यूंही खड़ा है और इसके 22 हजार मजदूर बेकार हैं। मैंने कई बार कहा कि वही पर डीजल इंजिन का शौड बनाया जाए, लेकिन बन नहीं रहा है। वहां पर बैंगन बनवाएं, हजारों बैंगन हर वर्ष वहां पर निकलेंगे, एक-एक ट्रेड व्यक्ति वहां पर है। जमालपुर के प्रोडक्ट सारे हिन्दुस्तान में चारों तरफ हैं। पर आज उसका उपयोग नहीं किया जा रहा है। मेरी मांग है कि जमालपुर कारखाने का नवीनीकरण करें, वहां डीजल रौड बनाया जाए, वहां पर कोचेज बनाए जाएं। वहां पर हर तरह की क्षमता है, खर्चा भी इतना नहीं होगा, सिर्फ मैटीरियल की आपकी कीमत है। अगर आप यह करेंगे, तो उसमें आपको लाभ होगा।

इसके बाद (समय की घंटी बजती है)
अभी तो मेरा टाइम होना चाहिए।

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): If There are other members from your party.

श्री राम लखन प्रसाद गुप्त : मैं दस मिनट में समाप्त कर दूंगा।

THE VICE-CHAIRMAN: (SHRI ARVIND GANESH KULKARNI): If you are going to take the whole time, it is up to you.

श्री राम लखन प्रसाद गुप्त : उपसभाध्यक्ष महोदय, इसमें यह भी कहा गया है कि वार्षिक आवश्यकताओं को पूरा करना संभव नहीं है और अनुमान है कि प्रत्येक वर्ष 33000 ऐसे गैस (एकक) बचे रहते हैं जिनकी पूरी मरम्मत नहीं होती। इसके अलावा 75000 बैंगन एकक अभी भी बकाया है जिनकी सामान्य स्तर से ऊपर की मरम्मत किसी भी समय होना बाकी है। यह फास्ट नहीं है तो क्या है? 75000 बैंगस अभी मरम्मत करना बाकी है जबकि 33000 बैंगस वहां प्रतिवर्ष मरम्मत किए जाएंगे।

जहां तक पैसेंजर भाड़े में वृद्धि का प्रश्न है, 1960-61 में 131.6 करोड़ रु० की आमदनी थी तो आज 672.8 करोड़ रु० की आमदनी 1978-79 में दिखायी है। उसी तरह से माल भाड़े में 280.5 करोड़ रु० आमदनी थी 1960-61 में, 1978-79 में वह बढ़कर 1265.5 करोड़ रु० हुई। लेकिन जो बैंगस का सूचकांक है, जहां पर 1960-61 में 100 सूचकांक दिया गया है; वह 1978-79 में सिर्फ 123.5 ही सूचकांक है। इस पर भी ये सब से कम इमरजेंसी के समय हुए। अभी माननीय सदस्य ने कहा इमरजेंसी में रेलवे के बहुत काम हो गए, तो 1976-77 में यह सूचकांक 146.9 था, जबकि 1977-78 में वह 122.3 हुआ और 1978-79 में 103.5 हुआ। लेकिन इमरजेंसी में ही सबसे इसकी कमी हुई। इसलिए उपसभाध्यक्ष महोदय, मेरा यह कहना है कि इसमें प्राथमिकता देकर पैसेंजर गाड़ी को भी बढ़ाया जाए, रेलवे बैंगस भी ठीक करके इस काम को किया जाए।

उपसभाध्यक्ष महोदय, हाल में हम कन्याकुमारी गए थे, वहां मालूम हुआ, रेलवे कन्वेंशन कमेटी में, कि वहां एक सीमेंट का कारखाना है जो वहां से गाड़ी में जम्मू को सीमेंट पहुंचाता है। अब कन्या कुमारी से जम्मू, दक्षिण से बिल्कुल उत्तर तक—मैं नहीं समझा इसका कारण क्या हो सकता है?

[श्री राम लखन द्रसाद गुप्त]

हम इस सीमेंट को महाराष्ट्र में या मद्रास में या अगल-बगल के और स्टेट में भी भोज सकते थे। लेकिन कन्याकुमारी से बैगन ले जाया जाए जम्मू इस में कोई तर्क मेरी समझ में नहीं आया।

इसके बाद मैं दो-तीन बातों की ओर ध्यान दिलाना चाहता हूँ। एक यह है कि रेलगाड़ियों में जो पिल्फरेज है इस के विषय में, कुछ जो व्यक्तिगत रूप से जानकारी आई है उसकी ओर मैं मंत्री जी का ध्यान ले जाना चाहता हूँ। पिल्फरेज, आपको सुन कर आश्चर्य होगा, जिस तरह से हो रहा है, रेलवे गोडाउन में ट्रक लगा कर बैगन उतार कर माल उतारा जाता है। आज अंटिंग की जगह, समूचे का समूचा ट्रक लगा कर बैगन का बैगन से माल उतार का जाता है। आज सबसे ज्यादा घाटा रेलवे का केवल पिल्फरेज का है, आफिसर्स उसमें मिले रहते हैं, कर्मचारी मिले रहते हैं और वह बैगन का बैगन जाता है। कोई दो बोरा नहीं जाता है, एक टन या दो टन नहीं जाता है, पूरा वगन का बैगन जाता है। दूसरे मैंने यह भी सुना है कि कुछ ऐसे गुडस क्लर्क होते हैं जो कि झूठे साटिफिकेट बना देते हैं 220 बोरे की बिल्टी तक के, 50 बोरे और डाल दीजिए, 1000 या 2000 जो लेते हैं, यह मुझे पता नहीं, परन्तु 220 बोरे के बदले 50 बोरे रख कर बक कर दिया जाता है, सिल कर रख दिया जाता है—सिल कर रख दिया जाता है या उसी स्टेशन से सील तोड़ दिया जाता है और वहां उस का क्लेम मिल जाता है। वहां भी मिली-भगत होती है। बिहार में कई जगह डुप्लीकेट टिकट बनाने के कारखाने हैं, ये टिकट बनते हैं बाल्यूम पर जहां कार्बन लगा कर टिकट बनाए जाते हैं। वह जाली नहीं, खुले आम टिकट लगा रहे हैं। अब अगर किसी को बम्बई जाना है तो ऊपर के टिकट में बम्बई लिख दिया जाता है परन्तु नीचे की कार्बन कापी में कोई दूसरी जगह, जैसे

इलाहाबाद लिख दिया जाता है। कार्बन कापी में है पटना टू इलाहाबाद, जो ऊपर की कापी है उसके ऊपर लिख दिया जाता है पटना टू बम्बई ये हथारों केसेज उनके रेलवे इंटेलिजेंस को मालूम होंगे। लेकिन जो हम लोगों के सुनने में आया यह सब जान कर बड़ी तकलीफ होती है। सिर्फ भाड़ा बढ़ाने से नहीं होगा। इसमें कड़ाई करके उस खर्च को रोकेंगे तो उससे बहुत कुछ हो सकता है।

इसके बाद एक और बात की तरफ ध्यान देना होगा। हमारे दो वक्ताओं ने बहुत ही साफ कहा, बहुत ठीक कहा, कि बहुत सी गाड़ियां बिहार के लिए चली है लेकिन नार्थ ईस्टर्न रेलवे से अभी तिनमुखिया मेल जो लूप से होकर आती है वह पहले भरी होकर आती है। आज आवश्यकता है कि आसाम से एक और सुपरफास्ट ट्रेन दिल्ली के लिए आवे और वही बिहार में भागलपुर से लूप लाइन से जाय। वहां सफाई गाड़ी नहीं आती, अकेली विक्रमशिला बार्डवीकली, ट्राइ-वीकली है। उसको डेली करने की जरूरत है। हमारी मांग होगी कि इसे लूप होकर आसाम से तिनमुखिया की तरफ सुपरफास्ट ट्रेन चलाई जाय, विक्रमशिला को डेली किया जाय और क्यूल से भागलपुर डबल लाइन डाली जाय। 100-150 किलोमीटर होगा, उसको डबल करने का प्रावधान पिछले बजट में था। इसमें वह भी साफ हो गया, डबल का भी नहीं रहा। जैसा मिश्र जी ने कहा, नार्थ बिहार में जहाजघाट है मूंगेर में जहां जहाज लगते हैं। जब हम बच्चे थे तब से वहां रेलवे लाइन देखते आ रहे हैं, लेकिन अब उसको बन्द कर दिया गया और पैसिजर्स को 4-4, 5-5 किलोमीटर गमी में बालू पर चल कर गाड़ी पकड़नी पड़ती है। उसको किस नियम से बन्द कर दिया गया? कोई लोकल बात होगी जिसकी वजह से यह हुआ।

उसके बाद लेबर के विषय में भी कुछ ध्यान देने की बात है। आज लेबर को काफी रुपये दे दिये गये, वोनस दे

दिया गया, काम भी लेना चाहिए, लेकिन उसमें भी किसी के साथ इनजस्टिस हुई है तो उसको देखना चाहिए। अभी हमारे पास कुछ लोग आये थे कि जो ट्रेन कन्डक्टर्स हैं, जिस तरह से ड्राइवर्स को, गार्ड्स को रनिंग स्टाफ के नाते ठहरने की सुविधा मिलती है वैसे ही ये लोग भी रनिंग स्टाफ में होते हैं लेकिन उनको सुविधा नहीं मिलती है। डाक्टर लोगों की तो हालत विचित्र है। कोई प्रमोशन उन को नहीं मिलता। रेलवे आफिसर्स से मंत्री महोदय पूछें। वे लोग कहते हैं 'आइ एम गेटिंग ए रेजिनेशन एवरी अवर डे'। डाक्टरों को आप एड हाक रखते हैं, पोस्ट ग्रेजुएट पढ़ने नहीं देते, ट्रेनिंग नहीं लेने देते। डाक्टर लोग आते तो हैं आप के यहां जब नौकरी नहीं मिलती लेकिन जाकर रहना नहीं चाहते, हट जाना चाहते हैं। इन सारी चीजों की तरफ ध्यान देना चाहिए।

अभी मद्रास में एक पूरी कमेटी के सामने एक लड़का आया था। बजट के अन्दर वित्त मंत्री जी ने कहा कि अन्धों के लिये इतनी सुविधा दी गयी। वह अन्धा था, ग्रेजुएट है, उस के दो अन्धी बहनें हैं। रेलवे से निकला कि ऐसे लोगों को नौकरी दी जायेगी। उसने दरखास्त दी। कल उस की चिट्ठी आयी कि कहा जाता है कि मंत्री जी जगह क्लियर करेंगे तब होगा। आज उस अन्धे के लिये एनाउन्सर की भी जगह नहीं है। इन सारी चीजों की तरफ ध्यान देना चाहिए। मैं समझता हूं कि हमारे पांडे जी सक्षम मंत्री तो हैं, लेकिन जो खामियां हैं उन को दूर कर के अच्छी तरह से सुविधा रेलवे में दें, इतना ही कह कर मैं अपनी बात खत्म करता हूं।

श्री संयुक्त सिबते रज्जी (उत्तर प्रदेश) :
वाइस चेंबरमैन साहब, मैं इस रेलवे बजट के समर्थन के लिये खड़ा हुआ हूं और मुझे बड़ा गौरव है कि रेलवे इंडस्ट्री हमारे

देश की सब से बड़ी सार्वजनिक इंडस्ट्री है। केवल हमारे देश में ही नहीं, अगर हम इस को एशिया की दूसरी रेलवेज के मुकाबले में देखें तो एशिया में सब से पहला नम्बर हमारा आता है। दुनिया में सोवियत यूनियन की स्टेट-ओन्ड रेल इंडस्ट्री के मुकाबले में हमारा भारत दूसरे नम्बर पर आता है। अभी हमारे विपक्षी दोस्तों ने काफी आक्षेप किये रेलवे की वर्किंग पर, लेकिन मैं कहना चाहूंगा कि आज विश्व के नक्शे में भी हमारी रेलवेज को अच्छी प्रतिष्ठा मिली है। आज हमें बुलाया जा रहा है नाइजीरिया, सऊदी अरेबिया, थाइलैंड, मलेयेशिया, लीबिया, बंगला देश में वहां एक मुनियोजित ढंग से रेल चलाने के लिये और उन की मदद करने के लिये। यह वास्तविकता है कि हमारा प्रगतिशील देश है, हमारी डेवलपिंग इकानामी है और यदि रेल की व्यवस्था वक्त के तकाजे को पूरा करने में सक्षम नहीं होती तो यह हकीकत है कि जब रेल का पहिया रुकेगा तो देश की तरक्की का पहिया रुकेगा। न कारखानों में काम हो सकेगा, न खेती की

6 P.M.

उपज अच्छी हो सकेगी, न बिजली बन सकेगी क्योंकि हर चीज का संबंध हमारे देश के रेल के पहिये से होता है; हमारे दोस्तों ने अभी फ्रेंट बढ़ाये जाने पर खसूसीतौर पर एतराज किया। लेकिन मान्यवर, मैं आप के माध्यम से यह कहना चाहूंगा कि मूसाफिर का किराया और रेल का भाड़ा दोनों इनपुट्स कास्ट के ऊपर ही डिपेंड करता है।

[उपसभाध्यक्ष, (श्री विश्वम्भर नाथ पांडे) पीठासीन हुए]

और इस में कोई संदेह नहीं कि यदि हम आंकड़े उठा कर देखें और 1970-71 के वर्ष को यदि आधार मान लें तो पिछले 20 वर्ष तक किराये और भाड़े

[श्री सैयद सिद्दिक रजा]

का जो फ्रेट इंडेक्स और प्राइस इंडेक्स है उस में काफी अंतर मिलता है। यानी प्राइस इंडेक्स में और जो भाड़ा चार्ज किया गया है उस में गुड्स फ्रेट इंडेक्स बड़ोतरी की ओर है। आई कोट : 1970-71 को मैं बेस मानता हूँ। तो इसके बाद से गुड्सफ्रेट रेट, प्राइस इंडेक्स के मुकाबले में कम होता जा रहा है।

1950-51 तक होल सेल प्राइस इंडेक्स था 47 जब कि गुड्स फ्रेट रेट इंडेक्स था 58 इसी प्रकार—

	होलसेल प्राइस इंडेक्स	गुड्स फ्रेट रेट इंडेक्स
1955-60	45	62
1960-65	51	70
1965-70	70	77
1970-71	100	100
1975-76	172	150
1979-80	217	177

आज जो 15 प्रतिशत बढ़ाया गया है हमारे फ्रेट में, मैं समझता हूँ कि यह बहुत मुनासिब बात है और इस के ऊपर बहुत ज्यादा उत्तेजित होने की जरूरत नहीं है क्योंकि जिस तरह का हमारे देश में व्यापार होता है, जिस तरह से हमारे देश का औद्योगीकरण है, इंडस्ट्रियलाइजेशन है उस के अंदर रेलवेज से हमारी जो इंडस्ट्रीज हैं और जो कारखाने चलाने वाले हैं वे हमारी रेलवेज से ट्रांसपोर्टेशन कर के औद्योगिक क्षेत्र में काम करने वाले उद्योगों से काफी फायदा उठाते हैं। इसलिये उन की तरफ जो इजाफा किया

गया है मैं समझता हूँ कि वह बहुत ज्यादा गैरमुनासिब नहीं है। हमारे राजू साहब ने जो बहुत से एतराजात उठाये, मैं समझता हूँ कि वह बहुत काफी वक्त तक हमारे साथ रहे हैं और 30, 33 साल के कार्यकाल में इस तरह के एतराजात उन को कमी नहीं हुए, लेकिन आज ऐसा लगता है कि वे शुरू से ही वहाँ बैठते थे। उन्होंने पिछले रेल मंत्री और आज जो रेल मंत्री है उन के बीच में राजनीतिक मुद्दों की तहत मतभेद पैदा करने का प्रयास किया है। मैं ऐसा समझता हूँ कि यदि वह हमारे रेल मंत्री जी की जो वजट स्पीच है उसके पृष्ठ दो को देखें, उस पेज के दूसरे पैराग्राफ को देखें तो उस में खास तौर पर स्पष्ट रूप से लिखा गया है कि पिछले 8 महीनों के अंदर क्यों और किस वजह से रेल के भाड़े में या वॉगन्स के मूवमेंट में कमी आयी है। इस में कोई शक नहीं है कि नयी टीम आने के बाद वरीयता के आधार पर देश की सब से बड़ी जरूरत के आधार पर, कारखानों के अंदर माल पहुंचाने के आधार पर वॉगन्स के मूवमेंट को ज्यादा तेज करने की कोशिश की और मैं हाउस के सामने पेश करना चाहूंगा एक्सेज अप्रैल, 1980 से अक्टूबर, 1980 तक 26575 वॉगन्स का मूवमेंट था जो नवम्बर, 1980 में 27929 हुआ और दिसम्बर, 1980 में यह 30425 हुआ और जनवरी, 1981 में यह 31288 था जो फरवरी 1981 में 31516 इन्स्टी-मेंटेड है। तो इस से पता चलता है कि वॉगन्स के मूवमेंट में काफी तरबकी हुई है और इस के साथ साथ अगर आप जिन्स वगैरह की चीजों को लें कि किस चीज का कितना ट्रांसपोर्टेशन हुआ है तो उस में भी काफी प्रगति नजर आती है। अक्टूबर, 1980 तक, अप्रैल 1980 से कोल का लोडिंग था वॉगन्स में 8524, जो नवम्बर, 1980 में हुआ 8749 और दिसम्बर, 1980 में वह हुआ 9447

और जनवरी, 1981 में वह हो गया 9643 और वह फरवरी, 1981 में इस्टीमेटेड है, 10,000 वॉगेंस। इसी प्रकार से आयरन और में भी मूवमेंट बढ़ा है और खासतौर से फूड ग्रेन्स की तरफ मैं ध्यान दिलाना चाहता हूँ जिस में अप्रैल 1980 से अक्टूबर, 1980 तक मूवमेंट था 2028 वॉगेंस का जो नवम्बर, 1980 में हुआ 1947, और दिसम्बर, 1980 में हुआ 2060 और जनवरी, 1981 में हुआ 2021 और जो फरवरी 1981 में इस्टीमेटेड है 2120 वॉगेंस अभी राममूर्ति साहब ने कहा कि एक तरफ कोयला मंत्रालय कहता है कि हमें वॉगेंस नहीं मिल रहे हैं, दूसरी तरफ एग्रीकल्चरल मंत्रालय कहता है कि हमें वॉगेंस नहीं मिल रहे हैं लेकिन पिछले 6-7 महीनों में जो तस्वीर उभर कर आई है, उसके सिलसिले में मैं केवल एक उद्घरण देना चाहूंगा जो हमारे राव बीरेन्द्र सिंह साहब ने रेल मंत्रालय को चिट्ठी लिखी है, उससे पता चलता है कि कितना कोआर्डिनेशन हमारे मंत्रालयों के अन्दर है। I quote:

My dear Pandeji,

I learn that movement of food-grains from the North during January 1981 has surpassed all previous records. I congratulate you on this achievement.

I again quote:

Kindly accept my thanks and convey our appreciation to all the railwaymen who have helped us in the achievement of this record clearance.

जनावेमन, इससे यह साबित होता है कि किस तरह से हमारा रेल मंत्रालय दूसरे मंत्रालयों के साथ तालमेल बनाकर काम कर रहा है।

श्रीमन् ऐक्सीडेंट्स के बारे में खास तौर पर कहा गया और मुझे बी. बी. राजू साहब का जुमला याद आता है कि 1973-74 का साल सबसे खराब साल था रेलवे इतिहास में। मैं पूछना चाहूंगा कि क्या हो गया था 1973-74 में? यदि वह जवाब नहीं देते, तो मैं खुद कहना चाहता हूँ कि 1972-73 और 1973-74 के वह साल हैं जिनमें समग्र क्रांति के नाम पर हमारी फौजों को भी मौजूदा सरकार के खिलाफ बगावत करने के लिये कहा गया था। यहां तक कि अनुशासन की बात न करके अनुशासनहीनता फैलाई गई हमारे रेल के कर्मचारियों के अंदर। यदि आप आंकड़े देखें तो 1975-76 से लेकर खास तौर पर 1977-78 तक और उसके बाद आपको रेल ऐक्सीडेंट्स में कमी मिलेगी। इसकी वजह क्या है? अनुशासनबद्ध होकर हमारे कर्मचारियों ने काम किया। आप इस बात को मानकर चलें कि आज इतने ज्यादा जो हादसे हो रहे हैं वह इंसानी भूलों की वजह से हो रहे हैं और जल कर्मचारियों को आप इस बात के लिये भड़का देंगे कि—जैसे हमारे साथी महेंद्र मोहन मिश्र ने कहा केवल तुमको अपना हक्क के लिये जद्दोजहद करनी है, देश की तस्वीर को सामने नहीं रखना है तो ऐजिटेटेड माइंड परेशानियों के अन्दर उलझाया हुआ दिमाग, आगे बढ़ने के लिये ज्यादा पे पैकट हासिल करने वाला दिमाग, मैं समझता हूँ कि अपनी कर्तव्य परायणता से हट सकता है।

जनावेमन, कोल्यूजन के बारे में भी हम देखते हैं कि 1976-77 में बहुत कम कोल्यूजन हुए हैं। किन्तु, आज वही स्थिति 75-76 से पहले वाली फिर आकर खड़ी हो गई है। मैं मुबारकवाद देना चाहता हूँ अपने रेल मंत्री को और अपनी टीम को

[श्री सैयद सिक्ते रज्जी]

कि उन्होंने खास तौर पर इस तरफ ध्यान देने की कोशिश की है जब कि लोको रनिंग स्टाफ के अन्दर राजनीति-बाजों द्वारा समय और असमय स्ट्राइक का आह्वान जो किया जाता है उसको रोका जाए। हम कर्मचारियों के खिलाफ नहीं हैं। हम काम करने वाले लोगों के खिलाफ नहीं हैं। लेकिन हम उनसे अपील करते हैं और उनसे कहते हैं कि आज रेलों में थोड़ी सी भी क्षति पहुँचती है तो उससे देश को भी क्षति पहुँचती है। आज वर्कर और नेता का वजूद जो भी हो, उसकी जाती मफाद कुछ नहीं है, देश की मफाद सबसे ज्यादा प्रिय है। जैसे मिस्टर राममूर्ति जी ने कहा, वर्कर की बात उन्होंने कही, डिसिप्लिन की बात उन्होंने कही लेकिन मार्क्सवादी डोमिनेटेड जितनी भी यूनियंस हैं वे इस बात की कोशिश करते हैं कि देश के अन्दर, रेल के अन्दर ही नहीं देश के औद्योगिक क्षेत्रों के अन्दर इस तरह का माहौल पैदा किया जाए कि उपज रुक जाए, पैदावार रुक जाए, रेल का पहिया रुके, और देश की तरक्की रुके। मैं नम्र निवेदन करना चाहूँगा, वाइस चैयरमैन साहब कि चार-छह बार भी आप बराबर घंटी बजाते रहे और वह बोलते रहे। यह इस बात का साक्षी है कि वह अनुशासनप्रिय नहीं हैं और उनके फालोअर्स भी ऐसे हैं जो अनुशासन में बंधनर काम नहीं करना चाहते हैं।

आखीर में मैं ज्यादा समय नहीं लेना चाहूँगा और इतना जरूर कहना चाहूँगा कि रेलवे बोर्ड जो बना था वह 72 साल पहले बना था ? रेलवे ऐक्ट जो बना था वह 82 साल पहले बना था :

“यह क्या गजब है कि पीरेमुगा अभी है वही नई है बज्म, नई मय नये हैं पैमाने।

मान्यवर, मैं आपके माध्यम से कहना चाहूँगा कि बदलती हुई इस दुनिया के अन्दर हमारी बदलती हुई आकांक्षाओं उम्मीदों और तमन्नाओं के अनुसार रेलवे बोर्ड के अन्दर, रेलवे बोर्ड के रूलस के अन्दर और हमारे रेलवे ऐक्ट के अन्दर बहुत सी बुनियादी तब्दीलियों की जरूरत है ताकि समय के हिसाब से हम इस बदलती हुई दुनिया के साथ चल सकें। आखिर में मैं एक मिनट और लेना चाहूँगा और यह कहना चाहूँगा कि आज रेल मंत्रालय जो एक नया चिराग जलाने का प्रयास करा रहा है उसका मैं समर्थन करूँगा। उसे इस बात का प्रयास करना चाहिए कि जहाँ रेल का बजट पेश किया गया है वहाँ सक्षम रूप से वह आगे बढ़ सके और उम्मीद और आकांक्षाओं में पूरा उतर सके।

उपसभाध्यक्ष (श्री विश्वम्भर नाथ पांडे) : एक मिनट पहले मैं घंटी बजाऊँगा। श्री मोहनरंगम।

SHRI R. MOHANARANGAM (Tamil Nadu): Really, Sir, I am very-glad about the opportunity having been given to me to express some of my feelings on this Railway Budget.

Of course Sir, I welcome this Budget. If I take into account the situation that has arisen out of this Budget throughout this country, I have to welcome it. But, as a man who comes from the deep south of this country, if I appraise the entire situation after going through the entire Hailway Budget, I personally feel that the Southerners are completely neglected. It is not a question of the North versus the South. But it is a question of certain promise given to the persons or passengers or the actual users who are in the southern part of this country, not being fulfilled. It will not be an exaggeration to say that, after independence, whoever might have been the Railway Minister, not even a single kilometre of BG line has been introduced in Tamil Nadu. So

many things the Members have mentioned and they have talked about the achievements of the Railway Ministers and they have said that the Railway Budget is very good, that it is a very good Budget, that they have not increased anything and they have increased by Rs. 350 crores just by putting additional burdens on the passengers and that there is a surplus of Rs. 11 crores and so on. All these things some of the speakers have just now spoken before this House. But there are three or four important issues which I want to mention as a Member of Parliament and as a person, coming from a region, to the people of which I had given certain assurances which, I have said, I would definitely fulfil.

» Sir, a long-felt need of the people of Tamil Nadu is the Karur-Dindigul-Tuticorin-Tirunelveli BG line, recommended by the Planning Commission, and even when I was a Member of the Lok Sabha, the same issue was raised on the floor of the House and assurances were given to the effect that definitely this would be taken up during 1979-80 and our Deputy Minister of Railways, Shri Mallikarjun -----

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): The Planning Commission has not recommended it. I am sorry to tell you that.

SHRI R. MOHANARANGAM: . . . was also there. But, after I have gone through the entire Budget, I find that it has not been included even though the Planning Commission had recommended this project.

^HRI MALLIKARJUN: They have not recommended it.

SHRI R. MOHANARANGAM: Sir, our Finance Minister, Shri R. Venkata-raman, has assured on behalf of the Railway Ministry that definitely it would be taken up. I do not know

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exactly at what stage the matter stands at present. Then, Sir, as I told you, *no* MG line has been converted into BG after independence in Tamil Nadu. I am stressing this point because some statistics were given that if we take into account the whole country, 51 per cent of the total railway lines are BG railway lines. And, Sir, not out of that 51 per cent, but out of the total length of the railway lines in the country, only 7 per cent of the railway lines are BG lines in Tamil Nadu. Even that BG was there before independence. So, after independence, not even a single kilometre of railway has been converted from Metre Gauge into Broad Gauge. Sir, about Nagarcovil-Tirunelveli, my friend in the Lok Sabha has also stressed this point vigorously last year. But this was not included. Sir, I am told, where there is a will there is the railway. But where there is a slow will, there is only survey. Whenever we approach them, they say it is under survey. But I do not know when they will implement these things. The southern part of the country is completely neglected year by year. I do not know when they are going to introduce these things, even though we have been asking for these things for the last 34 years since independence.

Sir, I come from Tamil Nadu, especially the headquarters of Tamil Nadu, namely, Madras City. I stay very near to Madras Airport. The total population of Madras City is 35 lakhs. Just ten years back it was only 22 lakhs. Twenty years back it was 16 lakhs. Thirty years before it was only 10 lakhs. Now it is 35 lakhs. The total population in 1990 will definitely come to 50 lakhs. Sir, we have asked the Railway authorities, Ministers, including the Prime Minister, for a rapid transport system in Madras City. In the year 1964 an office was introduced. In 1972, that office was going through all these things, how they can have a rapid transport system, whether it is possible, and so on, and they came

[Shri R. Mohunaramam]. to the conclusion that unless and until we have a rapid transport system, it will become very difficult for the people of Madras City. Sir, I hear from first-hand information, from some reliable sources, that they are going to close that office within a month, which office was opened 15 years back, and things are going on, enquiries are going on, and which came to the conclusion that unless and until we have a rapid transport system there is no future for the people of Madras City. I do not understand what exactly the reasons are to close that office. That office was purposely opened only for this rapid transport system of Madras ten years ago, and it came to the conclusion that unless and until there is a rapid transport system or a tube system or any other system, which will accommodate lakhs and lakhs of people, specially for travelling from one corner to another corner, Madras City will face a very dangerous situation within five or six years. Also, it is no exaggeration if I point out that you cannot move from one corner to another corner of Madras more than 10 miles even if one were to go by car. This is the situation in Madras City, which has become a very, very crowded city. This scheme should, therefore, be implemented, otherwise the posterity and the future generations of Madras City will definitely blame the Railway Minister. He belonged to my neighbouring State. Also the Deputy Minister, a very good friend, belongs to my neighbouring State. The gentleman knows about Madras City more than about Hyderabad.

I will not go elaborately into the question of accidents. We cannot anticipate or expect accidents. But we can avert them. The recent accident took place very near to Vaniyambadi in North Arcot District in Tamil Nadu. It is a very big commercial and business centre. Even at 2 o'clock, early morning people may be going from one centre to another. This is a very big commercial centre in Tamil Nadu. Three wagons of the goods train were

lying. The Trivandrum Mail dashed against those wagons. Then another train comes there it also dashed against that train.

That is not trip reason. What has happened to the officers who are responsible for intimating to the other corner that 3 wagons were there and Arcot Express should not go on that track. Someone should be there to prevent. Nobody has stopped it. It is a deliberate attempt to cause an unexpected and unprecedented accident in our southern area. It is not a very big accident. Afterwards, I understand some gas welding people came there. If they had some gas welding work, they could anticipate that the coach may catch fire. People were dead inside the coach. Instead of removing the bodies or the persons in the coach, they started doing this gas welding work. When they started this work, the coach caught fire. People inside the coach were burnt. Those who were at the Vaniyambadi station at that time and saw the accident will tell you about the accident. If anybody goes through the history of railway accidents for the last 100 years he will say that nobody could have expected this accident. Not only that, an officer was appointed by the Railway Board to inquire into this accident. Every senior officer is appointed. I am not going to take up the issue here. My mother tongue is Telugu. I studied Tamil and English. I speak Tamil, nobody can translate Tamil into English or any other language. In that language, I am one of the best speakers. Why I do not speak Tamil is because if I speak Tamil, anybody will understand me. If I speak Telugu, nobody will understand me. That is why I speak in a language which can be understood. The officer who does not know Tamil, a man who does not know any regional language spoken in the area where the accident took place has been asked to inquire. How can you expect the inquiry to be successful? He knows only Hindi and English. You cannot expect all the people in that area to know English or Hindi. Cent per cent people of the area know Tamil. You can get the services of a

senior officer knowing Telugu or Tamil. They understand Telugu. That is the situation there. Kindly appoint an officer who knows Tamil or at least any other South Indian language.

There was a tax on railway passenger fair which went straightway to the treasuries of the State. It was stopped in the year 1961. As far as Tamil Nadu State is concerned, if it could be allowed to collect that tax, we could have collected this piggrimagp tax amounting to 60 or 70 crores of rupees for the Railway administration. This tax is only 16 crores of rupees for the whole country at present. They have stopped it in the year 1961. I ask the Railway Minister to introduce that system. That was recommended by the Seventh Finance Commission also.

Now I come to the constituency of Kanjivaram. It is a very historic place. The students of history will understand it because of Pallava dynasty and Pallavas rule. It is a place from where we can go to Mahabalipuram and to different parts of our State. It is the gateway of our Tamil Nadu State. We do not have a railway line. There should be a railway line from Chingalput to Kanjivaram. That line should be electrified. It is very near to Madras city. As I said at the beginning, Madras city's population is increasing. If you have a new electric train from Kanjivaram to Chingleput, we can solve this problem.

Arakonam is an important place. Persons of my size or of the size of our Deputy Minister of Railway, Mr. Mallikarjun cannot enter very easily. It is only 8 feet. It was constructed only for the British Lords and for Viceroy, during the British regime. Only cars can enter and other vehicles cannot enter. This is the only way to Arakonam. This has been pointed out by so many Members for the last so many years not only in Lok Sabha, but here also that we should have a bridge. Until and unless we construct a bridge, there is no way left for the persons who stay nearby. (Time bell rings) I think I have consumed only 10 minutes.

THE VICE-CHAIRMAN (SHRI BISHAMBHAR NATH PANDE): You have taken so far 15 minutes. 32 minutes are allotted for your Party. You can consume as much as you like.

SHRI R. MOHANARANGAM: We can adjust ourselves. There is no cold war in our party. I will tell him to speak only the time which I have left for him.

THE VICE-CHAIRMAN (SHRI BISHAMBHAR NATH PANDE): Please continue.

SHRI R. MOHANARANGAM: Thank you, Sir. Sir, the distance from Tambaram to Madras city is 14 KMs. Mr. Mallikarjun, our Deputy Minister, who studied in Madras will understand what I say. From Tambaram to the other part of Madras, it is 17 KMs. In Bombay, from one corner to the other, it is 25 miles. And in Calcutta, it is 35 to 40 miles. But in Madras, it is only 10 miles from one corner to another, that is from Fort St. George to Guindy Railway station. That consists of the Madras city. Now, it is extended upto Tambaram. It is only 17 kms. from the Madras city. I have told you that 35 lakhs of people who are staying in Madras city are going from this side towards that side. They are staying on both the sides. Do you remember Sir, that 25 years ago we have asked that half of the Madras city is ours, and the Andhra people asked, 'Madras manade', like that. And that part is separated by this part by a railway line from Tambaram to Madras Beach. From Mambalam to Tambaram, there are railway bridges in each and every area and if the automatic gates are closed, persons who are staying on this side, numbering about 15 lakhs, cannot enter the other side where actually the Madras city is situated. Until and unless you have an underground bridge or an overbridge, the people of that area from Guindy to Tambaram, who are more than 15 lakhs will have no other go. I may point out, Sir, and it was a fact also, that a lady who was in an advanced stage of pregnancy could not go to the hospital because of this

[Shri R. Mohanarangam]

railway gate. Sir, I have mentioned about this bridge a number of times to the Railway Minister. And I have received a letter from the Railway Minister stating, "We are going to take up this work. Action has already been taken. The matter is being processed". This is what I have been getting in the replies but nothing has been done so far. I request the Railway Minister, through you, Sir, to take up this matter seriously. Unless we have the railway bridges upto Tambaram, we cannot solve this problem.

Finally, Sir, I would like to say one thing. Of course, it is a very good Budget. There are some practical difficulties also in certain things. You have reduced the reservation time from six months to one month, if I am correct. There are certain persons who used to reserve two months or three months before their actual travel to avoid so many things, if you make this one month, due to various reasons, the genuine users will suffer. So, I request the Railway Minister, through you, Sir, to at least make it four or five months and not one month. So, viewing the entire situation, though it is my bounden duty to support this Railway Budget, I have pointed out certain flaws. You may take them as flaws or anything, and they should be rectified at least within a year. I have given some important points with these words, Sir, I conclude.

SHRIMATI MONIKA DAS (Kar-nataka): Mr. Vice-Chairman, Sir, though the Railway Budget shows an increase in fares and freight, yet it deserves our appreciation as it plugs so many defects and reduces the quota for travel agents in respect of reservation of second class accommodation and reduces the period of advance reservation from six months to just one calendar month, which will definitely benefit the passengers belonging to the weaker sections of the society.

Sir, there is justification for increasing railway fares and freight charges firstly because the price of oil

has increased substantially because of the escalation by the oil producing countries, which hits the railways very hard. Secondly, the instalments of dearness allowance and bonus to railway employees has increased the wage bill of the railways. Thirdly, a number of posts in the railways have been upgraded with the result that the wage bill has gone up still higher.

Now, I would like to say something about the railway officers. All over India nearly 4000 posts of railway officers have been upgraded and there has been substantial increase in their emoluments. But the fate of Class III and Class IV employees has not changed. There are five million casual labourers working all over India. I am not criticising or condemning the railway authorities. But have they given any thought to the fate of this casual labour who have been working for 2, 3 or 4 years with the railways but are still termed casual labour? Have they given any thought to the fate of this casual labour which is earning just Rs. 5 to Rs. 10 a day? When we are getting so much pay, why are finding such a great difficulty to make two ends meet, what is the fate of this casual labour who are living in inhuman conditions in slum areas and their number is so large.

In this connection Sir, my request to the hon. Railway Minister is to please consider the genuine demands of the employees sympathetically and try to settle all the disputes amicably so that the wheels of the railways may move smoothly, speedily and efficiently.

Here I would like to say one thing. The time has come when the railway officers must change their attitude. Their style of working has to change. I tell you this thing because I am myself a railway officer's wife. I have seen the railway officers' attitude. Sometimes they feel that they are intellectually the highest in the society. They must change this attitude.

So far as the condition of railway stations, toilets at stations and catering is concerned, it is inadequate and unsatisfactory and there is great scope for improvement and for this railway officers are responsible, if the railway officers show efficiency, the workers will definitely show efficiency. Workers depend upon officers for guidance. Officers are the most important thing in our society as politicians are important in the Parliament House. So, I would request (the hon. Railway Minister to see that the officers function properly. They may take more care of the Chairman's room but they should also find out the conditions at railway stations and find out who is responsible for the negligence of his duties and take strict action against him. I, once again, request the hon. Railway Minister that he may take stern action against erring railway employees. About the punctuality of the trains, I would also like to say something. If I say something by way of criticism, I must also say about the better side of its functioning. I have seen, Sir, that no doubt, the train would start at the correct time, but on the way it stops. I do not know whose fault it is, whether it is the fault of the Railway authorities, or the fault of the driver, or the fault of the guard, or the passengers' fault. I hope the Railway Minister would look into this aspect.

As I have already mentioned about the casual labourers. I request the hon. Railway Minister to have a sympathetic consideration towards them. I have seen them closely, and I know their pathetic condition. I can tell you about the Hubli Division where 5,000 casual workers are unemployed. I brought it to the notice of the hon. Minister and he was kind enough to give an assurance to look into it. I hope he would consider it sympathetically.

I would now say something about the Railway officers and their responsibility. First of all, the officer should take it as their duty to serve the country, and not to rule the coun-

try. I am not against the officers, because I also know their difficulties and their problems. But still, the officers are a very important part of the Railway administration. Even sometimes the politicians also have to depend upon the officers and their style of working. But I have to give a few suggestions to the Railway Minister. Firstly, I feel, there should be no provision of travelling by saloons for the Railway officers. You must bring down the number of saloons in the Railways. I know it has been done to a large extent and their number has been brought down from 4,000 to 400 only. I have seen the Railway officers going for inspection in the Railway saloons along with their families. When other officers like Deputy Collectors, other State Government officers, I.A.S. and I.F.S. officers can go by first class compartments, why cannot the Railway officers go by first class? But they depend on Railway saloons whenever they go out for inspections and they take their families also. I do not think they can show any efficiency or do any justice to their work if they go with their families. If we can go by first class, why can't they go by first class? Only a few saloons should be kept for emergency, for example, when there is an accident. On such occasions, some 2-3 carriages could be there and only essential staff should be allowed to use those carriages, like the Divisional Manager who have to go to the spot. That does not mean that Class II officers should also go with their families by saloons for inspections. So, I hope, the Railway Minister would look into it. Here, the Railway Board people are sitting; I am not against them; I am not discouraging or condemning them. I am only placing facts. Only this way, can these officers play a better role. I would appeal to them as well as to the Railway employees to keep the wheels moving so that the country moves on the path of progress and prosperity.

About my own State, Sir, in Karnataka we are finding a great diffi-

[Shrimati Monika Das]

cutly because we do not have any other mode of conveyance except the train. If I go to Hubli, there is no other way except to go by train. I go to Bombay and then from Bombay to Hubli which is on way to Bangalore. But for going to Hubli from Bombay, there is a broad gauge line upto Miraj only and from Miraj to Hubli there is no broad gauge. I have suggested to the Railway Minister to see that a broad-gauge line is provided as early as possible from Miraj to Bangalore; otherwise, we find it very difficult. We have to get down at Miraj and sometimes if we do not get the train, we have to wait the whole day at Miraj only. If there is a direct broad gauge line from Bombay to Bangalore, we would not be finding any difficulty to go by train. Then, Sir, the following lines are required to be converted into broad gauge lines immediately :—

(i) Bangalore - Harihar - Hubli-Sholapur line; (ii) Bangalore-Miraj and Hubli-Gadag-Sholapur line and (iii) Gadag and Hospet line. Then, a new railwayline between Hubli and Karwad and one between Bija-pur and Raichur via Bagewadi should be constructed, the former for iron ore exports and the latter on account of the immense possibilities offered by the Upper Krishna Project. The Yelahanka line is almost ready.

Then, Sir, to augment the transport system of metropolitan Bangalore city, a circular railway is necessary. It is also requested that a separate railway zone may be set up for Karnataka as has already been done in the case of Maharashtra, Andhra Pradesh and Tamil Nadu.

Sir, I have made some suggestions and I hope these will be implemented. With these words, I support the Budget.

SHRI MANUBHAI PATEL (Gujarat): Sir, I am not one of those pessimists who view the Railways from a narrow angle or view the administration of the Railways from any Party's considerations or from consideration?

of any Government run by this party or by that party. To my mind, Railways are the biggest undertaking and it is the biggest national adventure in our country. Perhaps, it is the biggest in the whole of Asia. It is not only to achieve material growth, industrial growth and economic progress, but it is a link to unite the people of different languages from different parts of the country. It is a link to unite the whole culture of India. It represents the culture of India. I think, it will not be too much if I say that it is a mobile university which teaches the people of India good habits of cleanliness, of mixing with each other, of learning each others' languages, of knowing each others' regions and of exchanging so many good qualities. I view the Railways as a powerful instrument to force the unity of the whole country and to bring different people of different categories, educated, uneducated, poor, rich, everybody, nearer and make them feel as one community. It is from this view that I try to understand the administration of the Railways and, therefore, I do not indulge in any exercise of making any allegations against this Government or that Government or compare the performance of the past Government or the Government before that and the present Government because Railways are a continuous administration. Governments may change, parties may come and go out of power and so on, but the railway administration remains intact. It should not be disturbed. It should not be discouraged and, hence, Government should be guided by the advice of the experts and the technically-qualified people of the Railways.

As far as the economics of the Railways is concerned, I can understand. There may be passing phases. But we have to learn from past experience. It is our experience that from 1966 onwards, the interpretation of efficiency is to increase fares and freights as if enhancement in fares and freights has something to do with efficiency and not improvement in railway administration.

ration or efficient functioning of the Railways. Sir, last year also the Government had come out with a dose of Rs. 200.24 crores for increase in freight and fare, with a hope that there will be a surplus of Rs. 42.70 crores, but at the end of the financial year what was the experience? The Minister has confessed that we had a loss or a deficit of Rs. 52.34 crores. Now this year again with a very heavy dose of Rs. 366.26 crores by way of increase in fares and freights, has become fickle and said that at the end of the year there will be a surplus of Rs. 11-42 crores. Where is the guarantee? The past experience has shown that in the place of a surplus of Rs. 42.70 lakhs there was a deficit of Rs. 52.34 crores. So, it depends on the efficient functioning whether there will be loss, or no loss, and the efficient functioning also has so many other factors to be considered. But, Sir, by just changing the Railway Board the efficiency is not improved, or by just playing certain gimmicks the efficiency is not improved. It is the sustained work on the part of the managers, and when I say "managers", the Minister is the topmost manager, he should be completely engrossed in exercising his mind to set the problems right and evolve different programmes so that he may be an ideal guide to other managers, namely, the Railway Board and the officers below that.

This time though the increase in - passengers fares is Rs. 70.04 lakhs, 97 per cent of the passengers, who are the so-called second class passengers—actually speaking, they are the third class passengers—will have to bear the burden of practically the whole railway fare. And what are the facilities you are going to give to them? By way of facilities I do not think you are offering them anything. You have suggested that during this current year you have added 79 additional non-suburban trains, but in my own Baroda division 18 trains are closed because of shortage of coal. Yesterday I read 9 from the newspapers that something like 11 trains in Ahmedabad division

are stopped. What is the use of giving this figure that you are going to introduce 79 new trains, when at the same time so many trains are stopped? In the same Address, the hon. Minister has confessed that the dictates of the national economy demanding a higher priority for meeting the freight traffic needs, as also the inadequacy of passenger coaches, may slow down the introduction of additional passenger trains for the time being. You have said, "May slow down". So, why give this false promise when you are not going to implement that? You have said: May slow down for the time being. When will you be introducing them?

Regarding the new repair shop for repairing 1200 coaches under the programme 'fleet that works' why are such phrases being coined. It is something like the Government that works, but in reality it does not work. Why to coin the street words like 'fleet that works'. Let the work be done first. Here you have said that a new repair shop for repairing 1200 coaches per annum has already been sanctioned and the foundation stone of this factory was laid by the President of India at Tirupati on December 25, 1980. What is the programme? What is the schedule? When will it start functioning? When it starts repairing coaches, what will be the output? No details are available. Sir, the increase by way of reservation charges; I think it is too much. Do you give any reservation facilities? The passengers are standing in the queue and at some stations I find they come on the previous night and they have to stand there for hours and in the end they go disappointed. You have taken measures to abolish travel agents etc. Formally you have abolished the travel agents. But eight or ten of these agents' "passengers" come and stand first in the queue and they are issued tickets. There is no legal sanction for the Reservation Officer not to issue tickets to them. So what is the facility you are giving to the genuine passengers? You are

[Shri Manubhai Patel.] not providing even sitting facilities at important stations; they have to stand there. And you are opening new Reservation Offices. But there is no staff. You have sanctioned at Baroda a new Reservation Office. The office has been opened, but there is no staff. There is already one existing which also runs short of staff. Why? Because you have denied promotion to the reservation staff and the Reservation Officers. For so many years, from 20 years, they are there on the staff but there is no promotion. These are the difficulties. In spite of that, you open new offices and don't provide staff. How are you going to give facilities of reservation to your passengers when there is no staff? This is the general condition at important junctions like Baroda, what to talk about other stations.

Then there is the sleeper charge. That also you have increased, thereby practically taking away the sleep of the passengers. They would rather go awake on the train than pay this much charge. On the contrary, you take reservation charges. That is all right. But you should guarantee that they will also get the berth. Where is the guarantee here? You issue the ticket, but there is no guarantee that they will get a berth or a seat even. At the time of issuing ticket, every passenger should be guaranteed that he will get a seat. Even for the 1st class passengers, that guarantee is not there; it is not there for even the AC 1st class sleeper passenger. I came this morning by 25-Dn. The passengers from Bombay were sleeping in the corridor of the 1st class ACC sleeper coach because they were issued tickets, they were on the waiting list, they were allowed to enter and then thereafter no seat was provided to them. So even the sleeper charges that you charge are too much. But I then you do not guarantee them berths after charging also.

The cloak room charges are also too much. In this way this burden of Rs. 70 crores or so is a one-way traffic.

You charge something from them but do not give guarantee against that. So it is a one-way traffic. This will not encourage the passengers to appreciate the functioning of the railways. You have said that there is a proposal to open a Directorate to encourage passenger traffic etc. But the public relation is the poorest on the railways. For the whole of the Western Zone, there is one Public Relation Officer at Bombay. Now perhaps you have shifted him to Ahmedabad or so. On such a big track—the Western Zone consists of something like 10,000 kilometres—there is only one Public Relation Officer. How are you going to create that sympathy in the minds of the passengers by keeping only one Public Relation Officer. The only Public relation which is maintained by the railways is through the Reservation Officers and the TTEs who charge more money from the passengers to provide them a seat or berth. That is the only public relation. Your public relationship should be so developed that passengers would definitely feel that the railway is ours. But today that is not the case. May I suggest, in order to develop public relation, let the Ministers travel by train only. Let them not travel by air. It is their railway. They can travel by air. But if they travel by trains, the whole staff will be streamlined and will be ready to help all the passengers—and not only the Minister. Let the Ministers stay at the retiring rooms in the railway stations itself and let them openly meet the passengers at the railway stations because they are the people. But the Railway Ministers mostly travel by air and, that is why, even if you appoint these Public Relations Officers, it is not going to help that much.

Sir, regarding goods traffic I will not say much. You have put the programme to develop it because you have given it priority over passenger traffic. But what is the history? During the last 30 years there is a four-time increase in goods traffic but only a two-time increase in wagon

capacity.' Then how are you going to improve this?

Sir, instead of going into a general discussion I will take up only one point, about restructuring or reorganisation of the railway administration and then I will go into some details. Formerly the railways were divided into so many different groups—private lines, or State lines—but now there are nine zones. But they are unwieldy order to have real administrative control over it, in order to have overall management—operation, sales, maintenance of a vast variety of assets and industrial and public relations—in order to have control over these, for a zone of 10,000 kilometres which is too remote—for example the Northern Zone and the Western Zone Sir, may I invite the attention of the Minister?

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI SITA-RAM KESRI): Yes. I am saying that we should manage dinner on Thursday for you.

SHRI MANUBHAI PATEL: That is true, but you are diverting the attention of the Minister when I am making some important suggestions.

SHRI SITARAM KESRI: I am directing him to hear you.

SHRI MANUBHAI PATEL: The dinner will not satisfy us. Some improved efficiency in the railway administration will help us. Up till now dinners have spoiled it.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): I am listening to you.

SHRI MANUBHAI PATEL: Mr. Minister of State for Railways, I was drawing your attention to efficient administrative control over the zones. Now the Indian Railways are approximately 66,777 kilometres long and they are divided into nine zones, and

each zone varies in size. But I have two zones in mind, the Northern Zone and the Western Zone. They consist of 10,000 kilometres. The Western Zone—from Bombay to Mathura—is broad gauge, and there are two metre gauge groups there—one of Saurashtra and one of Rajasthan. In the Northern Zone there are five broad gauge divisions and two divisions of metre gauge. Now is it possible to bring efficiency in the management of such a huge zone where the assets of the railways are scattered all over the area—in both the zones—and where you have two lakhs of employees? May I give you a suggestion to consider regrouping of the zones, by carving out these metre gauge railways into two divisions in the Western Railway and the Northern Railway? May I suggest that? The Railway Minister and the Railway Board will have to consider it and the time has come when, if you do not consider it and apply your mind to it, it is not possible to develop the potential of the railways.

Sir, when I am talking about metre gauge, there is a programme for conversion also, but in the matter of conversion I find that the Railway Minister has taken the plea that all over the world it is accepted that metre gauge can also be as efficient as broad gauge, etc. I do not want to enter into any controversy over this, but what about narrow gauge? I can understand maintaining metre gauge as long as we do not have sufficient resources to convert it into broad gauge.

[MR. DEPUTY CHAIRMAN in the Chair]

Now about the narrow-gauge, I do not know whether you are manufacturing new engines for the narrow-gauge. There is no mention about the conversion of the narrow-gauge at least into the metre-gauge, if not into the broad-gauge. If at all you are going to convert these narrow-gauge lines, they should be converted into the broad-gauge. But

[Shri Manubhai Patel] there is no mention here. It should have been there.

7 P.M.

Sir, may I draw the attention of the hon. Minister to a lapse on the part of the Ministry not to call zonal meetings of MPs? Sir, formerly, in formal zonal meetings of MPs were being called regularly. The MPs of the particular zone were invited and they used to put up all those details there. We need not do it here at the time of the Budget of the Railways. But because for two years you have not called the zonal meetings, we have to give these details at the time of discussing the Railway Budget. Otherwise, these details should not find any place at the time of the Budget.

SHRI C. K. JAFFAR SHARIEF: We are calling the meeting.

SHRI MANUBHAI PATEL: Very good. After two years, after my suggestion, you are thinking of it. Thank you.

Then, Sir, he referred to catering and said that after applying his mind to the goods traffic he will apply his mind to the passenger traffic, etc. There are different facilities, but there is one named as catering. I tell you the catering facility is hopeless. I am one of those who praise the catering of the Western Railway, the service maintained by them. Though there is a lot of scope for improvement in the case of the Western Railway also, and I do not think that it is an ideal one, it is one of the best among the present zones where the catering facilities exist. Even if the other zones come upto the standard of the Western Railway, that will be something. So there is a scope for improvement in the catering service. I am totally against private catering. Wherever there is private catering, the Railways should take it over, for they at least hear complaints and there is a scope for improvement. Where there is private catering, there is no scope for improvement. They give the dir-

tiest type of food or eatables. Then there is a scope for corruption also. I do not go into that. So you have to apply your mind to it and take special care of it. Employ special efforts to improve catering. Sir, I do not say that there is a lot of credit due to the Janata Party, but we did introduce the Janata meal for one rupee. For one rupee, six pun's and some vegetable or *pullav* with vegetables. That was ideal. So many passengers do not need that much quantity that is served in a *thali*. But that is being discouraged. Though you refer to it by saying that it has been very successful, etc., I tell you that it is being discouraged by the caterers and the Railway hoys because they get a less commission on it and it is sold only for one rupee whereas for a big *thali* they will charge you eight or nine rupees. They do not encourage this being sold. Whenever I insist for it, the fellow says that they had got only sixty packets from Delhi and they had been consumed. This is the patent reply. You should look into this also.

Regarding sports and cultural activities etc, there is one reference. But may I tell you a sorry state of affairs? I met one national hockey player. When he was a national hockey player, he used to be put up in the Taj Mahal Hotel whenever he was at Bombay. Now he is an attendant. He was a very courteous man, which is a very rare thing. He told me his story, that he was a national hockey player and today he is an attendant, he is not given facilities. I have forgotten the name. When you are talking about sports and cultural activities etc., I tell you that the very members of the Railway staff who were once champions in different fields of sports are not being properly looked after. They had brightened the name of the Railways and they had taken the name of the Railways into the forefront by different achievements in different games, etc. There needs should also be properly looked after.

Sir, the President has said in his Address that they are going to open

23 more new lines during this year and convert 11. That programme has been enlisted here. There is no reference to a single line for the whole of Gujarat, and there is no case of conversion of any line for the whole of Gujarat. Therefore, may I make a few suggestions? If you are going to consider the case of conversion, the Chota Udaipur-Baroda narrow gauge should be converted into broad gauge because Chota Udaipur produces fluorspar and dolomite, very useful stone materials for the glass industry, the fertilizer industry etc. That is all exported to Bombay, other places in Maharashtra and other parts of the country- It is all narrow gauge. Only because it is a tribal area it is not being developed. It is a social responsibility, and you are talking about social change. Should we not look after such backward areas when there is potential? I remember that during the Fourth Lok Sabha, when I insisted, a committee was appointed, and the then Deputy Minister, Mr. Chaturvedi visited the place. A report was presented for its conversion, and the case was considered. I do not know where the report lies. It is a very important line. It will be linking Gujarat and Madhya Pradesh through the whole tribal area, and there will be production of very good industrial materials from that area.

Then, if we have any imagination, we should plan ahead of five, six, ten years. (*Time bell rings*) I am finishing. In Gujarat Ankleshwar has the greatest potentiality. The ONGC headquarters is there. The Narmada Project is going to have practically all the activities through Ankleshwar. The Industrial Development Corporation has very big industrial estates there. It is going to develop like anything. I do not belong to Ankleshwar. It is far away from my place. But I see the industrial activity going on there so speedily. If you do not plan from now, you will not be able to cope up with it after some five years.

The Sarvodaya Train was started. Let the credit go to the Janata Government. But in the beginning I have said that the railways is a continuous process. Whatever good work has been done by this Government or that Government, it is the work of the railways. It is a good train. It is very much appreciated for short distances. From Ahmedabad, via Baroda, it comes here within perhaps seventeen hours or so. It is very much appreciated. But it runs twice a week only. There is a great demand that its frequency should be increased. It is better that it runs on all the days of the week. If not, kindly increase it to at least four times a week. That is one of the demands.

Then, Sir, you have started Sabar-i mati joining Ahmedabad and Lucknow and Navjivan joining Ahmedabad and Madras. These are very good trains. The labourers from those areas, who are working in the textile mills of Ahmedabad, have a direct train. And it is convenient train for those who go there from Gujarat. I think it runs at the fullest capacity. But it runs like a passenger. I have travelled by both the trains. It is a very tedious journey. I find that you can decrease the time, and you can increase the speed. One train joins the southern most part, Madras, and the western coast, and the other joins the western coast and Banaras. These are very good trains. But they are slow. Their peak speed should be increased.

There is the scope for starting a Raidhani Express between Ahmedabad and Bombay. That was to be started. It was announced in the newspaper also. But I do not know where it has vanished.

It has not been started. There is a very good case for it. Similarly Delhi-Baroda has also very good scope because at Baroda you have the petrochemical complex, the refinery and the fertilizer industry and so many other industries. So many passengers go there. And it is not linked by air to Delhi. Passengers from Baroda have

[Shri Manubhai Patel]

to come to Bombay first and then go to Delhi by air. That is the position. So if there is one more train between Baroda and Delhi, it will help the industrial growth and also help the officers and others who are working in those industries.

Then there is a demand from different Members, including Members from your party, to introduce a stop at Broach where you have the biggest fertilizer factory, Narmada Fertilizers. The Government has announced that it is the biggest in Asia. And still the deluxe or the long-distance express trains do not stop there. They have demanded that they should stop at Broach.

Then there is the question of conversion of the Ahmedabad Delhi line. It is metre gauge via Ajmer and Jaipur. Now passengers from Ahmedabad who want to go to Delhi prefer to go by the Sarvodaya Express which is broad gauge via Baroda. The broad gauge route is longer and the metre gauge route is shorter. But still people prefer the former because it is broad gauge. With these few observations ...

MR. DEPUTY CHAIRMAN: That will do.

SHRI MANUBHAI PATEL: That will do. But, as I said in the beginning, I am one of those who view these railways as a link of developing our Indian culture, a link of developing the unity of the whole country and bringing the people of different languages and different religions very close to one another. It depends on the efficiency of the railways. Why should passengers who travel by train quarrel at all? Travel has to be a symbol of national unity and there should be love between one and another. But because facilities are lacking, there is quarrel over a seat or other things. If proper facilities are extended, it will be one of the best unifying agencies, an agency of developing Indian culture. With these words, I hope the hon. Minister will take into consideration whatever sug-

gestions I have made and implement whatever could be implemented. Thank you.

SHRI G. R. MHAISEKAR (Maharashtra): Mr. Deputy Chairman, Sir, I rise to welcome the Railway Budget and offer my reactions, observations and suggestions. Sir, I welcome the Railway Budget because it has not left any deficit uncovered and thus prevented the inflationary trends that would have resulted out of a deficit budget. The Railway Minister has shown courage to initiate financial ways and means in order to meet the rising operating costs. He has also taken courage to initiate administrative steps to improve the administration of the Railways. Therefore, he deserves congratulations.

Sir, I then come to some of my observations as revealed by the statistics in the statement "Budget at a Glance" the figures given under the head (f)—Net Traffic Receipts—reveal a very important point. The budget estimates of net receipts for 1980-81 have been shown as Rs. 335.61 crores, and the revised estimates for 1980-81 are shown as Rs. 238.61 crores. Thus there was a shortfall of Rs. 97 crores. Last year's budget was having a surplus of Rs. 42.7 crores. But the revised estimates show that there is a deficit of Rs. 52.34 crores. I feel, I presume in fact, that the shortfall in the revised estimates is only because of the shortfall in the net receipts. What I am worried about is whether the reasons and eventualities because of which this shortfall has come about have been duly studied. Otherwise all the serious attempts that have been made to wipe out the deficit and show a surplus of Rs. 66 crores in this year's budget are likely to be offset, resulting in serious consequences. I have to make a mention only of two small points in this connection. One is the ticketless travel, particularly so on the branch lines, which I generally call as orphan lines. Many times ticketless travel is encouraged by the railway employees. Their relatives, friends and so many other people with their sympathies travel on these branch lines.

without tickets, not only in the second class but even in first class, and this has to be checked by methods which I need not define.

Then I come to a very important point and that is of loss of coal. We are spending out of every rupee 14.89 paise on it and it has become a *modus operandi* now with the railways that coal is thrown out at particular places from running railway engines and urchins are employed for collecting this coal from the railway tracks. I have observed myself that this way at least ten per cent of coal must be going waste. If this is checked, we are likely to save 1 paise out of every 14.89 paise that we spend on fuel.

Then I come to some of the important points which are related with backward areas. Somebody said here that new lines should not be taken, that conversion should not be undertaken. Railways are a social service as well as an Economic service for the development of backward areas. We have been insisting particularly because I come from a region which is called Marathwada region in Maharashtra comprising five districts. This region is backward according to the norms of the Planning Commission. So we have got our own problems. The first two problems are about conversion. Already Manmad-Aurangabad Parli line has been declared to be converted, it was declared by the honourable Prime Minister, Shrimati Indira Gandhi, when she visited this area in 1973 when this area was under drought. The work started two years before. And now we have hardly spent Rs. 93.81 lakhs as against Rs. 14 crores, and I find in this year's Budget there is mnllly any provision except that there is a symbolic allocation of Rs. 0.01 lakh, for this particular conversion. With this speed I think this project could be completed only after another 7 nx 8 years.

Then there is an important suggestion and this has a high priority on the Maharashtra Government's priority list of recommendation, that is conversion of Parbhani-MudKed-Auilabad line and then connecting it to the

Grand Trunk Route from Madras to Delhi. This point is very important. The Maharashtra Government made a Budget provision for technical and other surveys for this particular line. There is one more important aspect to this. For the Parali Thermal Power Station of 560MW coal is supplied from Singareni collieries by a circuitous route. If this line is converted and connected, we are going to save 135 kms. Not only that. The Balharsha coal fields have shown the potential of quality coal for the Parali Thermal Power Station as well as the Nasik Super Power Thermal Station. With the proposed Ujjain Thermal Power Station there would oe a fine example of coordination between Railway-Coal-Energy Ministries. Therefore, we can call it not only an economic line, but we can call it a sensitive line brought about with the coordination of these three Ministries.

Then I come to the functioning of the railways on this line. Tlie Knche-guda line—known as the Secundera-bad-Manmad line—is another orphan line. On this line a number of facilities required for passengers are not there. It is all so because this whole line is not properly supervised. I need not go into the details of that. I will simply demand that an independent division should be created at Purna of the South-Central Railway to look after this particular line. Then there are a number of cross bridges to be constructed. There are a number of foot-cross bridges to be constructed on cities like Aurangabad-Parbhani and Jalna. These are important district towns. They are important commercial centres. Two years before a foot-cross bridge was erected at Nanded, a district headquarters, out it has not yet been completely operated because there is no manpower. Therefore, I demand that an independent division at Purna should be established on the South Central Railway. There are two proposals for new lines. One is Bombay-Nagar-Bhir Nanded line, and the other is Jalgaon-Jalna-Bhir-bholapur line. These two lines are again very economical. The Jaikwadi irrigation

[Shri G. R. Mhaisekar] project with a potential of nine and half lakh acres is going to be completed in the coming four years and the whole area will be booming with activities as a result of so many small scale industries. These two lines which have been recommended by the State Government are very important from this point of view.

In fact there are some complaints I have to make and I have been asking questions in this august House about this particular Secunderabad-Manmad line. The Secunderabad-Manmad trains are always late by 3 hours and 4 hours for the last 13 years. This happens sometimes because of checking by the civil supplies authorities and sometimes it is said to be because of chain pulling and at times it is said to be because of fuel smuggling. Because of this late running thousands of passengers are stranded for hours and they miss their connections at Manmad. And they lose all the benefits of reservation. This is happening every day on this line. I wish the authorities concerned are advised to look after this problem. People in that area and commuters who use this train are threatening to carry out an agitation. Before any such stage comes, it is advisable that steps are taken to correct the situation.

I come to another important point on this line (*Time bell rings*) I will simply put my five demands before the House.

First is, that I have been time and again pleading that a massive Plan of 1,500 to 2,000 crores of rupees has to be undertaken by the Railways for the backward areas. Some thinking on this line was there in 1975-76. When Mr. T. A. Pai was the Railway Minister, they started thinking on these lines. Unless such a massive plan for five to ten years is undertaken, it is not possible for them to cater to the demands and needs of

the under-developed areas in this country.

My second suggestion is this. I have to plead for the fabrication of more double-deckers and use them for short distances upto 300 kilometres. The experiment of using this between Pune and Bombay has proved to be successful. I am sure that this will help in reducing the pressure on other lines.

Thirdly I have to make another demand that wagons should be supplied for perishable commodities such as vegetables, onions, potatoes, oranges and bananas, etc. on priority basis. If they are not supplied at the places where these things are grown it will lead to lot of loss and wastage with the result that these will not be properly distributed throughout the country. The farmers will lose because they do not get due return for their produce. Therefore, I will appeal to the Railway Minister that wherever in this country perishable articles are produced such wagons should be made available for transporting them.

One suggestion more. We have the passenger fare hike, with an exemption limit for 150 kilometres. It is a wellknown fact that common people travel to the capital cities of their States, for instance, Bombay, Bhopal and other capitals. I would earnestly appeal to the Railway Minister that at least in order to meet the travel needs of farmers and other common people this limit should be raised from 150 kms. to 600 kms.

I would also appeal to him to exempt cereals from the freight hike.

I would request him in the end to consider sympathetically all the problems that I have placed before him and to help us in solving them.

SHRI C. HARIDAS (Kerala): Sir, this Railway Budget is an unhappy : one for all, for all sections of the people of India particularly for the

Keratites. Last year, the then Railway Minister, Shri Kamalapati Tripathi, had presented a Budget here and I had also spoken on the same in this House. This Budget, Sir, is nothing new and it is "old wine in a new bottle."

Sir, this Budget throws a heavy burden on the financially backward classes. Prices are shooting up now. This Budget is another attack on the common man. Except for the platform tickets, there is an unjustifiable increase in the fares on all items. The increase ranged from 10 to 15 per cent. Never before in the history of India has the Railway Ministry looted the Indian people as it has done in the Budget for 1981-82? The platform ticket buyers are not travelling in any train and probably that might be the reason for which the platform tickets have been exempted from the increase. And, Sir, for this act of kindness, we should thank the honourable Railway Minister.

Sir, there is a steep increase in the reservation charges, sleeper charges, cloak room charges, luggage charges, etc., etc. But the Minister says that this Budget increase will not affect the common man. He says that a man who travels up to 150 km. is not subjected to any increase. But Sir, this concession is not at all applicable to the Mail/Express train passengers. Thus, according to the Railway Minister a person who travels beyond 150 km. is an extraordinary person. Sir, Keralites are the long-distance travellers as compared to the people of the other States. A Malayalee who visits his kith and kin in his home State of Kerala has to bear 20 per cent increase in the railway fare as per the new Budget. This increase affects mainly the people of Southern India, particularly the Malayalees. The educated people of Kerala are serving in many parts of the country and most of them are travelling by trains. The cost of living of the people of Kerala is already soaring higher. Goods such

as wheat, pulses, foodgrains, cement, etc. are to be transported to Kerala from the northern parts of India. The goods train charges have also been considerably increased. There should be a provision in the Budget to give some concession to the long-distance passengers. Sir, in this Budget, facilities have been provided for certain regions. But these facilities have been neglected for Kerala. Generally, in the Budgets introduced in the past, essential commodities were exempted from the increased goods charges. But this year it is not so and the impact of this will be a further increase in the prices.

Nowadays, Sir, train journey has become a dangerous thing and there is no guarantee as to whether a person who travels by a train would reach his destination. Most of the trains are running now very late and the performance of the Railways has become very poor. A train hits a parked train which again hits another train. This is the present condition of the Indian Railways.

Sir, the year 1981 has just been started and how many railway accidents have occurred so far? Is there any policy of the Government to look into these accidents? I have already spoken about the looting of the train passengers in this House on 4-12-80. But no action seems to have been initiated to prevent such train looting and such incidents are increasing. I have not received any reply to the question I raised on 4-12-80. Perhaps the Railway Minister may not have any answer to give to my points.

Sir, the Government should take priority steps to safeguard the interests of the travellers. More police personnel should be engaged for this. I wish to bring to your notice some recent incidents occurring at Jhansi station. Some people in police dress get into the trains at Jhansi and inspect the brief-cases, etc. of the passengers and threaten them and they also take away such items from

[Shri C. Haridas] the passengers. There is a general complaint from the passengers now. The hon. Minister should look into this matter urgently.

A perusal of this new budget will show that Kerala is not a part of India. Construction of railway lines between Kattippuram-Guruvayur-Trichur should be started early. The budget allocation for this work is very less. Sir, electricity is sufficiently available in Kerala. Railways can take advantage of this facilities for operating more trains. To start with, new electric trains can be introduced from Trivandrum to Quilon, from Cochin to Trichur and from Kuttipuram to Badagara, which will give a good result as these places are industrial belts of Kerala and also important in business matters. So, priority should be given to connect these important places.

Old and unserviceable coaches are allotted to Kerala. In rainy season, passengers have to use umbrella in the trains. If train runs speedily, then passengers will fall down. This miserable condition should be changed immediately. Sir, more wagons are required to be allotted to Kerala. Due to shortage of wagons, essential commodities are not reaching the people of Kerala in time. There occurs delay in transporting the products of Kerala to other parts of the country.

Sir, now there is labour problem in the Railways. Loco running staff are put to work day and night. There is no strict rules and regulations and working conditions for these staff. Their interests should be taken into consideration. Overtime and such other benefits to these staff have been neglected. Usage of National Security Laws on them will not solve this problem.

^Catering staff in the Railways who are serving the Railways for 8 to 10 years continuously should be regularised immediately.

I Sir, six months' advance ticket reservations have been stopped now. With the new rule, one month advance reservation can only be done now. This will badly affect long distance travellers.

Sir, in the matter of Railway reservation malpractices are existing in the Railways. When a person approaches the counter clerk for reserving a ticket, the answer of the booking clerk will be: "Not Available" and afterwards berths are allotted to the parties who grease their palm directly or indirectly. Is there any policy in hand to curb such practices which are prevailing at present?

Sir, the K. K. Express which operates between Trivandrum-Bangalore-Delhi has 21 coaches with double engines. There should at least be 4 bogies allotted to Mangalore side immediately. In the past several times, memorandums were given to the Railway Ministers by MPs as well as the public for extension of the K.K. to North Malabar side, but no action has been taken so far. The hon. Minister should consider this demand without further loss of time.

Sir, now only single railway line is existing between Shoranur-Calicut-Mangalore side. Necessary steps should be initiated for providing double lines between these places, as these are important business centres.

The railway stations in Kerala were built during the British regime. No identification has been done so far. The unhealthy conditions should be got changed early.

The food given to the passengers in Express/Mail trains are sub-standard type. There is a general complaint on this account from the passengers. Necessary steps should be taken to provide better food to the passengers.

A number of times the Kerala Government have requested the Centre for the need of setting up of Integral Coach Factory in Kerala. There is no mention of this in the new budget. ' All facilities, such as electricity, water, land, etc. are available plenty in Kerala.

There are a number of Railway level crossings in Kerala. Necessary steps should be initiated for construction of over-bridges in this thickly populated State. The construction work of Bombay-Mangalore line should be completed as early as possible, as this will give relief to the people of Kerala.

I request the hon. Minister to take prompt steps on my suggestions.

श्री बापूरावजी मारुतरावजी देशमुख (महाराष्ट्र) : उपसभापति महोदय, सदन के सामने जो बजट आया है उसका समर्थन करने के लिए मैं खड़ा हुआ हूँ। रेलवे मंत्री जी ने अपने भाषण में क्या-क्या काम होने वाले हैं उनका जिक्र किया है। रेलवे की नयी लाइनें डालना, लाइनों का विद्युतीकरण करना, यातायात का नवीकरण करना, यात्रियों के लिए नये डिब्बे बनाना, मीटरगेज का ब्राड गेज में परिवर्तन करना, नए ब्रिज बनाना, दोहरी लाइनें डालना वगैरह बातों का उन्होंने अपने भाषण में उल्लेख किया है। उसके साथ ही साथ कर्मचारियों के बारे में भी जिक्र करते हुए उन्होंने कहा कि उनके लिए स्कूल, अस्पताल, शिक्षा, खेल-कूद, कल्याण निधि का भी उल्लेख किया है।

अभी यहां बहुत से माननीय सभासदों के भाषण हुए। उनमें उन्होंने अपने-अपने इलाके की बात रखी। जो टैक्सेज बढ़ाये गये हैं उस के बारे में उन्होंने ने टीका-टिप्पणी की है। अगर हम लोगों को इतने बड़े देश में इतनी डी रेल के सब कामों को पूरा करना

है तो बैसा साधन-सामग्री जुटाये वगैरह कैसे हो सकता है यह किसी ने बताया नहीं। इस लिए मुझे लगता है कि यह अनुचित टीका-टिप्पणी है जिस का कुछ मतलब नहीं। अगर पैसा न हो तो कोई भी सरकार हो लोगों की मांगों को पूरा कर सकेगी। जनता पार्टी की सरकार ने भी उस वक्त कुछ टैक्सेज बढ़ाये थे, जैसे बम्बई में सीजन टिकटों पर टैक्सेज बढ़ाये थे। इतने बड़े देश में लाइनें डालनी हैं, नवीकरण करना है, जनता को सुविधा देनी है, और उस के, लिए थोड़े टैक्सेज बढ़ाने पड़ेंगे तो उसका सब लोगों को स्वागत करना चाहिए। 15 परसेंट एयरकंडीशनड क्लास के, साढ़े बारह परसेंट फर्स्ट-क्लास और एयर-कंडीशन चेरकार के 10 परसेंट बढ़े। इस में चलने वाले लोग कौन रहते हैं। जिन के पास ज्यादा पैसा रहता है और बिजनेस वाले चलते हैं। फर्स्ट में भी सभी ऐसे लोग चलते हैं, नहीं तो पास वाले चलते हैं। साधारण जनता तो फर्स्ट क्लास में और एयरकंडीशन में नहीं चलती। मुझे लगता है कि ये टैक्सेज तो उचित हैं और इनका विरोध किसी सम्माननीय सदस्य को नहीं करना चाहिए।

सेकिन्ड क्लास में आम जनता चलती है। आम जनता के बारे में माननीय मंत्री जी ने कहा कि सेकिन्ड क्लास में 150 किलोमीटर तक पर टैक्सेज नहीं लगाये। मैं मंत्री महोदय से प्रार्थना करना चाहता हूँ कि आम जनता के लिए सेकिन्ड क्लास में 500 किलोमीटर तक बढ़ा सकते हैं तो जरूर बढ़ाना चाहिए जिससे सेकिन्ड क्लास में इतनी दूर जाने वाली जनता के टैक्सेज न बढ़ें। इस तरीके से अगर देखा जाये तो यह नया बजट है पहले "छठे प्लान के लिये 1980 से 1983 तक

[श्री बापूरावजी मारुतरावजी देशमुख]

जो प्लान था उस में 34 करोड़ रुपया रखा गया था । लेकिन अभी छठे प्लान में 1980 से 1985 तक की जो योजना है रेलवे के लिये उसमें 5100 करोड़ रुपया रखा गया है । तो इस से लगता है कि इस छठी योजना के पूरे होने तक हमारी रेलवे का काम काफी ज्यादा बढ़ जायेगा और इस में बहुत प्रगति होगी इसका विद्युतीकरण भी काफी हो जायेगा और नयी-नयी रेलवे चलाने का जो काम है वह भी बढ़ेगा और दूसरे काम भी होंगे और मुझे आशा है कि वह सारे काम इस छठी योजना काल में पूरे हो सकेंगे ।

दूसरी बात मैं यह कहना चाहता हूँ कि नार्थ से साउथ तक जब हम चलते हैं तो उस बीच की दूरी को अगर हम कम कर सकते हैं तो उसके लिये हमें प्रयास करना चाहिए और इस के बारे में हमको सोचना चाहिए अगर वर्धा से कतवाल का हम सर्वे कराये तो और उस भाग में रेल लाइन बिछा दें तो कम से कम 80 किलोमीटर की दूरी नार्थ से साउथ के रन में कमी हो सकती है यह मेरा एक सुझाव है और मुझे आशा है कि मंत्री जो इस पर ध्यान देंगे और इस सर्वे कराने के काम को वह अपने हाथ में अवश्य लेंगे ।

दूसरी बात यह है कि इतना बड़ा देश है और जगह-जगह हमारी रेलें फैली है । बहुत-सी जगहों पर ब्राड गेज को बढ़ाया गया है लेकिन नैरो गेज में कंपनी की जो गाड़ियां हैं वे आज भी महाराष्ट्र में विदर्भ में चल रही हैं और मुझे मालूम है कि पुलगांव से आरवी तक जो एक तहसील प्लस है वहां एक नैरो गेज की गाड़ी एक कंपनी की चलती है । उस का कितने साल का एग्सीमेंट है और वह एग्सीमेंट कब खत्म होगा और वह खत्म होगा या नहीं यह मैं नहीं

जानता, लेकिन मैं यह जानता हूँ कि उस कम्पनी की गाड़ी में यात्रियों के लिये कोई सुविधा नहीं है वैसे नैरो गेज में कुछ होता नहीं और यात्रियों को तकलीफ बहुत ज्यादा होती है और वह तहसील प्लस तक ही जाती है । तो मेरा सुझाव है कि उस को हटा दिया जाना चाहिए और कंपनी का एग्सीमेंट कैसिल कर देना चाहिए और उस के लिये आवश्यक है कि गवर्नमेंट उस को अपने हाथ में लेकर चलाए ।

दूसरा मेरा सजेशन है कि हमारे देश में मीटर गेज की लाइनें हैं और हमारे महाराष्ट्र में वह मनमाड औरंगाबाद और नांदेड़ तक जाती हैं । लेकिन मैं चाहता हूँ कि इस लाइन को ब्राड गेज में बदलने की व्यवस्था वहां होनी चाहिए और उसके लिए सरकार ने बजट में दस हजार रुपए की राशि रखी है । इस बजट को बांकर जल्दी यह कार्य पूरा करना चाहिए । यह मेरा सुझाव है । इस काम को रेलवे को अपने हाथ में लेकर जल्दी पूरा करना चाहिए ।

दूसरी बात मैं यह कहना चाहता हूँ कि जहां मेरे रहने का ठिकाना है, मैं वर्धा सेवाग्राम में रहता हूँ, सेवाग्राम में, एक मेडिकल कालेज है और वर्धा सेवाग्राम को जो रोड जाती है वह रेलवे क्रासिंग से होकर जाती है ट्रैफिक के लिए जो रोड है, वह रेल लाइन पर से होकर ही जाती है उस पर कोई ओवर ब्रिज नहीं है । यह ओवर ब्रिज वहां होना चाहिए । कई बार पेशेंट्स और सीरियस पेशेंट्स को भी वहां आधा-आधा घंटा तक खड़ा रहना पड़ता है और उनको दूसरी ओर जाने का कोई भी रास्ता नहीं है । सेवाग्राम जो गांधी जी की कर्मभूमि रहा है, वहां के मेडिकल कालेज के लिए जो सड़क है उस पर ओवर

ब्रिज की व्यवस्था जल्दी से जल्दी की जानी चाहिए इसलिए मेरा सुझाव है कि सीरियस पेशेंट्स के लिए इस बड़ी दिक्कत को दूर करना चाहिए। मैं आशा करता हूँ कि मंत्री जी इस बात का विशेष रूप से ख्याल करेंगे। यह होना चाहिए और यह बहुत जरूरी है।

दूसरे हिंगनघाट में भी कोई ओवर ब्रिज नहीं है। वहाँ बसें और गाड़ियाँ चलती हैं और सालों से ट्रैफिक इसी प्रकार से चल रहा है। जहाँ नए-नए ओवर ब्रिज बनाने का काम आप अपने हाथ में ले रहे हैं ऐसी इंफोर्टेंट प्लेसेज हिंगनघाट पर ओवर ब्रिज बनाने का काम जरूर आपको अपने हाथ में लेना चाहिए।

दूसरे यह है कि बम्बई से हावड़ा मेल गाड़ी चलती है वह बम्बई से हावड़ा तक जाती है लेकिन पैसंजर्स को उसमें बहुत ज्यादा तकलीफ होती है। उसमें लाइट नहीं होती और न उसमें बाथ रूम अच्छा रहता है। न कोई खाना अच्छा मिलता है, सब बातों में वहाँ बड़ी भारी दिक्कत है। जब आप मेल में चलते हैं तो यह मेल गाड़ी इतनी हिलती है कि उसमें सोने वाला भी झुंझ-उधर हो जाता है। मंत्री जी इस रहे हैं, लेकिन आप जरा उस गाड़ी में बैठकर देखिए, हावड़ा बम्बई मेल में तो पता चलेगा कि क्या तकलीफ है। इतनी लम्बी दूरी पर चलने वाली गाड़ी है, उसके ऊपर आपको गौर करना चाहिए और उसमें सुधार करना चाहिए। यह भी मेरा सजेसन है जो आपको ध्यान में रखना चाहिए।

श्रीमन् काजीपेट पैसंजर गाड़ी जो है वह आज तक कभी काजीपेट से नागपुर समा पर नहीं आई है। कभी टाइम पर नहीं आती है, 10-12 घंटे लेट होती है। अगर वहाँ के पैसंजर नागपुर आये तो उनको 12-12 घंटे लेट आना पड़ता है। तो क्यों यह गाड़ी लेट चलती है इसकी

भी जांच करनी चाहिए और मालगाड़ी इससे भी पहले पहुँचती है, उसको भी देखना चाहिए।

श्रीमन् मेरे और भी सजेसंस हैं, लेकिन आपकी घंटी बज रही है . . .

श्री उपसभापति : लिखकर भेज दीजिए मंत्री जी के पास।

श्री बापूरावजी मारुतरावजी देशमुख : सेवाग्राम के ओवर ब्रिज के बारे में आपको जरूर ख्याल करना चाहिए। यही कहकर मैं अपनी बात समाप्त करता हूँ।

श्री हरी शंकर भाभड़ा (राजस्थान) : उपसभापति महोदय, मैं समझता हूँ कि मैं आज कंक्लूड तो नहीं कर पाऊँगा, मेरा समय भी है। उस हिसाब से 36 मिनट का समय है, आपके हिसाब से 15 मिनट आज बाकी हैं, मैं शुरू कर देता हूँ।

श्री उपसभापति महोदय : समाप्त कर दीजिए।

श्री हरी शंकर भाभड़ा : मैं अपना समय तो पूरा लूँगा। समाप्त कल कर दूँगा।

मान्यवर, रेलवे बजट के बारे में जो धारणा लोगों में है उस पर हमें थोड़ा विचार करना चाहिए। आंकड़े तो बहुत हैं। मैंने मंत्री महोदय के भाषण को पूरा पढ़ा है और उस भाषण को पढ़ने से तो मेरी इच्छा होती है कि जगह-जगह उनको दाद दूँ, क्योंकि बहुत-ही अच्छी कल्पनाएँ उन्होंने की हैं और उसमें भी हम यही चाहते हैं कि वह ठीक कल्पना कर रहे हैं लेकिन सवाल है वास्तविकता का। लेकिन रेलवे बजट को लोगों ने किस रूप में देखा है, मैं एक छोटे अखबार का कैप्शन पढ़ देना चाहता हूँ कि हिन्दुस्तान की जनता अनेक संकटों से गुजर रही है, महंगाई का संकट, बीमारी का संकट है बेरोजगारी का संकट है और यह रेलवे का बजट एक नए संकट के रूप में जनता के सामने आया है, यानी एक नया संकट है।

[श्री हरि शंकर भाभड़ा]

अभी मेरे पूर्व वक्ता ने कहा कि यदि विकास करना होगा तो धन की आवश्यकता होगी। इसमें कोई दो मत नहीं हैं। लेकिन सवाल यह है कि धन का आप जो भार बढ़ाते हैं गुड्स के ऊपर जो आपने पैसे बढ़ाये हैं उसमें कितना जम्प लिया है, इसकी कल्पना कीजिए। आज तक कभी भी किसी रेलवे बजट में इस प्रकार से जम्प नहीं लिया गया। एक छोटा-सा उदाहरण है। सेकंड क्लास के तीन टायर में यात्रा करने वाले लोगों को 5 रुपए में चाहे दो रात हो, या तीन रात हो, उनको स्लीपिंग की बर्थ मिलती थी। अब तीन रात यात्रा करनी होगी तो उसको—पहली रात का 8 रुपया और बाकी दो रातों के 10 रुपये—कुल 18 रुपये देने पड़ेंगे। आप अंदाजा लगाइये कि 5 रुपए से 18 रुपए में कितना अन्तर है। न्यायोचित बात मानी जा सकती है लेकिन जब आप इस प्रकार का जम्प ले रहे हैं और जो लोगों को दिखाई पड़ता है कि यह तो हमारे ऊपर बहुत बड़ा बोझ आ गया है तो निश्चित रूप से बजट के बारे में जो कामन मैन की प्रतिक्रिया है, उसको आप डिसरिगार्ड तो नहीं कर सकते।

रेल मंत्री (श्री केदार पांडे) : आपका सुझाव इसमें क्या है बता दीजिए।

श्री हरी शंकर भाभड़ा : मैं इस समय प्रतिक्रिया बता रहा हूँ और केवल सुझाव ही देने वाला हूँ। मैं यह अपनी प्रतिक्रिया नहीं बता रहा हूँ कामन मैन की प्रतिक्रिया बता रहा हूँ। इस संबंध में जितने प्रमुख अखबारों ने अग्रलेख लिखे हैं लगभग सभी ने इस बात की आशंका प्रकट की है कि गुड्स पर आपने जो 15 से 20 परसेंट की बढ़ोतरी की है उसका असर महंगाई पर पड़ेगा। हालांकि आपके चेयरमैन ने इस बात को कहने की कोशिश की है कि आधा परसेंट से अधिक असर पड़ने वाला नहीं है जबकि

यह बात गलत है। कामन आदमी समझता है कि रेलवे का किराया बढ़ गया है और व्यापारी इस बात को लेकर कामन आदमी को सताकर अधिक कीमत वसूल करता है। हालांकि डिवाइड करने से महंगाई कितनी बढ़ती है यह सब जानते हैं लेकिन व्यापारी जितना चाहेगा उतना उपभोक्ता से ले लेगा। इस बहाने से ले लेगा कि रेलवे का किराया बढ़ गया इसलिये चीजें भी महंगी हो गई हैं। कौन इस बात की जांच करायेंगा कि व्यापारी आपके नाम से पैसा ले रहा है। आपको तो एक पैसा दे दिया गया है। लेकिन उपभोक्ता से चार पैसे ले लेगा यह कह कर कि रेलवे का किराया बढ़ गया है। कामन मैन को पता है कि रेलवे का किराया बढ़ा है और बहुत जोर से बढ़ा है। इससे यह लगता है कि व्यापारी महंगाई कर रहे हैं। हमारे यहां जितनी गड़बड़ियां हो रही हैं उसमें मनो-विज्ञान बहुत काम कर रहा है। एक रयूमर फैलती है बाजार में भाव बढ़ जाते हैं और दूसरी रयूमर फैलती है तो बाजार के भाव गिर जाते हैं। यह सब कंट्रोल करने की बात है। इसको आप डिसरिगार्ड नहीं कर सकते। पैसा बढ़ाइये लेकिन इसके साथ-साथ यह भी ध्यान रखिये कि इसकी प्रतिक्रिया कामन आदमी पर क्या हो रही है। मुझे आप क्षमा करेंगे मैं यह भी बताना चाहता हूँ कि लोगों ने इन शब्दों का प्रयोग किया है कि बड़ी निर्भमतापूर्वक रेल मंत्री जी ने यह बजट पेश किया है। एक ने तो यहां तक कहा है कि रेल मंत्री महोदय शायद इस बात पर ही प्रसन्न हो गये कि मैंने रेल बजट पेश कर दिया लेकिन इस बजट में मैंने क्या किया और उसका परिणाम क्या होगा इस पर तनिक भी गम्भीरता से सोचा नहीं। इस प्रकार की प्रतिक्रियाएं अखबारों में व्यक्त की गई है। यह जनरल मासेज में फैला हुआ है मैं समझता हूँ इसके कारण कुछ न कुछ लोगों पर इसका

असर पड़ता है। मैंने अभी संक्षेप में रेल बजट के बारे में बताया। अब मैं रेलवे की फंक्शनिंग के बारे में बताता हूँ। मैं शुरू करता हूँ आपके रेलवे बोर्ड से आपने रेलवे बोर्ड को स्कूपगोट बना रखा है। रेलवे मिनिस्ट्री सीधा उत्तरदायित्व नहीं लेना चाहती इसलिये उन्होंने रेल बोर्ड को विचोलीया बना रखा है। यदि कोई गड़बड़ हो तो रेलवे बोर्ड पर जिम्मेदारी डाली जाती है। सब ने देखा कि आपने आते ही रेलवे बोर्ड को रिजफल कर दिया। सब मेम्बरों को घर भेज दिया चेयरमन को घर भेज दिया और नये चेयरमन व सदस्यों को लगा दिया। एक तरह से जनता के सामने यह तस्वीर पेश करने की कोशिश आपने की कि आपने रेलवे बोर्ड का जो रेलवे की सारी गड़बड़ियों के लिये जिम्मेदार है उसका रिजफल कर दिया। इस तरह की एक पिक्चर आपने पेश की। यदि आप रेलवे बोर्ड को ही सब कुछ समझ रहे हैं तो रेलवे बोर्ड की फंक्शनिंग कैसे होती है, वह एफिशियंट है या नहीं इस पर रेलवे मंत्रालय को अधिक ध्यान देना पड़ेगा। मैं आपसे पूछना चाहता हूँ कि पिछले 10 वर्षों में रेलवे बोर्ड का खर्चा कितना बढ़ा है सारे रेलवे प्रशासन के खर्च की तुलना में। मैंने पिछली बार भी कहा था कि रेलवे बोर्ड का खर्च चार गुणा, पांच गुणा बढ़ा है। बल्कि रेलवे कन्वेन्शन कमेटी ने तो यहां तक कहा है कि पांच सौ गुणा बढ़ा है जबकि ओवरऑल सारा रेलवे का खर्च 62 से 70 परसेंट बढ़ा है। रेलवे बोर्ड में असिस्टेंट डायरेक्टर से नीचे की कोई पोस्ट नहीं है। डायरेक्टरों की जमात है और जितने भी आपके रेलवे बोर्ड के लोग हैं वे हाई आफिशियलस हैं—फर्स्ट क्लास, सेकेंड क्लास के लोग हैं इसके नीचे के नहीं हैं। इतना हाई पावरड आपका रेलवे बोर्ड है तो इसकी जिम्मेदारी भी बढ़ गई है।

उनका बड़ा काम यह हो गया है कि जो जोन्स आपने बना रखे हैं उनमें कार्गो डिनेशन करें। जॉस ठीक तरह से फंक्शन करें वह यह भी देखें। जो बड़े-बड़े एग्जी-मेंट हैं और बाहर से माल मंगाने की बात है उसको भी रेलवे बोर्ड देखें। तालमेल बढ़ाना और जोन्स का ठीक से काम कराना यह उनका बड़ा काम होगा। यह भी साथ ही देखें कि यात्रियों को सुविधायें मिलती हैं या नहीं। मैं आप से बड़े कामों के बारे में एक बात पूछना चाहता हूँ। एक बात यह है कि क्या आप इस बात से संतुष्ट हैं कि रेलवे बोर्ड और जोन्स में कोआर्डिनेशन कराने में सफल रहे हैं, मैं समझता हूँ कि अगर आप अपना डे टू डे का रिकार्ड उठा कर देखेंगे तो आपको पता चलेगा कि एक जोन की मेल ट्रेन इसलिए लेट होती है कि दूसरे जोन वालों ने उसको डिटेन करके रख दिया और अपने जोन की पैसेंजर गाड़ी या माल गाड़ी को रवाना होने दिया। वे अपने जोन की गुड्स ट्रेन को लेट करना नहीं चाहते हैं। इतना ही नहीं, अगर एक जोन वाले कहते हैं कि अमुक गाड़ी चलाने की जरूरत है और वह इकनॉमिकली धायबल है तो दूसरे जोन वाले कहते हैं कि यह गाड़ी नहीं चल सकती है। इस प्रकार से रेलवे बोर्ड में कोई कोआर्डिनेशन न होने के कारण यह दिक्कत पैदा होती है। मैं इस सम्बन्ध में बहुत से उदाहरण देना चाहता हूँ। किसान रैली की बात ही देख लीजिए। किसान रैली के वक्त रेलवे बोर्ड ने 135 ट्रेनें चलाई हैं। भारतीय जनता पार्टी का अधिवेशन बम्बई में हुआ था। हमने उसके सम्बन्ध में लिखा था कि इस अधिवेशन में 50 हजार तक आदमी आने वाले हैं। आप इस बात को मानते हैं कि हिन्दुस्तान के आडिनरी पैसेंजरो को किसी प्रकार की तकलीफ नहीं होनी चाहिये और आपने इसके लिए 8 या 10 ट्रेन चलाई भी थीं। यह सब इसलिए हुआ कि आपने यह सहमति

[श्री हरी शंकर भामड़ा]

प्रकट की थी कि इस अवसर पर ट्रेन्स का इंतजाम होना चाहिये। परन्तु आपके ज्वायन्ट डायरेक्टर ने कह दिया कि 'इट इज इम्पोसिबल, नाट फीजिबल' चूंकि आप ने उसमें यह लिखा कि इफ पासिबल एण्ड फीजिबल। आपके रेलवे के जनरल मैनेजर ने, वैस्टर्न रेलवे के जनरल मैनेजर ने कहा कि हमारे पास कोचेज नहीं हैं, बिल्कुल मना कर दिया। लगातार पांच दिन तक मना करने के बाद आखिर में आपने लिखा तो उनको गाड़ियां देनी पड़ीं, कुछ कोचेज देने पड़े। मुझे मालूम है, डिप्टी मिनिस्टर साहब ने इसमें इन्टर-फीयर किया और इस कान के लिए कोशिश की।

श्री कंदार पांडे : उसको तो करेक्ट कर दिया गया था।

श्री हरी शंकर भामड़ा : लेकिन इसका परिणाम क्या हुआ कि मुगलसराय में लाठी चार्ज हुआ, हावड़ा में लड़ाई हुई और अहमदाबाद में ट्रेन्स रोक दी गई। मैं जानना चाहता हूं कि ये सब बातें क्यों हुई। आपके आदेशों को रेलवे बोर्ड का ज्वोइन्ट डायरेक्टर न माने, चेयरमैन की बात न माने, यह बड़े आश्चर्य की बात है। आपने इस सिद्धान्त को स्वीकार कर लिया है कि अगर कहीं पर कोई मेला होता है या हजारों लोग इकट्ठा होते हैं तो रेलवे को स्पेशल ट्रेनों की व्यवस्था करना चाहिये। इसमें हमारी पार्टी का प्रश्न नहीं है। दिल्ली में किसान रैली हुई, आपको 135 ट्रेन्स चलानी पड़ीं और आपने उनका इंतजाम किया। लेकिन हमें आपने आठ ट्रेन्स ही दीं और कह दिया कि हमारे पास कोचेज नहीं हैं। एक तरफ तो डेढ़ माह बाद आपने 135 ट्रेन्स का इंतजाम कर दिया और उसके कुछ कुछ दिन पहले हमसे यह दिया कि हमारे पास हमारे पास कोचेज नहीं हैं। यह देखकर बहुत कष्ट

होता है। इस प्रकार का भेदभाव नहीं होना चाहिये। ऐसा लगता है कि रेलवे बोर्ड में ठीक से काम नहीं होता है। रेलवे बोर्ड में कोआर्डिनेशन की सख्त जरूरत है। यद्यपि आपने हमारे मामले में आदेश कर दिए थे, लेकिन फिर भी अधिकारियों ने आपके आदेशों का पालन नहीं किया। मैं समझता हूं कि यह रेलवे बोर्ड का काम नहीं था, सेन्ट्रल और वैस्टर्न रेलवे, दोनों यह काम कर सकते थे। इस प्रकार के मामलों में कोआर्डिनेशन की बहुत जरूरत है। आपको यह काम शीघ्र से शीघ्र करना चाहिये।

इसके अलावा रेलवे बोर्ड के काम के सिलसिले में मैं एक नमूना पेश करना चाहता हूं। रेलवे बोर्ड के सम्बन्ध में पब्लिक एकाउन्ट्स कमेटी की जो फर्स्ट रिपोर्ट आई है उससे भी स्थिति का पता चल जाता है। पब्लिक एकाउन्ट्स कमेटी ने एक एग्जिमेंट के बारे में आब्जेक्शन किया है जिसमें आपके एक मैकेनिकल मेम्बर की गलती से रेलवे को 9 लाख रुपयों का घाटा हुआ है। कहा जाता है कि ये मैकेनिकल मेम्बर अब रिटायर हो गये हैं। पी० ए० सी० ने जब इस एग्जिमेंट के बारे में आब्जेक्शन किया तो आपने उसकी जांच की और सी० बी० आई० ने भी जांच की। जांच करने के बाद यह पाया गया कि इस मैकेनिकल मेम्बर की गलती से यह घाटा हुआ है। पी० ए० सी० ने कहा कि इस पर एक्शन होना चाहिये। आपके रेलवे बोर्ड ने कहा कि वह मैकेनिकल मेम्बर तो रिटायर हो चुका है, अब क्या हो सकता है। लेकिन पी० ए० सी० ने कहा कि कोई न कोई एक्शन तो होना ही चाहिये। इस प्रकार से एक व्यक्ति ने रेलवे को 9 लाख रुपयों का घाटा करवा दिया। एक फारन कम्पनी को वह पैसा नहीं मिलना चाहिये जो उसको दे दिया गया, पेमेन्ट कर दी गई। यह तो

भगवान ही जाने, उसमें उस अधिकारी का कितना हिस्सा था। यह आपकी सी० वी० आई० की रिपोर्ट में होगा। इसी प्रकार का दूसरा मामला वाइकल्स के बारे में है। फ्रांस की फर्म माल देने को तैयार थी, पहले उनको केवल 50 परसेन्ट का आर्डर दिया गया। रूमानिया से माल मंगाने के चक्कर में फ्रांस की फर्म को समय रहते बकाया 50 प्रतिशत माल का आदेश नहीं दिया गया। इस बीच में रेलवे बोर्ड में फाइल धूमती रही। बाद में रूमानिया ने मना कर दिया कि अब हम सप्लाई नहीं कर सकते हैं। उस वक्त फ्रेन्च फर्म को आर्डर देने के सिर्फ दो दिन बाकी रह गये थे। यानी वह फाइल रेल मंत्रालय और रेलवे बोर्ड के बीच धूमती रही और जब उस एग्रीमेंट का टर्म एक्सपायर होने वाला था तो रेलवे बोर्ड के चेयरमैन के पास फाइल आई और फिर जापान और दूसरी फर्मों को टटोलना पड़ा था और जो लाभ होने वाला था वह नहीं मिला, क्योंकि आप जान रहे हैं कि प्राइसेज एसकलेट हो रही हैं इसलिए वह घाटा भी आपको उठाना पड़ा। इसमें पी० ए० सी० ने भी एंटराज किया है, इस पर क्या ऐक्शन होगा क्या नहीं होगा यह आगे की बात है। ये दो नमूने मैंने यहां पर बताये हैं।

मान्यवर, एक और नमूना मैं आपको बताता हूँ। जोधपुर से जयपुर तक मरुधर एक्सप्रेस चालू करने का सवाल था। मैं पिछले डेढ़ साल से इसके पीछे पड़ा हुआ था। नार्दन डिविजनल मैनेजर ने अच्छी तरह से यह तय कर दिया कि यह ट्रेक के हिसाब से, आर्थिक दृष्टि से, टाइमिंग के हिसाब से यह गाड़ी चलनी चाहिए। यह गाड़ी एकानामिकल है और जनता के लाभ के लिहाज से इसको चलाना चाहिए और उन्होंने रेलवे बोर्ड को कह दिया कि हम इस गाड़ी को चलाने के लिये तैयार हैं। रेलवे बोर्ड ने कह दिया कि आप चला सकते हैं मगर इसमें वेस्टर्न रेलवे की इजाजत

जरूरी है। रेलवे बोर्ड यह कह रहा है कि वेस्टर्न रेलवे की इजाजत जरूरी है। परन्तु इसके लिये वेस्टर्न रेलवे अड़ गया और उन्होंने मना कर दिया। मैं खुद डी० आर० एम० से मिला उन्होंने कहा कि यह हमारे लेवल पर काम नहीं हो सकता है।

श्री केदार पांडे : वह चल रही है।

श्री हरी शंकर भाभड़ा : रेलवे बोर्ड ने क्या कहा, यह मैं कह रहा हूँ। यह चल रही है यह ठीक बात है। आपने उसका इन्फोगुरेशन किया, इसके लिये मैं आपको धन्यवाद देता हूँ। वह गाड़ी कैसे चली यह मैं यहां पर बता रहा हूँ।

मान्यवर, तो वेस्टर्न रेलवे ने आब्जेक्शन कर दिया और रेलवे बोर्ड ने कह दिया कि 'सर्वजेक्ट टु दयर परमीशन' यह गाड़ी चलेगी और डी० आर० एम० ने कहा कि यह हमारे बस की बात नहीं। टेक्नीकल आब्जेक्शन उन्होंने उठाया और आप ताज्जुब करेंगे कि उन्होंने मुझे पत्र लिखा कि फुलेरा से लेकर जयपुर तक इस गाड़ी में 30 पैसंजर का एवरेज है, इसलिये इस गाड़ी को चलाना उचित नहीं है। मैंने कहा कि फुलेरा से जयपुर का सवाल ही नहीं है यह गाड़ी जोधपुर से जयपुर जा रही है, इसका स्टापेज भी यहां नहीं है। आप 30 की बात करते हो हमें एक पैसंजर की भी जरूरत नहीं है। फिर उन्होंने कहा कि जयपुर-वांसीपुर जो हमारी लाइन है उसका हम 95 प्रतिशत यूटिलाइजेशन कर रहे हैं। हमने कहा कि हमको जरूरत नहीं है जयपुर के आगे वांसीकुई जाये। फुलेरा और जयपुर के बीच में लाइन है वहां पर उसका यूटिलाइजेशन 50 प्रतिशत है और वांसीकुई में 95 प्रतिशत लाइन का यूटिलाइजेशन आप कर रहे हैं यानी कि 95 प्रतिशत की गुंजाइश है और फिर उसमें एक्स्ट्रा डबल लाइन इस शर्त पर बनी है कि उस लाइन पर एक्स्ट्रा गुड्स ट्रेन चलेगी, एक्स्ट्रा पैसंजर ट्रेन चलेगी। यह मरुधर

[श्री हरी शंकर भाभड़ा]

एक्सप्रेस वहां पर चालू नहीं हुई। जब यह प्रश्न पार्लियामेंट में उठा और वहां पर वजट के टाइम में माननीय मंत्री महोदय की समझ में कुछ आया तब जाकर रेलवे बोर्ड कुछ कर पाया। मेरा कहने का मतलब है कि जब रेलवे बोर्ड आपका है और आपने यह रेल चलाई है जो यह जस्टिफाई है, तो यह रेलवे बोर्ड पहले इसको जस्टिफाई क्यों नहीं कर सका? जो कोऑर्डिनेशन करने वाला है उसकी बात वेस्टर्न रेलवे को माननी चाहिए थी और उसको कहना चाहिए कि यह आपको मानना पड़ेगा, यह हमारा हुक्म है। लेकिन उसने उसकी बात नहीं मानी। इस प्रकार से रेलवे बोर्ड का जो यह को ऑर्डिनेशन का काम है, जो उसके कान्टेबल का काम है, उसमें लैप्सेस हैं। एक बार आप रेलवे बोर्ड को लैप्स करने से रोकिये परन्तु ऐसा लगता है कि आप उसको रोक नहीं पायेंगे और आप ही उस पर डिपेंडेंट हो जायेंगे तो मैं कहूंगा कि फिर रेलवे बोर्ड को बनाये रखने से कोई फायदा नहीं है और आप इसको भंग करें और सीधे-सीधे सारे डिपार्टमेंट अपने अन्डर में लीजिये। काम तो यही लोग करेंगे लेकिन वे सीधे आपके अन्डर में रहेंगे और आप उनसे ठीक तरह से काम ले सकेंगे वरना यह जो बीच की एजेंसी बनी हुई है आप भी उनसे काम लेने में हेल्पलेस हो जाते हैं। बहुत-सी बातों में वे टेक्नीकल कहकर अस्वीकार कर देते हैं। वे जो जवाब देते हैं वह कि नाल-फिजिबिल है तो हम तो हैंडसअप करते हैं। मैं आपको दूसरा कारण बताता हूँ...

श्री प्यारेलाल खंडेलवाल (मध्य प्रदेश):
प्वॉइंट ऑफ आर्डर। श्रीमन्, 8 बज गये हैं, हाउस को एडजर्न कर दीजिये।

श्री उपसभापति : अभी समाप्त होने दीजिये।

श्री प्यारेलाल खंडेलवाल : 8 बज गये हैं और आपको 8 बजे तक का ही समय निश्चित किया था।

SHRI HARI SHANKAR BHABHRA: I will take my full time. You adjourn it.

श्री प्यारेलाल खंडेलवाल : 8 बजे आपका निर्णय है।

MR. DEPUTY CHAIRMAN: Please let him finish.

SHRI HARI SHANKAR BHABHRA: I will be the first speaker tomorrow.

(Interruptions)

श्री उपसभापति : मैं माननीय सदस्यों से निवेदन करूंगा कि जो हमने टाइम केलकुलेट किया था उसके अनुसार 16 घंटे इस बहस के लिये हैं। आगे हमारे पास समय कम है और इसलिये मैं कह रहा हूँ कि कल फिर समय दुबारा से निश्चित किया जायेगा तो कल माननीय सदस्यों को इतना टाइम नहीं मिल पायेगा, कल इतना समय होगा नहीं। इसलिये कृपा करके आज कुछ और होने दीजिये। कल सारी पार्टियों का टाइम कम हो जायेगा। ... (व्यवधान) ... कृपा कर के आप समाप्त कर लीजिए।

SHRI HARI SHANKAR BHABHRA: Still I have to speak for 12 minutes.

श्री उपसभापति : आप 12 मिनट ले लीजिये (व्यवधान) उनको बोल लेने दीजिए। (व्यवधान) आज दिन भर मंत्री जी नहीं बैठे रहे और अब तीन-तीन मंत्री मौजूद हैं इसलिए मैं कह रहा हूँ He will not get the Ministers in the morning.

श्री हरी शंकर भाभड़ा : मुझे कोई ऐतराज नहीं है। I have no objection

MR. DEPUTY CHAIRMAN: He has no objection.

SHRI K. K. MADHAVAN (Kerala): If the hon. Member agrees, we can continue tomorrow.

MR. DEPUTY CHAIRMAN: He has agreed to finish it today.

SHRI HARI SHANKAR BHABH-RA: I have agreed to continue tomorrow.

SHRI K. K. MADHAVAN: It is already past 8 o'clock.

MR. DEPUTY CHAIRMAN: Please let him finish.

श्री हरी शंकर भाभड़ा : आप कल के लिए रखिये ।

श्री उपसभापति : कल टाइम नहीं मिल पाएगा । समय बहुत कम है । तीनों मंत्री जी बैठे हैं । आपका अधूरा रह गया तो कल टाइम नहीं मिल पाएगा । (व्यवधान)

SHRI HARI SHANKAR BHABH-RA: I will give concrete suggestions tomorrow, (interruptions)

MR. DEPUTY CHAIRMAN: Nobody wants to finish. You are not affected, Mr. Madhavan. You can go away. Let him speak. All have gone away. Please sit down. Let him finish. By this time, he would have finished.

SHRI K. K. MADHAVAN: I am not prepared to sit beyond 8 o'clock.

MR. DEPUTY CHAIRMAN: Then you can go away. Let him speak. Please finish, Mr. Bhabhra.

SHRI K. K. MADHAVAN: I have no option but to go.

MR. DEPUTY CHAIRMAN: That is all right. Thank you very much.

SHRI K. K. MADHAVAN: Now that you have said it, I have the freedom to go. So it is my freedom, when ever I want _____

MR. DEPUTY CHAIRMAN: Why do you obstruct the House?

SHRI K. K. MADHAVAN: It is not obstruction.

MR. DEPUTY CHAIRMAN: You are obstructing.

SHRI K. K. MADHAVAN: You are asking me to go out.

MR. DEPUTY CHAIRMAN: I say, if you do not want to sit, you can go away and enjoy your dinner. So many Members have gone away. Nobody is questioning....

SHRI K. K. MADHAVAN: If I have to go, I do not want your advice. I can leave the House whenever I want I can go for a cup of tea. But this is not the way.

MR. DEPUTY CHAIRMAN: Then you can sit down.

SHRI K. K. MADHAVAN: No, no, I have serious objection to this way...

MR. DEPUTY CHAIRMAN: You are unnecessarily disturbing.

SHRI K. K. MADHAVAN: Please note. It is not the hon. Member.. ..

MR. DEPUTY CHAIRMAN: You are unnecessarily disturbing the House. He has agreed to speak. You are disturbing him. What sort of a man you are? I am sorry to say that. Nothing of what Mr. Madhavan says will go on record.

[SHRI K. K. MADHAVAN continued to speak.]

MR. DEPUTY CHAIRMAN: No, you have no right. He wants to speak. You are disturbing the proceedings. Take your seat. You go on talking. Nothing will go on record.

[SHRI K. K. MADHAVAN, continued to speak.]

MR. DEPUTY CHAIRMAN: It will not be recorded. Your observation is not proper.

[SHRI K. K. MADHAVAN continued to speak.]

MR. DEPUTY CHAIRMAN: The House can change its decision. No party has objected. I will not allow that thing. Mr. Bhabhra will go on record. Mr. Madhavan will not go on record. He has agreed to speak.

[SHRI K. K. MADHAVAN continued to

**श्री हरि शंकर भाभड़ा : तो आप कल
के लिए रख दीजिए ।**

speak.]

MR. DEPUTY CHAIRMAN: Mr. Bhabhra has no objection, you see. (*Interruptions*) He is obstructing the proceedings.

(*Interruptions*)

MR. DEPUTY CHAIRMAN: What is your point of order? Let me know.

SHRI K. K. MADHAVAN: The House cannot continue because there is no quorum. Let it be recorded.

SHRI K. K. MADHAVAN: The House should not proceed because there is no quorum. If the House proceeds further, it will be unlawful. Let it be recorded. Let us see who wins.

MR. DEPUTY CHAIRMAN: I am not going to win or lose. I just wanted to accommodate the Member.

SHRI K. K. MADHAVAN: I repeat, on a point of order, that this House should not continue because there is no quorum.

MR. DEPUTY CHAIRMAN: All right. Then let us adjourn till tomorrow. The House stands adjourned till 11 A.M. tomorrow.

The House then adjourned at twelve minutes past eight of the clock till eleven of the clock on Tuesday, the 3rd March, 1981.