

**REFERENCE TO THE PLIGHT OF
DHOBHI COMMUNITY AND NON-
INCLUSION OF THIS COM-
MUNITY IN THE SCHEDULED
CASTES LIST IN SOME OF THE
STATES.**

SHRI D. HFERACHAND (Tamil Nadu): Sir, I want to draw the attention of the Home Minister to the discrimination that is being meted out to the Dhobi community in some of the States of the country. This community has been included in the List of Scheduled Castes in all the States of the country except in Andhra Pradesh, Karnataka, Gujarat, Punjab, Maharashtra, Pondicherry, Chandigarh, Goa, Lakshadweep and Haryana. Even in Tamil Nadu where this community, called as Vannan, has been only partially included in the list of Scheduled Castes. Only Kanyakumari and Shenkottah taluk of Tirunelveli districts have been included in the list and majority of people of this community belonging to remaining districts of the State have been kept out of the Scheduled Castes List. Because of this discrepancy the concessions and facilities that are available to this community in majority of the States in the country are being denied to the poor and equally socially backward people of the Dhobi community belonging to these few States. This community in India since times immemorial have served the upper caste of the society and have been doing a menial job and are looked down upon as untouchables by the orthodox people. They are economically and socially backward and everywhere in India they are in pitiable condition.

The Associations of the Dhobi communities of the States which are in the Scheduled Castes List have been demanding their inclusion in the list and have submitted several memoranda to the Central Government in the matter.

During the last session I specifically asked the Home Minister through an Unstarred Question, for the inclusion

of this community in all the districts of Tamil Nadu but to the dismay of these poor people, his reply was not satisfactory. Although in November 1980 when the Home Minister visited Tamil Nadu, a delegation of the DPUL community association met him for inclusion of their community in the Scheduled Castes List and he was convinced about this anomaly and assured the delegation that a legislation in this regard would be brought forward before Parliament and the Dhobi community of the remaining States which are not in the Scheduled Castes List will be included, I do not know what has happened to that assurance.

Therefore, Sir, through you I want to impress upon the Home Minister to take an early decision in the matter and bring forward a suitable legislation to remove the anomaly.

SHRI B. D. KHOBRA (Maharashtra) : Sir, I have to say only one word. His Bill for revision of the Scheduled Castes List has been pending before the Government since long and everybody is making a similar demand. I do not know why the Government, after giving an assurance is not bringing forward this Bill. I would appeal to the Government that the Government should take a decision as early as possible and bring in the legislation for revising the list of the Scheduled Castes.

THE -BUDGET (RAILWAYS), 1982-83—GENERAL DISCUSSION -contd.

THE VICE-CHAIRMAN (SHRI DINESH GOSWAMI): Now we take up further discussion on the Railway Budget. The only point that I would like to make, is that the Railway Minister is going to reply at 5.00 P.M. and, therefore, I have to make some curtailment of time allotted to various speakers. Shrimati Sathiavani Muthu. I will not give you 27 minutes. Please conclude your speech in twenty minutes.

श्री शिव चन्द्र झा : (बिहार) : जिन पार्टियों का टाइम बचा हुआ है, उनको आप बुलायेंगे ? जिन का वक्त बचा हुआ है उनको तो आप बुला ही लेंगे ? ऐसा तो नहीं कि उनका टाइम खत्म हो जाएगा ।

THE VICE-CHAIRMAN (SHRI DINESH GOSWAMI): If I am to call all the others whose time is still there, the Minister cannot be called at 5 o'clock.

श्री शिव चन्द्र झा : क्या मतलब हो गया । पार्टी का जो टाइम बचा हुआ है, उसका क्या होगा ?

THE VICE-CHAIRMAN (SHRI DINESH GOSWAMI): A decision has been taken to call the Minister at 5. The Deputy Chairman has announced the decision. I am bound by that decision.

SHRIMATI MARGARET ALVA (Karnataka): How can you take away the time of the parties?

THE VICE-CHAIRMAN (SHRI DINESH GOSWAMI): This question you should have raised at that time when the Deputy Chairman announced the decision.

श्री रामेश्वर सिंह (उत्तर प्रदेश) : उपसभाध्यक्ष जी, जो समय पार्टियों का बचा हुआ है उसको आप खत्म करवा लीजिए । जैसे हर पार्टी का समय आपने निर्धारित किया है, अपने पहले कार्यक्रम में निर्धारित करके आपने दिया है . . . (व्यवधान) तो हर पार्टी का समय बचा हुआ है . . . (व्यवधान)

श्री शिव चन्द्र झा : आप बता दीजिए कि किसका कितना टाइम है ।

THE VICE-CHAIRMAN (SHRI DINESH GOSWAMI): I will explain the position. The Business Advisory

Committee decided today that the discussion on the Railway Budget must be concluded today. This is the decision of the Business Advisory Committee in which all the parties are represented and it was decided also that at 5 o'clock, the Minister will be called upon to reply. Now if you want...

SHRIMATI MARGARET ALVA: It was also decided that the House will sit late, if necessary, from today.

THE VICE-CHAIRMAN (SHRI DINESH GOSWAMI): Then let us have this decision. There are 5 hours and 38 minutes left. Is it the pleasure of the House that the House should sit upto 9 o'clock?

SEVERAL HON. MEMBERS: Yes, yes.

SHRIMATI MARGARET ALVA: No no . . . , - ; J+£

श्री शिव चन्द्र झा : जिनका बचा है उनको बुला लीजिए, तब खत्म कीजिए . . . (व्यवधान)

SHRI GULAM MOHI-UD-DIN SHAWL (Jammu & Kashmir): Mr. Vice-Chairman, Sir, we generally suffer because as far as the big parties are concerned, they consume most of the time and when our time comes, we are told that there is less time and all that. As far as the timing is concerned, we are prepared to sit even upto 9 or 10 o'clock, but the only question is that we must be permitted to speak.

SHRIMATI MARGARET ALVA: The smaller groups do not get a chance to speak except on the Budget.

श्री रामेश्वर सिंह : श्रीमन्, समय का पाबंदी नहीं है, हम रात के 12 बजे, दो बजे तक बैठने के लिए तैयार हैं . . . (व्यवधान)

उपसभाध्यक्ष (श्री दिनेश गोस्वामी) आपको कुछ बोलना है ।

श्री रामेश्वर सिंह : समय जो दवा हुआ है उस समय का इस्तेमाल होगा कि नहीं ।

श्री भग० दे० खोबरागडे (महाराष्ट्र) : होना चाहिये ।

THE VICE-CHAIRMAN (SHRI DINESH GOSWAMI): I have taken the sense of the House. Has the Minister for Parliamentary Affairs to say anything on the matter?

SHRI B. D. KHOBRAGADE: Sir, the smaller parties are always suffering. Individual Members and Others also suffer.

THE VICE-CHAIRMAN (SHRI DINESH GOSWAMI): The complaint is not coming from smaller parties. We will try to accommodate as many Members as possible and I think we will revise that decision. The Minister will not be called upon at 5. We will continue the debate for some time more than five and see how the situation progresses.

SHRI SHRIDHAR WASUDEO DHABE (Maharashtra): At five, we have the Half-an-Hour Discussion.

THE VICE-CHAIRMAN (SHRI DINESH GOSWAMI): Half-an-Hour Discussion is not taking place today Dr. Muthu. Please conclude in 20 minutes.

DR. (SHRIMATI) SATHIAVANI MUTHU (Tamil Nadu): Mr. Vice-Chairman, Sir, I support the Railway Budget on behalf of my AIADMK Party. I would like to offer some comments on the various points raised in the Minister's speech.

In regard to relieving the overcrowding in the trains, I would like to remind the Minister of the scheme on Tambaram-Madras Beach conversion into broad gauge. The Madras Beach-Tambaram section is now worked with metre-gauge Electric Multiple Units which are quite old and rickety. The traffic on this section has increased by leaps and

bounds. The Railway is unable to augment the services for want of additional units. Whenever this issue is raised in the Parliament, the Minister was prompt in answering that necessary steps are being taken to augment the system. The services on this section are going from bad to worse and have reached a point of no return. Not a day passes without failures, break-downs etc. causing inconvenience to the commuters, especially during the peak hours. It is reliably understood that it will not be possible for the Railways to augment this system in view of the fact that nobody comes forward for taking up the manufacturing of metre-gauge EMUs, as such a system does not exist elsewhere.

To overcome the above difficulties, and to provide a satisfactory service the Railways had conducted a survey for conversion of Madras Beach-Tambaram section into broad-gauge. A report has also been submitted. Since no mention has been made about this system in the Railway Budget, it is presumed that this report is also lying in cold storage. The need for taking up this work should be pressed and funds allotted this year itself so that a beginning could be made and the works completed by 1986-87. Any further postponement or delay would lead to a catastrophe. The trips per day in 1970-71 were 2,33,559 and the trips in that year were 7,94,10,000. I would also like to hand over a statement showing the increases in the trips from 1970 to 1981 to the Hon. Minister. Regarding electrification of the Southern Railway, it may be noted that the Southern Railway caters to the southern-most corners of India. Coal for steam locomotives has to be brought from far-off places like Singareni by the all-rail route and from the Bengal-Bihar coal-fields by the rail-eum-sea-cum-rail route via Tuticorin. The daily quota of loco coal for Southern Railway is 110 wagons which is equivalent to one and a half trains. This non-revenue earning traffic of coal for railways' use could be released on the

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busy north-south trunk route for moving revenue-earning commodities if electrification of major trunk routes from Madras to Bangalore and Marthas-Trivandrum is taken up. Electrification of the high density routes would release diesel locomotives currently in use on these lines. Diesel locos released from these lines could be employed on low density branch lines and thus eliminate steam traction entirely. This concept is well within the realm of physical possibility. The routes from Madras that have already been surveyed on the Southern Railway for electrification are high density routes. The total kilometres electrified would go up to 21 per cent and gross tonne kilometres moved on electric traction to 63 per cent of the total gross tonne kilometres if the routes surveyed are electrified.

In fact the entire traffic on Southern Railway can be moved by using 135 million litres of diesel oil per year. One litre of diesel oil can be replaced by 3.5 units of electricity. Thus for moving the entire traffic on Southern Railway, the annual requirement of electricity would be only 475 million units. The installed capacity in megawatts in three States served by Southern Railway is—

Tami] Nadu	.. 2,764 MWs.
Karnataka	.. 1,145 MWs
Kerala	.. 1,000 MWs.

The total generation per year of these three States is 25,000 million units. The Railway's requirement would be less than two per cent of the total generation in the three States. Also, Kerala State produces daily 16 million units of which eight million units per day are surplus to its requirement. The entire needs of the Southern Railway would hardly be 22 per cent of the surplus capacity of the Kerala State alone. This will save several crores of rupees of precious foreign exchange in the import of oil and the capital invested in electrification will be recovered in a matter of a few years through such savings alone.

It is learnt that the World Bank is willing to finance only high density routes connecting metropolitan cities. With Gulf money pouring in, Trivandrum has really become a rich metropolitan city and the Trivandrum-Trichur area, a rich hinterland. Hence, the correct concept would be to treat Delhi, Bombay, Calcutta, Madras and Trivandrum as metropolitan cities and to cater to the traffic between these cities by electric traction. Bangalore, the industrial belt of Karnataka, can be linked by electric traction from Jolarpet.

The Railway Budget envisaged railway electrification only up to Jolarpet. As heavy traffic will have to move to and from places away from Jolarpet, like Salem, Erode, Coimbatore, Palghat, Ernakulam, Cochin, Trivandrum and Bangalore, the scheme of electrification should necessarily touch these industrial areas.

The traffic potential in the south is quite considerable and the unsatisfied demand is sizeable. The strategy of electrifying the trunk routes and using diesel on branch lines and for interior services would simultaneously vouch saving of precious foreign exchange used for importing oil and reduce the drain on railways' finances flowing from the heavy expenditure, both direct and indirect, on steam services.

In paragraph 17 the Minister has mentioned about the Karur-Dindigul and Tirunelveli-Nagercoi lines. But my submission is that the broad gauge link to the industrial city of Madurai and down south to the port town of Tuticorin and from there to Trivandrum was considered absolutely necessary for the industrial advancement of this area and was being pressed for the last 20 years. The traffic feasibility survey was sent in respect of this project which was cleared by the Planning Commission. To move the enormous traffic generated in the industrial belt of Tuticorin-Tirunelveli where the Tamil Nadu Government and the private

sector have invested in the very recent years a capital of over Rs. 300 crores, the broad gauge lines should be completed in five years time as originally contemplated. And delay in its completion will be a great set-back for the industrial growth of this region, that is, Tamil Nadu.

Though the project cost has been estimated at Rs. 43 crores which would warrant an investment of Rs. 8 to 10 crores per annum to get the work completed in five years time, the funds made available for the project for the year 1981-82 were only 2 crores and the allotment for the year 1982-83 as can be seen from the Budget is only Rs. 70.00 lakhs. The railways have concentrated only on phase 4 of the old schemes, namely, the linking of the Tuticorin via Talayuthu parallel broad gauge line. Not a single paisa has been allotted and spent in respect of the other three phases, namely, the Karur-Dindigul BG line, the Dindigul-Madurai parallel BG line and the Madurai-Maniyachi conversion from metre gauge to broad gauge. With this kind of treatment to the project in the allotment of funds, the dreams of the south to advance faster in industrialisation would seldom get fulfilled. Adequate funds should be made available in respect of all the 4 phases of work so as to get the project completed within the originally envisaged five years time.

By linking Tuticorin via Tirunelveli via BG system and transporting the enormous traffic to and from this industrial belt, namely, the broad gauge system via Tuticorin, Tirunelveli, Trivandrum Centre, Ernakulam, Erode, Jolarpet and onwards, the bulk involving several million tonnes of traffic will be moved by this longer route. This route being longer by over 380 Kms. as compared with the Karur - Madurai-Maniyachi-Tuticorin-Tirunelveli link, would involve a national wastage of several crores of rupees by way of burning the all dear diesel which is imported at a fantastic cost involving foreign exchange

and by 'occupation of the line capacity in the already congested broad gauge system. This would further necessitate the augmentation of the existing line capacity at a cost of several crores of rupees over the existing BG system which will become redundant on the completion of this project. A much prudent policy would be to speed up the project and effect tremendous saving in the cost of operation, of fuels, with the augmentation of the line capacity and the unnecessary haulage. It is therefore desired that an allotment of over Rs. 10 crores is made for this project.

It is also absolutely necessary to convert the existing Salem-Bangalore MG line into BG line so as to make way for the central broad gauge corridor from Trivandrum Central, Tirunelveli, in the south to Guntakal via Madurai, Karur, Salem and Bangalore. The Bombay and Guntakal bound traffic that may be to pass through Jolarpet can all be diverted via this corridor again resulting in a lot of saving in the haulage. Had this been done earlier, a lot of money that is now being spent in the Jolarpet-Bangalore section, could have been avoided. The Karur, Dindigul, Madurai, Maniyachi, Tuticorin, Tirunelveli and Maniyachi-Tirunelveli project on the Southern Railway has to be tackled in four phases:

1. Broad gauge line from Karur to Dindigul.
2. Parallel broad gauge line from Karur to Madurai.
3. Conversion from metre gauge to broad gauge from Madurai to Maniyachi.
4. Parallel broad gauge line from Maniyachi, Tuticorin, Maniyachi, Tirunelveli at a cost of Rs. 42.86 crores, against which the allotment of funds is made to the extent of only Rs. 2 crores for 1981-82 and a paltry sum of Rs. 70 lakhs is made for 1982-83 against phase 4 only.

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No activity is shown against the first three phases of the project.

To solve the commuter needs in the southern section of the city of Madras, a rapid transit system for a distance of approximately 8 Kms. between the Madras Beach and Luz costing Rs. 53 crores was recommended by the Ministry of Railways to the Planning Commission as early as December, 1982. This will only be a surface-cum-elevated system not involving and underground construction or foreign exchange. The clearance for this project was expected even before the Railway Budget for the year 1981-82. Since the Planning Commission had not communicated their clearance, the Railway Ministry could not take up this work in the year 1981-82. On the contrary, they had proposed to wind up the organisation at Madras from the 1st April, 1981. The hon. Members of Parliament representing Tamil Nadu presented a memorandum to the Hon'ble Prime Minister who was kind enough to intervene and ensure that the tenure of the organisation was extended. She had then assured us that the scheme for Madras would be taken up in the financial year 1982-83. Unfortunately this project does not figure in the current budget also. It is now understood that this scheme for Madras is agreed to in principle but the clearance is yet awaited. Our Tamil Nadu Chief Minister, Hon'ble M. G. R. also had already promised that the necessary land for this system from Beach to Luz in Madras would be given to the Ministry. If the Planning Commission does not communicate their clearance early, then it would result in the work connected with the project getting postponed indefinitely. Unless the clearance is given and work commenced from the 1st April, 1982, the chances of the continuation of the organisation at Madras beyond the 31st March, 1982, are very remote. This in turn would mean that the scheme is abandoned altogether. It should, therefore, be

ensured that a token provision of at least Rs. 1 crore—the land will be given by the State Government—for this scheme is made in this financial year. Above all, the Planning Commission should communicate their clearance to the Ministry of Railways. The Railway Minister should strive hard to get the clearance from the Planning Commission this financial year. The organisation should not be abandoned.

It may be true that this House has no overall authority in regard to Money Bills. But we have every right to criticise and offer our valuable suggestions to any Ministry for the budget in the public interest. The Minister could have waited, for announcing the concessions and other things, till the debate is completed in this House also.

I would like to ask the Hon'ble Minister why he ignored the advice given by the Railway Tariff Enquiry Committee on season tickets in regard to revision of railway fares. During the Janata period, the then Railway Minister, Mr. Madhu Dandavate, had taken the interim recommendation of the RTEC and increased the fares for season tickets in spite of opposition. The present Minister did not increase the fares for season tickets. But the Chairman of the Railway Board, on the other hand, stated that it has to be increased. When the Minister himself states that he is unable to get the clearance for his plans, why should he not increase fares for season tickets? Instead of taxing urban and suburban passengers, he found out a novel method of increasing the fares for other passengers for every five kilometres. I would like to ask the Minister: is it not correct to say that the RTEC advised the Ministry to revise the level of freight rates so as to spread the burden equitably according to the ability of the different commodities and stream of traffic over various distances to bear the increase, while keeping in mind the costs entailed in transportation? The Minister should try his

best to make enough money available to provide for adequate depreciation, curtailing the non-Plan expenditure. We find that the contribution to depreciation has declined now to around 6.5 per cent. It may be low on this day, but it was at the level of 13 per cent of the gross receipts in 1966-67. I think if the Minister takes a firm decision and rationalises the tariff structures on the basis of the advice tendered by the RTEC, the financial position of the Railways will definitely improve.

I would appreciate the Minister on one point and that is, he has summarily dismissed so many committees which were burdens and which caused to increase the non-Plan expenditure. I would like to request the Minister to abolish all Hindi Committees, too, which have been reported in the press to be corrupt. Our Prime Minister has already declared this year as "Productivity Year". I hope that the time of the employees wasted in the name of Hindi training may be utilised to dispose of some important files. Sir, we are not against Hindi as such. But we do not like the imposition of Hindi on South Indians, particularly Tamilians. Their talent and ability may be used in a better way. I would go on record on my behalf and on behalf of my party that the services rendered by the interpretation service and other officials of this Secretariat who are discharging their duties in an exemplary manner and their contribution to the country in the attainment of national integration by breaking the barriers of language and region are commendable and deserve appreciation. Our request is only this that the English-knowing Members and Ministers may, as far as possible, speak in English keeping our difficulties in mind. In regard to Hindi Committees it has been argued that the Hindi Committees are functioning since Hindi has been declared as an Official Language. Is there any meaning then to the assurance given from time to time by the Prime Minister that Hindi will never be imposed? I

think it is nothing but tantamounting to wastage of money on Hindi Committees. I would protest on the expenditure on the "Palace on Wheels" which has cost the Ministry about Rs. 63.11 lakhs. Who suggested this? Neither Indian nor the foreign tourists. Nobody is interested in this. The Government should rather see that the existing trains run properly and on time and all other non-productive adventures are totally done away with.

There were thousands of accidents in the last two years. Recently there were accidents at Ooty in my State and at Agra. I hope the Minister would take all the necessary measures to curb such type of lapses. I would also request the Minister to arrange for a two-tier A/C coach on the Grand Trunk Express.

Tamil Nadu Express should have caution system for arrival and departure at all stations with siren. There is at present no caution when the train stops or starts at stations. Passengers coming from Madras, after travelling for six hours, might like to get off to relax at Vijayawada when the train stops. But then without any caution or siren the train starts running causing problems and accidents even, to the passengers who have got off for a minute to relax on the platform. Even as it is, the train stops only at a very few stations. So if this facility of caution or siren is provided, it will help passengers greatly.

I find that even the newspaper is not spared from the increased freight charges. I request the Minister that he should spare at least the newspaper since it has become an absolute necessity in the life of the common people.

The project of MRTS should be given earlier consideration.

The Minister should see that Karur-Dindigul BG line should be taken up at the earliest opportunity.

[Dr. (Shrimati) Sathiavani Mutlm]

Even though our Tamil Nadu has the Integral Coach Factory, we find the bogies which are operated in Tamil Nadu are not only old but also condemned ones. The Minister knows that there are very few people in Tamil Nadu in comparison with other States who travel without ticket, yet the Railway Ministry does not provide the necessary amenities to the passengers.

I would request the Minister to issue necessary instructions to the staff for not issuing any further ticket as soon as the reservation is over on the Super Fast Trains. There should not be any waiting list kept for all the important express and superfast trains. It is a common sight in these days that the passengers enter into the coaches without any reservation and run after the TTEs and therefore it is natural that the Railway staff are also automatically corrupted. Sometimes passengers buy only a platform ticket and get into the train and then start trying for a reservation from the TTEs.

Then there is the question of overcrowding. Why not you just earmark the tickets and after all the earmarked tickets are sold out, no more tickets should be issued, with reference to overcrowding in para 7, part I of the Minister's speech, I make this suggestion in good faith so that the overcrowding can easily be avoided.

There is a famous proverb "Charity begins at home". When the Minister announces some concessions he may take the interests of the family members of the Members of Parliament into consideration. I would like to suggest that the MPs should be given free family passes to travel all over India. Now we are getting some spouse pass. But for Members like us who have no spouse, who are widows or who are not married, they should be given passes in the name of their companions. These passes should be given even after retirement. Now as Members we are getting our passes. But these com-

panion passes also should be given to us after retirement.

During Parliament Session and at the time of sittings of Parliament Committees Members of Parliament may be given free Railway Passes in the AC First Class.

There should be radio-monitoring system for all express trains to avoid accidents. Thank you.

SHRI RAJENDRA SINGH ISHWAR SINGH (Madhya Pradesh): Mr. Vice-Chairman, the hon. Minister for the Railways deserves to be appreciated for his very fine, balanced, nice budget that has been presented. It should be the financial policy of any of our public sector units that public utility services must pay for themselves. Capital investment is the primary yardstick of progress, whether the services be in the socialistic pattern of economy or in the capitalistic pattern of economy. Whatever it is, it becomes imperative that necessary financial investment has got to be made. It is with this in view, that a budget is prepared. The Budget takes into account the current as well as the needs for the next 12 months and then tries to find money. There is the capital expenditure and there is also the revenue expenditure. Taking all these into account it has to be conceded that the budget that has been presented is a budget that has been very properly considered and analysed.

The Railways deserve to be congratulated for the excellent performance for the last 12 months. We are happy to note that they lifted 250 million tonnes of originating traffic and they are carrying 1 million passengers a day. By any reckoning this is considered an excellent performance anywhere.

Railways is the basic infrastructure of our economic development. One has to realise that we have a railway system where 13,000 km. traffic need to be replaced and 65 per cent of our

■wagons are overaged. It is for all this improvement that money has to be found.

When the Sixth Five Year Plan was being presented, the Railways had asked for Rs. 10,000 millions of extra money for making these replacements and effecting changes. But they were allotted by the Planning Commission only Rs. 5,100 millions. That means the Railways should have found for themselves at least Rs. 1,000 crores every year to be able to keep on to the projected progress and improvement that were being planned. And what is more, out of their earnings the Railways have to pay Rs. 4,500 crores as dividend to the General Revenues. Keeping all these in mind, it is remarkable indeed that the **hon.** -Minister has raised the fares only to the minimum and this rise gives him only Rs. 261 crores. This is by no means a big rise. Even in 1979 when the railway budget was presented during the Janata regime we found Rs. 173 crores had been raised. Considering the all-round price rise everywhere, Rs. 201 crores compares most favourably with the 173 crores that had been raised at that particular point of time. Therefore, from all angles, this year's railway budget is a very reasonable and cautious budget. It cannot be said that there is any extraordinary or unjust rise either in the freight or traffic rate.

Having said that, one turns to what is really worrying the public mind today, especially with reference to the safety on the railways. The first thing that comes to mind are the accidents and I find from the report that is annexed to the budget that out of 69 accidents out of collisions in the last 12 months, 68 were due to human failure. On the part of the railway staff. This is something which is causing concern and anxiety to all of us. It does go to indicate that there is something wrong with the control systems and also at the railway stations from where necessary messages have to be sent to the controls.

Sir, I have some suggestions to offer to the honourable Railway Minister.

Whenever there is an accident in the particular area of an MP, why not associate that MP with the inquiry that is being conducted into that accident? There is a suspicion in the public mind that when the reports are published, an attempt is made to shield the officials with the result that the improvement in the system gets considerably hampered. There is also a great deal of anxiety with reference to the safety of railway travel today. The incident of robberies, the incidents of thefts, that are **being** reported are something that makes a traveller think twice before he embarks on a journey. At the moment, we have the Railway Protection Force part of which is drawn from the State police and I understand that a sum of Rs. 30 crores is being paid by the Railways to the various State Governments for this particular arrangement. Why does not have the Railways have its own security staff? May I suggest one thing here? Each compartment, whether first class or second class, must have a security guard who should not have the antiquated weapons that are being carried by the security guards these days, but who should have more modern weapons. And, also, Sir, each one of these security guards must be in communication with the security staff in the other coaches with some small walkie-talkie sets so that in the entire train, at one point of time, the security people are in communication with each other and if there is any disturbance in any particular coach, it is possible for the guard there to communicate about it to the other staff.

Then, Sir, a question has been raised about catering and it has been said that catering also is not up to the mark. Now, Sir, this is another matter which involves the question of finance. If we insist on the cost of catering to be what it is now—I think

[Shri Rajendra Singh Ishwar Singh]

it is very low at the moment—I do not think it would be possible to improve the quality of the food served. The same amount of food, if it is purchased outside the railway station, would cost at least three times more. Therefore, if the honourable Members would like the catering to be improved, may I respectfully submit that they must also agree to the increase in the rate of eating as well?

Then, Sir, the condition of the coaches, particularly the passenger coaches, is very deplorable. There is a complaint that the Railways do not have sufficient funds. I think that it is like the dog chasing its tail and they are not able to find an answer for this. Unless and until we do agree to a hike in the freight as well as passenger fares, I find it extremely difficult to visualise how it would be possible indeed to improve the condition of the coaches as well as the wagons.

I understand that 65 per cent of the wagons are over-age and we are not manufacturing sufficient number of rolling-stock in our factories at the moment to keep pace with our needs. Therefore, it may be considered whether it is not possible to seek the co-operation of the private sector to provide the rolling-stock to the Railways and it should also be considered whether some more coach factories and wagon-making factories ought not to be established. In this connection, Sir, I may suggest that one of the most ideal places for the establishment of such factories would be somewhere in Madhya Pradesh where there is plenty of timber and we have steel coming from Bhilai and there is any amount of coal resources available in the NCDC fields that are there in the State.

Striking a rather parochial note, for my part of the world, may I request the honourable Railway Minister to consider whether it would not be possible to introduce an A/C sleeper

for long-distance passengers in the Qutab Express which is the only train coming from Jabalpur to Delhi as the direct train? We have been requesting the Railway Ministry and, in fact, to the present honourable Minister's predecessor also we had made a request for a direct train to come from Bhopal to Delhi. I suggest that the train may come from Itarsi. From most of the capitals we have trains to Delhi. But Bhopal seems to be the only capital which has been neglected.

THE DEPUTY MINISTER IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI KALP NATH RAI): Yes; Bhopal must be connected.

SHRI RAJENDRA SINGH ISHWAR SINGH: Since, I understand, that there is some problem of berthing of trains in Bhopal, I would suggest Itarsi because Itarsi has got plenty of platform accommodation. 4 P.M. One might as well start from Itarsi because that is a large junction and it will be convenient for the travelling public. The delay in train must be taken note of. Most of this delay, I respectfully submit, can certainly be curtailed. I travel by the Qutab, and it is my experience that it halts at various stations for as long as half an hour sometimes. I cannot find any reason for this, except perhaps it is a poor type of controlling.

In the course of the debate, the Railway Board came in for a good deal of criticism. Speaking for myself, I consider that that criticism was mostly unjustified. We have so many different systems of Railways all over the country, and as such there must be some sort of a centralised authority for coordinating the various Railways. Railways is one of our largest industries. Any industry would have a Board of Directors and the Railway Board supplies the requirement of such Board of Directors. Way back in 1901 when our kilometre line was not very vast, even

at that time it was felt necessary, that different sections and different Railways have to be coordinated. And then we had the Railway Board brought into existence in 1905. The Administrative Reforms Commission went into the matter. The Administrative Reforms Commission was of the opinion that the Railway Board was absolutely necessary. Even in the subsequent amendment of the Act in 1956 it was felt that the Railway Board was imperative and it must be kept. It consists of persons who are very highly specialized in their lines. They are of the rank of General Managers. They are financial experts, engineering experts, coach experts and so on. One would find it very difficult to think of the Railway Ministry not having the assistance, advice and guidance of this very excellent body which is functioning at the moment.

Corruption has been spoken of. For corruption, Sir, we must look within ourselves. Corruption comes not so much from the Railway servants as from the travelling public. Most of them go to a railway station without a reservation and then try to find a seat through red herring in front of the low-paid official who is dealing with seats. Same things happens in the case of wagons. Somebody wants a wagon and he tries to get it by giving something extra and thus corrupting the railway official. (*Time bell rings*) When we are crying about corruption in the Railways, we must also see to it that we also educate the public on a matter like this, because it is from the public that corruption starts. The railway servant is the second fiddle, not the first.

Then, Sir, the collection of revenues in the Budget has not been as much as I find the various economists had contemplated. Going through the various economic reforms, the papers and the periodicals which are dealing with it, they were of the opinion that the Railways should have raised at least Rs. 400 crores extra revenues,

and not just Rs. 261 crores raised, because that was absolutely necessary in improving the performance of the <The Vice-Chairman (Shri Arvind Ganesh Kulkarni) in the Chair). Railways. In that context, therefore, probably the hon. Minister of Railways has been cautious and has seen to it that he does not in any way gets criticized for having raised the revenues more than what the least he ought to have done.

Thank you, Sir.

श्री भोला प्रसाद (बिहार) : उपसभा-ध्यक्ष महोदय, रेलवे बजट में जो सेकण्ड क्लास के यात्रियों का किराया और भाड़ा बढ़ाया गया है, मैं उसका विरोध करता हूँ। विरोध करता हूँ इसलिए कि दलील दी गई है कि पिछले वर्षों में यात्रियों को सुविधा देने के लिए उनको काफी रियायतें दी गई हैं, काफी सहूलियतें दी गई हैं और यह तब जब कि यह तथ्य है कि पिछले दस वर्षों में रेलवे का किराया दो गुना से भी ज्यादा बढ़ाया गया है, खास तौर से दूसरे दर्जे के यात्रियों का किराया। पिछले तीन वर्षों के अन्दर ही 9 तो करोड़ से ज्यादा भाड़ा यात्रियों के ऊपर बढ़ाया गया है। तब भी यह दलील दी गई है कि पिछले वर्षों में यात्रियों को काफी रियायतें दी गई हैं और यह तब हो रहा है जब कि यात्रियों को सुविधा के लिए न तो यात्रियों की बढ़ती हुई संख्या, तादाद के हिसाब से रेल गाड़ियां बढ़ाई जाती हैं और न रेल गाड़ियों के डिब्बे बढ़ाये जाते हैं और इसके चलते यात्रियों को रेल के डिब्बों के अन्दर प्रवेश करने की बात तो दूर लोगों को रेल गाड़ी के डिब्बों की छतों पर यात्रा करना पड़ती है। रेल की छतों पर वे अपनी जान को जोखिम में डाल कर सफर करते हैं। इतनी ही बात नहीं, सुविधा की बात तो दूर रही, अब तो रेलों में चलना किसी भी व्यक्ति के लिए खतरे से खाली

[श्री भोला प्रसान]

नहीं है। रेलों में सुरक्षा की व्यवस्था दिन प्रति दिन इतनी बिगड़ती चली जा रही है जिसके बारे में आये दिन चाहे वह रेल दुर्घटना हो, रेल में डकैती हो, लूट हो, यह आये दिन की बात हो रही है। इसके लिए रेल मंत्री जी ने आश्वासन दिया है कि लोगों को सुरक्षा की गारंटी दी जाएगी और जो सुरक्षा के लिए निधन-कारण हैं उन पर अमल किया जाएगा। लेकिन यह आश्वासन देने के बाद भी हम देखते हैं कि 13 हजार किलोमीटर से ज्यादा रेल की पटरियां जीर्णोद्धार हो गई हैं और यह इसलिए कि वे 25 साल से ज्यादा समय से उपेक्षित हैं, उनको बदला नहीं गया है। इसी तरह हजारों बैग्स जीर्णोद्धार हो गये हैं और ज्यादातर इंजन ऐसे हैं जो कि पुराने हैं। ऐसी हालत में क्या रेल दुर्घटनाएँ नहीं होंगी? सिर्फ यह कहने से कि सुरक्षा के निधनों पर अमल करेंगे, इसको रोक जा सकेगा, यह संभव नहीं है। इन बहुत पुराने जीर्णोद्धार रेलवे लाइनों के आधुनिकीकरण-नवीकरण के लिए या इंजनों और डिब्बों को बदलने के लिए बजट में जो व्यवस्था होनी चाहिये थी, इसके लिए जो पर्याप्त प्रावधान होने चाहिये थे वह नहीं किये गये हैं, इसके लिए पर्याप्त अलॉटमेंट करने की बात नहीं है। फिर कैसे उम्मीद की जा सकती है कि यह जो इतने वर्षों से उपेक्षित है, एक साल के अन्दर, दो साल के अन्दर, इतका आधुनिकीकरण हो सकेगा, फिर कैसे सुरक्षा मात्र रेल निधनों का पालन कर हो सकती है, दुर्घटनाओं को कैसे रोका जा सकता है?

अब यह कहा गया है, इन सब चीजों को देखते हुये यात्रियों को उपदेश दिया गया है कि यात्रा कम करनी चाहिये। अब यह तो एक आम बात हो गई है कि सरकार का ओर से उपदेश दिए

जाते हैं जो भूखे हैं उनको कहते हैं कि खाना मत खाओ। कम पहनो, यात्रा कम करो, कम बच्चे पैदा करो। इस तरह से सारी समस्याएँ हल हो जायेंगी तो आप इतमीनान रखिए आशंका इस बात की है कि आप यात्रा को कम करके रेल की जो समस्याएँ हैं उनको हल नहीं कर सकते हैं और न यात्रा कम होगा। आशंका इस बात की है कि अगर पर्याप्त रेलगाड़ियाँ नहीं बढ़ाई जाती हैं, डिब्बे नहीं बढ़ाये जाते हैं और बढ़ते हुये यात्रियों की तादाद को देखते हुये रेलों का विकास नहीं किया जाता तो बिना टिकट रेल यात्रियों का जो सिलसिला है वह और बढ़ेगा। आशंका इसी बात की होगी और यह हो रहा है। कहने के लिए इसको लॉ एंड आर्डर का सवाल भी बन सकता है और इसको आप रोक नहीं सकते हैं जब तक आप पर्याप्त रेलों की व्यवस्था नहीं करते। एक तरफ जहाँ तक रेल किराए बढ़ाये गये हैं यात्रियों पर, लेकिन दूसरी तरफ रेलवे के खर्च को जो अनावश्यक खर्च है उसको कम करने की बात कही गई है कि कम किया जाएगा लेकिन यह नहीं कहा गया है कि आखिर किस मद में खर्च कम किया जाएगा। आज एक तरफ दूसरे दर्जे की गाड़ियों में उनके यात्रियों की सुविधायें ठीक से नहीं दी जाती हैं दूसरी तरफ पैलेस आन व्हील्स पहिये पर राजप्रसाद का गाड़ी चलाई जाती है कैसे यह खर्च कम होगा। आपने जो रेलवे बोर्ड का खर्च बढ़ता चला जा रहा है उसको कम करने के लिए कोई जिक्र नहीं किया है कि कैसे अनावश्यक खर्च कम होगा। अफसरों की बढ़ती आपा-घापी हो रही है। मैंगमैन जो कि रेलों पर काम करते हैं और पहले के हिसाब से आज ज्यादा गाड़ियाँ चलती हैं, तेज रफ्तार वाली गाड़ियाँ चलती हैं, सुपर फास्ट गाड़ियाँ चलती हैं लेकिन रेलों को ठीक करने के लिए जो मैंगमैन काम करते थे वे बड़ी रहते हैं

उनकी तादाद नहीं बढ़ायेंगे लेकिन अफसरों को तादाद बढ़ायेंगे। उससे रेलवे का सुधार नहीं होगा और वह देख रहे हैं कि क्या सुधार हो रहा है। जितनी ही आप अफसरों को तादाद आपा-धापी भरती करते हैं रेलवे बोर्ड का खर्च बढ़ता है उतनी ही रेलों में असुरक्षा और असुविधा और भी बढ़ती चली जाती है। दूसरी तरफ आपने रेलवे कर्मचारियों और मजदूरों का तारोफ तो का है, उनको आपने धन्यवाद भी दिया है उन्होंने बहुत हा लभन से रेलवे यातायात के काम को पूरा किया है और बढ़ाया है लेकिन उनकी जो मांगें हैं उसके ऊपर आपने ध्यान नहीं दिया है। बी लाख से ज्यादा केजुअल मजदूर वर्षों से पड़े हुए हैं और हर साल बात की जाती है लेकिन वह केजुअल मजदूर केजुअल ही पड़े हुए हैं। पता नहीं कब तक उनको रेगुलर बनाया जाएगा। बढ़ती हुई महंगाई के हिसाब से रेलवे मजदूरों, कर्मचारियों खास तौर से दुपरे दर्जे, तासरे दर्जे के जो कर्मचारी और मजदूर हैं उनकी जो मांग वेतन रिवाजन का है उस पर कोई ध्यान नहीं दिया जा रहा है—उसका उपेक्षा की जा रही है। उसका कोई जिक्र नहीं है। अगर आप इसको उपेक्षा करेंगे तो सिर्फ रेलवे मजदूरों को धन्यवाद देने से उसके कामों को तारोफ कर के आप रेलवे के विकास और रेलवे को एफिशिएंसी नहीं बढ़ा सकते हैं जब तक रेलवे मजदूरों और कर्मचारियों की जो बाजिव मांगें हैं उनकी तरफ आप ध्यान नहीं दें कम से कम बढ़ती हुई महंगाई को देखते हुए उन को जो वेज रिवाजन का मांग है उस पर उनके साथ बैठ कर आप विचार नहीं करते हैं। और उनकी मांग आप पूरा नहीं करते हैं।

अब मैं बिहार में जो कुछ रेलवे के क्षेत्र में पिछड़ापन है उसकी ओर माननीय मंत्री जी का ध्यान दिलाना चाहूंगा। अभी भी बिहार में ऐसे जिले हैं जिनको कि रेल लाइन से

जोड़ा नहीं गया है, खास तौर से संभाल परगने का जिला दुमका है। यह संभाल परगना जो बिहार का पिछड़ा हुआ क्षेत्र है उसके जिले के मुख्यालय दुमका तक रेल लाइन नहीं गयी है। उसी तरह से छोटा नागपुर का क्षेत्र (व्यवधान) दूसरा हजारोबाग। हजारोबाग का जो जिला मुख्यालय है वहां तक रेल लाइन नहीं गयी है। उत्तरी बिहार में जहां से हमारी वे माननीय मंत्री जी आई हैं सीतामढ़ी वहां तक रेल लाइन नहीं गयी है। लगातार ये उपेक्षित हैं, इनको उपेक्षित रखना किसी भी तरह से न्यायसंगत नहीं कहा जायेगा और इससे उसका पिछड़ापन और बढ़ता है तथा उसमें बहुत तरह की समस्याएं और भी बढ़ती हैं। हम निवेदन करेंगे कि इन जिला केन्द्रों को और इन पिछड़े इलाकों को रेल लाइन से जोड़ने के कार्य को आप इस योजना में, छठी योजना में पूरा कीजिए। उसी तरह से बिहार से हो करके कई प्रमुख लाइनें गुजरती हैं। उत्तर पूर्वी रेलवे, पूर्वी रेलवे, दक्षिणी पूर्व रेलवे, लेकिन इनका एक भी जोनल हेडक्वार्टर बिहार में नहीं है। दो कलकत्ता में हैं, एक गोरखपुर में है और ये तीनों भेन लाइनें बिहार से होकर गुजरती हैं, बड़ा हिस्सा बिहार को कवर करता है, यू० पी० के बाद लेकिन एक भी जोनल केन्द्र नहीं है। इसी लिए कम से कम पटना में एक हेडक्वार्टर तो इस साल बनाने का फैसला रेल मंत्री जी को करना चाहिए और पटना को जोनल केन्द्र बनाना चाहिए। इसी तरह से ये जो क्यूल, हावड़ा लूप लाइन है उसमें दोहरी लाइन नहीं है, पेंडिंग पड़ी हुई है। हालांकि हावड़ा से बड़हरवा तक दोहरी लाइन है लेकिन क्यूल से बड़हरवा तक दोहरी लाइन नहीं आई है और तब जबकि उस लाइन पर सुपरफास्ट गाड़ियां चलती हैं। वहां पर जितनी भी गाड़ियां चलती हैं उसको देखते हुए अगर दोहरी लाइन नहीं बनाई जाती है तो काफी डिससेविशन होता है, न केवल गाड़ियां वक्त पर नहीं चल पाती

[श्री भाला प्रसाद]

हैं बल्कि बहुत तरह की बहुत सी समस्याएँ पैदा हो जाती हैं यात्रियों के सामने। इसलिए इसको पेंडिंग नहीं रखना चाहिए, इसको बजट में शामिल करना चाहिए कि दोहरी लाइन बैठाने का काम हो।

अंत में एक बात पर फिर मंत्री जी का ध्यान दिलाना चाहूँगा कि यात्रियों की सुविधाओं के लिए टिकटों में तो उनकी सुविधा का ध्यान करें तो यात्रियों के डिब्बे बढ़ाकर या और सुरक्षा बगैरह की व्यवस्था करें, लेकिन स्टेशनों में भी उनकी सुविधा का ध्यान करने की जरूरत है। आजकल ऐसे स्टेशन हैं जहाँ पर यात्रियों की सुविधा के लिए जो प्रमुख काम होना चाहिए वह नहीं होता है। उदाहरण के लिए मैं खुद जहाँ से आता हूँ वह कपूर जंक्शन, चेम्पू जंक्शन है, वहाँ पर पाँच पाँच प्लेटफार्म हैं किन एक भी ओवरब्रिज नहीं है, जब कि जंक्शन स्टेशन है। एक अंडरग्राउंड ब्रिज है भी एक तरफ से; तो फिर अगर यात्रियों का एक प्लेटफार्म से दूसरे प्लेटफार्म पर जाना पड़े तो काफी दूर मफर करने के बाद अंडरग्राउंड ब्रिज में दूसरे प्लेटफार्म पर जाना पड़ता है। अब वहाँ का जो मुसाफिरखाना है जंक्शन का, उस मुसाफिरखाने को रेलवे (सकय कोघटी) पुलिस जो है, उसका वह बेस बना दिया गया है और उसमें मुसाफिरों को बैठने के लिए कोई जगह नहीं है। अब मुसाफिर गाछ के नीचे बैठते हैं। (समय की घंटी)

मैं खत्म कर रहा हूँ, उसी तरह में लखी सराय स्टेशन है, अनुमंडलीय स्टेशन है, व्यापारिक केन्द्र है, वहाँ छह दर्जन एकम प्रम गाड़ियाँ भी रुकती हैं, लेकिन उस स्टेशन को अब तक कपूर जंक्शन का एक फ्लग स्टेशन बना करके रखा गया है। वह जो फ्लग स्टेशन है, उस को एक स्वतंत्र स्टेशन की हैनियत नहीं है? (समय की घंटी) वह एक अनुमंड-

लीय स्टेशन है, मुख्य व्यापारिक केन्द्र है और उस को स्वतंत्र स्टेशन का दर्जा देना चाहिए और उसके विकास के लिए काम करना चाहिए।

SHRI V. B. RAJU (Andhra Pradesh) : Mr. Vice-Chairman, Indian Railways are the nation's lifeline and our economic progress depends upon "the core sectors, namely, power, transport and fuel, and in that also, the Railways occupy a very key position. We have seen of late, a measure of instability in the Railway administration. In two years, three Ministers have come; every year a Minister; this is the third year now after the new party took over office and here is a third Minister. The Railway Board was sacked lock, stock and barrel. Now this reveals a lot of instability in the administrative structure which is not a good thing. The country is large; the system is very large and it cannot be expected that by gimmicks and miracles the interests of the people and the country will be served. So, my first observation is that there must be a measure of continuity and stability in the top administration. After all, ultimately the efficiency and the devotion of any person is more important than the presumed loyalties. Anyhow, loyalty is not a good term for human beings. Therefore, what I would like to emphasise upon is that the present Minister, before he gets a grasp of the whole thing, I hope, will not be interfered with, will not be affected and will not be disturbed.

I find one conspicuous change in the present Minister's address, a bit of deviation from the earlier ones. The earlier two Ministers tried to find a scapegoat in the earlier Government's achievements or performance. And the present Minister has taken care not to depend too much upon the failures of the earlier Government and he straight came to the business. It is a very healthy thing. It is not

a question of scoring a debating point or finding scapegoat. That is irrelevant today.

What is wrong with the Indian Railways? Now, the Indian Railways are both commercial and a service organisation and too much of shelter shall not be sought under the social cost umbrella as other sectors of industry; for instance, even the private industry which also bases certain social costs. Let us take one item as housing. It should not be considered as a serious social cost. In fact, having the employees near the working place is more advantageous to the unit. After all, what is the number of employees who have been provided housing by the Railways? I think, the Minister knows better. I think, it is not more than 37 per cent. Only 37 per cent of the employees have been provided with housing. But of course, it is true that Railways are developing as an empire, having their own educational administration, having their own medical administration and their security also. In fact, Indian Railways employ 66,000 personnel in the Railway Protection Force for which about Rs. 43 crores are spent from the Railway Budget. Law and order is the responsibility of the State Governments and the State Governments have to provide the necessary security. But why should the Railways provide for this protection force? In spite of that, after paying Rs. 43 crores for 66,000 people, the compensation which the Railways have to pay for the losses and pilferages, for the damages and pilferages, is about Rs. 14 crores every year and this has been going up every year. Therefore, there is something basically wrong with the administration which the hon. Minister should probe into. I am not going into the question of efficiency. But at least the structure of the administration, as it is designed, is not correct. But at the same time, X will agree with my friend, who has just spoken earlier than myself. in regard to the Railway Board. I

think, the Board administration is the only available administration to use for a commercial undertaking like this. The only alternative is to have a corporation. If you bring it under the bureaucratic rigidity of the general administration, I am sure, the Railways will collapse. We have been seeing what is happening in other segments of administration. After all, what is the Board? The Board is the Secretariat and ultimately the Minister is responsible. And it is only a functional Board. Therefore, there is nothing wrong with the Board. But down below, there is much to be looked into and let the hon. Minister take a grip, have a grip, over the Railways. Now, the Railways have been divided, for functional purposes, into nine zones. Out of these nine zones, only five zones perform allright. These four other zones have a very very nasty record, I should say, in financial terms. This has not happened overnight. Let us take, for example, the Southern Railway. Why should the Southern Railway lose continuously? In fact, we can understand this in regard to the North Eastern Railway and the North East Frontier Railway. We can understand if they lose. But why should the Southern Railway lose? I have been pleading about it. I mentioned about it two years back. Then, a suggestion had come that because it has got more metre gauge lines and that is why, it has been losing. I do not think it should be the case because the world over the metre gauge is performing allright. When this is the case, why in India alone, we should be losing? In fact, this is not the case in a country like Switzerland, where, I think, the terrain is bad, the topography is not happy and they have all metre gauge lines, but they are doing well. Therefore, my request to the hon. Minister is that he should take zone by zone, instead of being, a victim of populism, as the earlier Ministers had been; let him get to business, let him take a commercial look at it and then examine the zonal railways. The Railway Convention Committee, or for that matter, the

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Public Accounts Committee or the Consultative Committee attached to the Railway Ministry, are not enough as to probe into such a large organisation's working. I think, Parliament should be involved in a much bigger way through some other mechanism or some other instrument. I say this because Railways and Communications are Union subjects with which the common people come into contact. Just as in the case of the postal department, in the case of Railways also, the common people come into contact. In fact, I would say that Communications and Railways contribute a lot to national integration. Therefore, it is necessary that Parliament should get involved more seriously. I do not know. I cannot suggest at the moment what mechanism or what instrument we should have. But anyway, I would emphasise that a commercial approach is necessary. Now, what is the magnitude of the problem? As has been explained by the hon. Minister, the position today is that, about 13,000 Km. of railway track out of the 75,860 Km. of railway track are in urgent need of renewal and 40,700 wagons and 3,150 coaches are overaged.

Steam locomotives need replacements and the problem of crime, pilferage and thieving is there. Why is there such a backlog? Why should the arrears accumulate? In fact, if all the Plans are gone through, more than 50 per cent plan expenditure has been for replacement, for renewal. Railways have not expanded so much as the other spheres have expanded. Take my own State. Mr. Rasheed-uddin Khan knows the Nizam State railways which was working very well when it was integrated with the Indian system. For over 30 to 35 years we did not have an inch of new railway line having been planned. Only recently they have taken up a line, what you call the Bibinagar-Nadikude railway line and I do not know when it will be completed, but the expansion has not been so much. All through the rehabilitation or what I

call 'the renewal' has been taking place. Why should there be so much arrear or backlog in terms of rolling stock, in terms of repairs to the track? It is a stupendous task, and we have moved a full circle. In the First Plan the railways were asked to rehabilitate the system because during war period it was neglected. Therefore, the rehabilitation programme was taken up in the First Plan. Today, in the Sixth Plan the same slogan is there. We have moved a full circle. (Interruptions). I am trying to catch the ear of the Minister. So, what I am trying to say is that we have moved a full circle and our slogan for the Sixth Plan for railways is rehabilitation which was the motivation for the First Plan. Therefore, in fact, we have not made much progress or we have not been able to fulfil our commitments to the nation in terms of modernisation of the railway system.

We have moved a full circle and nothing is left with us now. I think the Sixth Plan provides for only Rs. 5,100 crores. It is very meagre, insufficient and it is merely palliative for the ailing patient like this. This amount of Rs. 5,100 crores is nothing. The Parliament with one voice both from the ruling party and the opposition must bring in some sense of imagination and reality on the Planning Commission, on the Prime Minister and on the Cabinet that I railways need immediate attention and the first priority. Failure in the railway system is bound to reflect on the economy of the country and, therefore, Rs. 10,000 are needed and it is a good investment in the railways.

Another problem that the railways have been pointing out is the uneconomic lines. There are about 138 branch lines which were found uneconomic during the year 1980-81. The loss suffered by them was about Rs. 32 crores. Why this loss? That is why I have been pointing out to the Minister that he should actually place his hands on the weak spot of the system, not merely gloat over the

system. Let him not worry about the superfast trains, the show, pieces, without preparing the track for them. Even I am not sure about the bridges. The problem of bridges may come up very seriously as the problem of track is coming in terms of safety. Without having the proper modernised infrastructure to receive such fast trains, such heavy trains, aiming at such things only for the purpose of popular consumption is not good. The country is large. It is bound to take time... (*Time bell rings*). My party told me that I had 20 minutes.

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): Your party has got 18 minutes and 15 minutes are already over.

SHRI V. B. RAJU: Therefore, these 136 branch lines; why are they losing, what is the weak point? This new Minister, in his increase of the fare and freight rates, has shown a lot of consideration for the suburban passengers. In fact, my calculations reveal to me that the suburban passengers pay half the fare as compared to what the non-suburban passengers pay. The suburban passengers are mostly in Bombay, Madras and Calcutta where the suburban services run very effectively and, might be, at a few, other places. May I make a suggestion to the Minister? There should not be any discrimination between the suburban passengers and the non-suburban passengers. In terms of economic status, they are better off. But I know the Minister cannot face the organised threat from the suburban passengers. Why don't you place the burden on the employers? You are actually doing it for the benefit of the employers. Certain industries provide transport services for their employees. I have seen it in, my city. Why should not the loss that is being sustained by the railways—at least the loss—be shared by the employers for whose employees you are running the services? Why should other passengers—the non-suburban passengers—pay for the suburban passengers? As I plead, in

fact they are much better placed economically, person to person, than those who are travelling in the second class, coming from the rural areas, from the non-suburban areas to the suburban areas. Therefore, this suggestion must be considered of shifting the burden of loss to the employers, where these concessions are being given to the suburban passengers.

About gauge conversion, I would like to say that gauge conversion should be the last priority. This is not the first priority. In fact, your predecessor has said that metre-gauge railways with adequate inputs can render speed efficiency and economic rail transport services, as has been the experience in several foreign countries. If you read your predecessor's speech, you will find his observations on the metre-gauge. And conversion of the gauge has no priority, in my view. Only certain points can be tackled where transshipment should be avoided. Therefore, ultimately where economy has to be observed and where fare raise has to be made, it has to be done not in a haphazard way and I would like that the Minister should take care of the suggestion of submitting a White Paper before this House on what the Government has done in the matter of those Committees—there are about six Committees—which have submitted reports: The High Level Committee on Social Burdens, the Rail Tariff Enquiry Committee, The Kunzru Committee on Accidents, the Wanchoo Committee on Accidents, the Sikri Committee on Accidents and the Pande Committee on Rail Reforms. Mr. Pande, I think, has left, but the Committee still continues. What exactly has the Government done, how the Government found those recommendations, what the Government intends to do to improve upon them and what has been the experience—a White Paper should come before this House on this. It is very essential because such a large investment has been made on the railways. Nearly Rs. 7,500 crores' investment I has been made and according to one

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economist, if you take the cost of the rupee now and if you had to invest the whole amount in the system now, it would come to Rs. 30,000 crores. For the last 130 years, this investment has been going on. Such a large investment is involved here with such high employment: you are employing nearly 1.6 million persons.

Lastly, the Railways cannot claim, I am sure, a commercial performance after this new Government took office. The largest deficit has been shown in 1980-81—Rs. 197 crores. This is the largest gap that the Railways have shown in spite of increased fares and freight rates. And the railways cannot, actually, place the charge on the employees. Mr. Vice-Chairman, per employee the emoluments in the railways are below Rs 8,500. If you take all the 185 public sector undertakings and work out the average, the average annual emoluments exceed Rs 11,000. I am saying that the railway employee is not paid at the same level as the employee in the other public sector undertakings. In fact, any charge that the railway employees are demanding higher wages is not correct. I am not, actually, putting it from the trade union point of view. I am only explaining from the commercial point of view that we are having the cheapest service being given by the employees to the railways.

I hope the Minister will take note of all the suggestions. If you will allow me a minute more, Sir, I may say that some changes may be necessary. They are minor details. Now you are running long-distance super-fast train. Why do you have this air-conditioned first class? For whom is this iditioned first class? I think no private individual who is paying from his pocket is travelling in it. May be the railway officers are travelling in it.

AN. HON. MEMBER: The Minister also.

SHRI V. B. RAJU: Why don't you do away with it? This air-conditioned first class is a waste. Secondly, make the whole train air-conditioned. I think it will pay you if you make the experiment. Provide a berth and a seat. They are long-distance trains. For persons travelling more than 500 kilometres, you give them the berth and for persons travelling below 500 kilometres, you give them the seat. With your experience so design the train with the berth and seat, aircondition the long-distance trains and do away with this air-conditioned first class. Commercially also that would be really paying. You make an experiment. Airconditioning is not a luxury in India. It is not only from temperature alone that ■we are to be protected but from dust and sand also.

Sir, a complaint has come from an hon. Member of Parliament himself. My colleague, Mr. Dhabe was travelling by the Rajdhani Express from Calcutta to Delhi and the railway administration charges forty rupees from him after deducting the second class fare also... (Interruptions) -■. While in all other superfast trains first class is equal to airconditioned second class, why make this distinction in the case of the Rajdhani Express? What is the grand thing about it? I don't know; I have never travelled in it. Why penalise Members of Parliament? I think Kamlapatiji, when this matter was brought to his notice, promised to examine it but, anyhow, on the floor of the House all these promises are like marriage promises.

Thank you, Sir.

SHRI V. GOPALSAMY (Tamil Nadu): It was pointed out but not rectified.

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): Mr. Mhai^ekar. Not here. Mr. Basavaraju. Not here. Swami Dinesh Chandra.

SHRI SWAMI DINESH CHANDRA (Rajasthan): Mr Vice-Chairman, Sir, I rise to support the Railway Budget. Railways are the oldest and the biggest public enterprise in the country. They are a basic infrastructure and play an important and crucial role in the economic development of the nation.

This debate has assumed importance because never before were the people so conscious about the hazards of rail travel. Railways attract the attention of the nation as no other enterprise does. The railways are a State within a State. The railway family consists of over a crore of people. A crore and half of people come in contact directly with the railways daily. Railways are the people's mode of transport—cheap, safe and ubiquitous and, as such, they expect from this organisation much more than they do from other organisations and enterprises. The performance of the railways has a direct bearing on vast sections of the people. Sir, the criticism of the railways does not emanate only from the accidents. There are other areas also which have impaired the image of the railways, like the unpunctual running of the passenger trains and the crimes on the railways. The Government is also alive to the malpractices prevailing in the booking offices regarding the reservation of the berths. A qualitative breakthrough is needed to refurbish the image of the railways. The quality of service has to be a priority, present and paramount in all they do.

What needs appreciation, is that the Government has not tried to gloss over the problem. The hon. Railway Minister, Mr. P. C. Sethi, with remarkable candour has admitted these drawbacks, and has warned the railway administration that it should rise to the occasion and restore the confidence of the people as early as possible. It cannot be denied that the productivity of the system has increased over the last year. The

interval of time between loadings of wagons has gone down by three days as compared to the last year. It is said that if it is decreased by one day, it saves the country Rs. 500 crores every year. This thing should be given paramount importance and the period between loadings of the wagons should be diminished as early as possible. Overcoming crippling bottlenecks, the rail freight movement has become dynamic and vibrant. The freight carried in the system has registered a new high, and it is ahead of the targets set in the Budget. These are undoubtedly laudable achievements, and I would like to congratulate the Railway Minister. He, in his speech in the very beginning, had pointed out that innovation and pragmatic measures adopted last year have paid rich dividends. I am sure that the Railway Minister will take further steps to improve the efficiency of the railways.

Sir, the need of the hour is maintenance, consolidation, and not expansion. Maintenance is an important and crucial area requiring care, attention and resources of the Government. More than 500 trains were introduced during the last six years. These are accumulated arrears of overhaul and repairs of the passengers coaches. The task of replacing the overaged and unserviceable coaches and wagons is also stupendous. There is accumulation of overaged primary and secondary rail tracks. I reiterate what I said in the very beginning, the need of the hour is maintenance and consolidation. Resources must be found for this basic prerequisite at the cost of expansion. It is imperative to eschew pressure and temptation to expand and develop. Instead of development, we should improve and consolidate so that the system may show quality and safety.

Sir, another thing that I would like to mention is regarding electrification. Rapid electrification is very

[Shri Swami Dinesh Chandra] essential because it saves fuel and improves efficiency. Its running expenses are also lower than steam or diesel traction. According to the official figures, the steam engines are consuming about 12 million tonnes of coal every year. This can go to the consumers, if they are scraped. Recently a working group on energy was set up by the Planning Commission. They have estimated that if two millions tonnes of coal are burnt in power houses, they can provide the same motive power as is being provided by consuming 12 million tonnes of coal by the steam engines. So, I would humbly request the hon. Minister to give importance to this aspect of the matter, and ensure for rapid electrification of the Indian Railways.

The man behind the machine is very important. The large force of workers should receive the prime attention of the Railway administration otherwise all investments in fixed or moving assets will go waste. Removal of grievances of staff requires changes in the present mode of administration. I am happy to say that the Government is moving in this direction. This is amply demonstrated by the fact that the year 1981-82 was a year of industrial peace. It has been the consistent policy of this Government not to ignore the stresses and strains on the labour force. In the budget speech there was also an indication regarding the absorption of 2.6 lakhs of temporary workers in permanent cadre. This is also a very happy thing and I congratulate Mr. Sethi for taking such a bold decision.

Sudden work stoppages and agitations were once the order of the day. The vast mute majority of railwaymen, who are professional and sincere to the core, were under the malignant spell of recalcitrant leaders and they succeeded in holding the entire organisation to ransom. Those days are now over. Now there is industrial peace. The railway wor-

kers have full faith and confidence in this Government and they are fully aware that this Government is determined to remove their legitimate grievances. There is complete peace in the Railway administration. I hope Mr. Sethi will take care to redress the grievances of the railway workers as early as possible. And I would like to tender a piece of advice to the union leaders that if they do not cooperate with the Railway administration to streamline the administration, they will expose themselves to public censure.

Now, I would like to say something about the Sixth Conference of Top Railway Executives of Asia and Middle-East held in October last in Delhi. There is a reference regarding this matter in the budget speech of the Railway Minister. This is undoubtedly a historic event in the life of the Indian Railways. Now, the most important outcome of this conference was the realisation that the energy crisis may prove to be a boon for railways in the developing countries. This meet chalked out the road for concerted action to promote greater use of railways than other means of transport, namely, road and air, which use ten times the quantity of oil a diesel engine consumes for hauling a unit of freight over a given distance. This conference also highlighted "the full potential of the railways as fuel savers and promoters of a clean environment". Preservation of natural environment is essential for the survival of human species. Heavy road traffic on inter-city routes is endangering life in the countryside. In order to put a stop to this unbridled growth of road and air transport it is very essential that the Government should take urgent measure to rehabilitate and modernise Indian Railways. It is really very heartening to note that in the Budget Speech I found the determination of the Government, the determination of the Railway Minister, to bring the Railways out of the woods, and I am sure that a dynamic Minister like Mr. Sethi will be able to provide

that necessary drive which will enable the Railway administration to scale unprecedented heights of efficiency.

SHRI AJIT KUMAR SHARMA (Assam): Mr. Vice-Chairman, a few minutes back the honourable Mr. Raju made an analysis of the general approach of the Railway Minister and analysed the problems in a broad perspective. I do not want to repeat those matters. While congratulating the Railway Minister for making a very bold approach in his Budget Speech, I must say that the complete perspective is yet to be fully drawn up. Maybe, he had very little time before producing the Budget, but I hope that in the next year he will clear the perspective development of Indian Railways in the context of the economic development of the whole country.

Now, in the brief time at my disposal I may only refer to a particular aspect of the problem which has been emphasised both by the successive Railway Ministers as well as by the different committees appointed for the purpose. This relates to the development of the railway system in the backward regions of the country. Here the problem is very urgent and the successive Railway Ministers in the past also have drawn the attention of the House as well as the Government but regrettably while recognising the problem, no concrete and bold steps have been taken so far to implement the recommendations for the development of railway communication in the backward areas. I just quote from the statements of the earlier Ministers. In 1974-75 the then Minister, Mr. L. N. Mishra, said:

"From time to time I have received a number of requests from Chief Ministers, Members of Parliament, public bodies, etc. for construction of new railways in backward areas. Experience has shown that generation of traffic for such areas follows the development

of transport infrastructure facilities, I have, therefore, advocated the need for a conceptual change in the application of orthodox financial criterion to the construction of new lines in the underdeveloped areas."

Then again in 1978-79, the then Minister, Prof. Madhu Dandavate said in his Speech:

"During every debate on the Railways in Parliament, honourable Members have been voicing concern over the lack of railway facilities in several backward areas. I share this concern equally with them and the Government is keen to take up construction of more and more new railway lines especially in the backward areas. I am exploring all avenues of mobilising more resources for the purpose in consultation with the Planning Commission and the Ministry of Finance so that construction of more new lines could be taken up."

Then in 1980 the then Railway Minister, Mr. Tripathi, said:

"I assure honourable Members that when we get the report of the National Transport Committee with its recommendations regarding priorities to be given for new construction, the development of backward and hilly areas will be given due priority within the constraints of resources."

Now, Sir, all these three speeches cut across political lines. It is a recognition of a national problem.

5 P.M.

In 1980, the then Railway Minister referred to the National Transport Policy Committee report. I wish the present Railway Minister also had incorporated the recommendations of the Transport Policy Committee and indicated what steps he is going to take in regard to the implementation of these recommendations. I would like particularly to refer to one part of "he

[Shri Ajit Kumar Sharma]
 recommendation relating to backward areas of the North Eastern region. The Committee had said:

"Efforts have to be continuously made to develop underdeveloped regions through wide-ranging government intercession. These underdeveloped regions are often at a disadvantage because of their inaccessibility. For example, the north eastern region and certain other parts of the country suffer from isolation from the mainstream due to their geographical remoteness and relative inaccessibility. We feel that a 'non-rail' situation will not help development and exploitation of natural resources if they exist on an appreciable scale. Therefore, any region where natural resources on a large scale are evidently available an integrated plan should be evolved to develop new growth centres and promote economic activity—the provision of a new rail line being an element in such developmental plans ... It may therefore be necessary to undertake projects which may yield a lower return than the stipulated 6.75 per cent."

The Committee has also fixed the criteria for choice of new railway lines. The criteria fixed by the Committee are as follows. The Committee says that the new railway lines should fulfil the following objectives:

- (a) as project-oriented lines to serve new industries or tap mineral and other resources;
- (b) to serve as missing links which can form alternative routes to relieve congestion on existing busy rail routes;
- (c) on strategic considerations: and
- (d) as developmental lines to establish new growth centres or give access to remote areas.

I point out these things because his predecessor, Mr. Pandey, in reply to

a question and a letter of mine, has informed that there was no recommendation/1 from the National Transport Policy Committee in regard to backward areas. In this context, I would say that there is necessity for very rapid development and quick action on the part of the Railways to develop railway communication in the north eastern region.

I would like to draw the attention of the Railway Minister in this connection to a printed document which was circulated to the members of the N.P. Railway Consultative Committee on May 5, 1981. I do not know for what purpose this was circulated, whether to deceive us or to publicise their own plans. In this report it mentions 7 new railway lines. It says that the following surveys for new projects in the North Eastern Region have been cleared for 1981-82:

- (1) Extension of broad gauge between Gauhati to Dibrugarh.
- (2) Investigations for an alternative route from Gauhati to Badarpur across the Jaintia Hills.
- (3) Pancharatna to Gauhati via Budhnoi, i.e. south bank route towards Jogighopa.
- (4) Gauhati to Dibrugarh via Nowgong, Jorhat, Sibsagar, i.e. connecting the District Headquarters of Assam.
- (5) Lalaghat to Virangte.
- (6) Kumarghat to Agartala
- (7) Dimapur to Chemukdima.

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): Please conclude now.

SHRI AJIT KUMAR SHARMA: I am concluding. My friend has also given me some time. The report also says that a survey for a rail-cum-road bridge across the Brahmaputra at Jogighopa has been entrusted to the RITES Organisation of the Railways

and the survey is in progress. I would like to know from the honourable Railway Minister as to what has happened to these projects because I do not find these projects included in the Explanatory Memorandum.

Now, Sir, I would like to refer to two Or three points as far as the existing situation in the Railways is concerned. Number one is about the extension of BG line from New Bongaigon to Gauhati which was to have been completed by 1980 and it is only half done by this time and it seems that the Railway administration there is deliberately delaying the completion of the whole project. Apart from that, Sir, a very important decision has not been taken by the Railways regarding the diversion of the New Bongaigon line outside the Gauhati town because if the line runs through the city of Gauhati, it will be a terrible affair for the whole city population. Now, Sir, this has been discussed several times. I would now request the Railway Minister to take up this matter and examine the whole situation from this angle.

Now, Sir, there is another point regarding the second bridge which is being constructed across the Brahmaputra. The demand for this rail-cum-road bridge has been there and the entire cost has been borne by the NEC and I do not know why the Railways should object to this road-cum-rail bridge. It is very important not only from the point of view of defence, but also from the point of view of economic development of the North-Eastern Region. *(Time bell rings)*. One minute, Sir.

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): I have already given you four minutes more.

SHRI AJIT KUMAR SHARMA: I am concluding, Sir. Only two more points I have got to make.

Sir, I would like the honourable Railway Minister to take measures, in the context of the recommendations of

the National Transport Policy Committee, to provide the missing links. Sir, I have a suggestion to make to the Railway Minister. We have got the Informal Consultative Committee, for the various Ministries and also for the Railways. The Committee should sit in the various Zones of the Railways and the members of the Committee should also visit these Zones and see the conditions there for themselves. Only then it would be helpful. Then, Sir, . . .

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): No, please. Nothing can be taken down now. Your time is over. Nothing can be taken down. Now, Mr. Sahu. Not here. Now, Mr. Mulka Govinda Reddy. Not here. Then, Mr. Narendra Singh.

श्री शिव चन्द्र झा : हम लोगों का क्या हो गया ?

उपसभाध्यक्ष (श्री अरविन्द गणेश कुलकर्णी) : आपका नम्बर टन बाई टन आ रहा है। आपका झगड़ा दो तीन दिन पहले देखा था। नरेन्द्र सिंह जी बलिया।

SHRI NARENDRA SINGH (Uttar Pradesh): Mr. Vice-Chairman, Sir, how many minutes have I got?

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): Your Party has given you 13 to 14 minutes.

SHRI NARENDRA SINGH: Mr. Vice-Chairman, Sir, I rise to support the Budget Estimates for 1982-83 presented by our Railway Minister, Shri P. C. Sethi.

Sir, at the outset, I would like to congratulate him and his two young colleagues for having a clear vision with regard to the various problems that the Railways in our country are facing. He has fully acquainted himself with the problems of the Railways and he has very boldly accepted the shortcomings and that goes to show his determination to overcome these shortcomings.

[Shri Narendra Singh]

Sir, I would also like to congratulate Mr. Sethi for the timely and adequate supply of wagons at Farukhabad and Kanpur for (transporting potato. Sir it is for the first time that there has been an adequate supply of wagons for transporting potato and thus he has helped the farmers

Sir, the Railways in our country are very important in the present context of our developing economy. They are to keep pace with the requirements of industrial and agricultural development that is going on in the country, particularly in the present year which has been declared as the Productivity Year by our Prime Minister Shrimati Indira Gandhi. Sir, in the Sixth Five Year Plan the Railways have been allocated Rs. 5100 crores only. This amount is quite insufficient, particularly due to the rise in costs by 30 per cent. The Planning Commission should re-consider this issue and should allocate at least Rs. 15,000 crores to meet the needs of the Railways.

Sir, the Railways' performance in our country has to be judged on two counts: (1) Goods operation and (2) Passenger services. Over the years there has been a steady growth of traffic, both for goods and passenger traffic. This has been possible because the development of Railways during the Five Year Plans in terms of additional line capacity, additional rolling stock and adoption of modern methods of signalling, electrification of trunk routes, etc.

Sir, the revenues of the Railways are derived mainly from goods traffic and passenger traffic. Out of these two, the goods traffic constitutes a larger production of total earnings. While the Railways have expanded the transport capacity to meet the growing demand arising out of rapid industrialisation of our country's economy, Sir, this is not sufficient and adequate. Transport bottlenecks have been experienced for various reasons. Sir, unless and until the Railways are

further developed to carry more and more traffic, the economic development of our country will get seriously impaired, the fact being that the basic infrastructure for Railways' expansion has to precede the programme of developments envisaged in the Five Year Plans for every core sector of our national economy like agriculture and industry.

Taking up the goods traffic, while the goods traffic in 1980-81 was 191 million tonnes, the same has gone up to 216 tonnes in the current year Sir, the target set for the financial year 1981-82, that is, 215 tonnes, in all probability, is likely to be exceeded, thanks to greater emphasis given to the goods traffic and adoption of latest methods of train operation on a much larger scale, and so on. Sir, the target set for 1982-83 is 230 million tonnes. Sir, in order to achieve this target the Railways have to improve the operational technique and management. Heavy investments are called for for procuring additional rolling stock as wagons, locomotives, passenger coaches, etc that are necessary.

Nor. Sir, I come to the passenger traffic. So far as passenger traffic is concerned, although it is relatively less important to the Railways from the point of view of revenues, yet it cannot be given any less importance. Today for the common man, rail traffic is still the cheapest mode of transportation, particularly for short distances, as the poor peasantry has to travel for short distances. Sir, although passenger facilities have increased over the years, a lot has to be done in regard to overcrowding and running of trains. There is so much overcrowding in second class that it needs more bogies. At least 20 per cent of the bogies in the whole train should be second class—free, unreserved—so that those people who are to undertake journey may be included. There is so much overcrowding that it is very difficult for weak people even to get into the bogey.

Now, there are various suggestions which may be considered for better performance of goods traffic. Firstly, there should be a periodical scientific review of freight structure keeping in view the changes and developments that have taken place in various sectors of the national economy. After all, the Railways have to work like commercial organisations apart from fulfilling their social obligations. Secondly, there should be an extension of container facilities to a larger number of stations. Thirdly, there should be adequate terminal facilities for handling more traffic both at the loading and unloading terminals. Fourthly, there should be a substantial increase in the staff of the Railways in order to keep pace with the growing demand. Fifthly, it is necessary to identify bottlenecks in various sections, particularly on the trunk routes, in regard to line capacity. We should take appropriate measures to overcome these difficulties. Electrification of lines, particularly the trunk routes, should be speeded up because it has been found to be more economical and viable in the long run than dieselisation. Dieselisation is costly. There should be some reconsideration where certain branch lines are found to have resulted in heavy losses. We have a social obligation also. So, the State Government should be asked to share. There should be a vigorous drive in all the zonal railways to reduce the losses, thefts, pilferage of goods in the course of transit, etc. Active co-operation of the State Government should also be sought for. Our Railway protection force and Railway Police Force should be strengthened. Sir, the Railways have introduced the block rake and jumbo rake for carrying bulk commodities like foodgrains, fertilizers, coal, cement and other commodities. The same can be extended to other high rate commodities also.

Sir, now I will come to the passenger service. There are two important factors. Firstly, there should be punctual running of trains. I would like to make some suggestions about

punctuality which deserve serious consideration. We should find out the causes as to why the trains are running late and steps should be taken to remove those bottlenecks. Secondly, there should be frequent overhauling of the transportation, signalling and engineering departments. Thirdly, responsibility for loss of punctuality should be fixed at higher levels. At present, there is no responsibility fixed for it. So, the responsibility should be fixed. It is a must, Sir. Now, there is chain-pulling. The penalty for chain-pulling should be raised. Raids should be organised on certain identified points. Now, Sir, I would like to make some suggestions to check accidents because nowadays the rail journey has become very unsafe. Serious efforts should be made to check accidents and for that maintenance of coaches, wagons, locomotives railway workshops have to be geared up. Secondly, critical materials required for maintenance should be procured at appropriate time and in adequate quantity because many times, for repairs, the materials are not available. Proper maintenance of track, periodical checks should be undertaken in time. Regular and intensive training to operational staff should be there. Just as drivers, for guards and station masters, periodical tests should be conducted to test their knowledge about safety rules. (Tim* bell rings)

Sir, now, I would like to say something about Railway employees. I would like to make one suggestion that in the Railway Board, there should be one Member for employees' welfare. He may look after the interests of the employees. Some process should be adopted for that purpose. Now, I would like to say something about Safai Karamcharis. Sir, these safai karmacharis are very peaceful.

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): Please conclude now.

SHRI NARENDRA SINGH: They are very peaceful and loyal employees with a very important task. But

they are the most neglected persons. The Association of Railway Safai Karamcharis Sangh should be recognised. I appeal through you, Sir, to the Railway Minister to increase their emoluments to enable them to lead a human life. They are being denied some of the facilities which they were already enjoying. It is causing discontentment and frustration among them. So, their problem is different from other employees of the Railways and it needs special attention. (Time bell rings) Between Kanpur and Kasganj, there is a metre-gauge. It should be converted into broad-gauge to facilitate the traffic, and it is very important.

Now, Sir, I would like to mention about the Railway land. The land by the side of the railway lines is being encroached upon, and I appeal to the Railway Minister that it should be properly utilised. It should not be converted into slums as is being done in Kanpur.

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): Please conclude now.

SHRI NARENDRA SINGH: Sir, I congratulate the Railway Minister for presenting this Budget and allowing concessions to farmers and children. Thank you, Sir.

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): Shri Shiva Chandra Jha.

श्री शिव चन्द्र झा : कितना समय मिलेगा, यह भी बता दें।

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): You have started at 5.25.

SHRI SHIVA CHANDRA JHA: SO minutes?

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): No, no. You have got 20 minutes.

SHRI GULAM MOHI-UD-DIN SHAWL: What about us then?

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): Mr. St> »wl, I have already explained 40 you This list has been given to

me who numbers. Luckily there are not many Members available from the ruling party. That is why our friend* this she ace getting early chance*. After Mr. Jha, a ruling party Member will have his chance and then your turn comes.

श्री शिव चन्द्र झा : उपसभाध्यक्ष जी, रेल उद्योग एक बहुत अहम उद्योग है। एक डेढ़ करोड़ लोग उसमें चलते हैं, तीन करोड़ लोग इससे सम्बन्धित हैं, वहाँ से उनके परिवार वाले हैं। इसकी व्यवस्था यदि अच्छी होती है तो चार करोड़ लोगों को राज फायदा होगा, सुविधा होगी। इसकी व्यवस्था यदि खराब होती है तो चार करोड़ लोग उससे प्रभावित होंगे, दुर्बल रहेंगे। इसके लिये जरूरी हो जाता है कि हम पहले दृष्टिकोण बदलें।

वहाँ पर हमसे पहले मिस्टर राजू बोल रहे थे। उन्होंने कामजिबल एन पेक्ट पर बहुत जरूरत दी। मेरा कहना यह है कि रेल को कुछ दूरी दृष्टिकोण से भी देखना चाहिये। रेल भिन्न-भिन्न जगहों पर बरौन, से ऊँची है। इसमें बरौन बरौन बरौन रखना होगा। प्राफिट बरौन के दृष्टिकोण से हो नहीं देखेंगे, बरौन बरौन के दृष्टिकोण से देखेंगे। यह बात नहीं है कि आज ही यह बात यह है। शुरू से ही यह परम्परा रही है। आपको यह होगा कि जब रामसुभग बरौन थे तब फोर्थ लोक सभा के अन्दर भाग पु. श्री सुन्दर हिल के बीच रेलवे लइन का रोकने की बात उठाई गई थी। उन्होंने ऐलान किया कि मुनाफा करने के लिये रेल लाइन नहीं है, वह जनता की सुविधा के लिये है। इसी लिये नहीं उठाई जायेगी। आप को यह बरौन दृष्टिकोण रखना होगा। इस दृष्टिकोण से जनता की सुविधा हो सकती है जो कि छोटे बरौन में गाड़ियाँ जा सकती हैं, जो मुनाफा खड़ा। वह मेरा इलाका नहीं है, लेकिन वहाँ रेलगाड़ी की जरूरत है। इसी तरह से भारत में निर्माली लखाई होते हुए रेल लाइन की जरूरत है। वह एक नेपाल के बाईर पर पिछड़ा हुआ इलाका है। वहाँ रेल-

गाड़ी का होना जरूरी है। यदि वहाँ गाड़ी चलाना इकोनॉमिकली लायबिल नहीं है इस दृष्टिकोण से आप देखेंगे तो रेल चला नहीं सकते हैं, रेल की सुविधा नहीं पहुँचा सकते हैं।

एक बात का और ख्याल रखना होगा कि यह अर्थव्यवस्था का बहुत अहम उद्योग है। मैंने कहा कि यह भिलाई, दुर्गापुर, बरोनी से भिन्न है। यह अर्थव्यवस्था का एक तरह से फेफड़ा है, लंग है। यदि फेफड़ा हो खराब हो जाता है और आप के दूसरे अंग अच्छे भी हैं तो जिन्दगी कायम नहीं रहेगी, मृत्यु हो जायेगी। फेफड़ा यदि ठीक है, दूसरे अंग थोड़े खराब भी होते हैं तो कोई चिन्ता की बात नहीं है, जिन्दगी कायम रहेगी। थोड़ी देर के लिये कल्पना कर लीजिये कि तमाम रेलगाड़ियाँ बन्द हो जाती हैं तो अर्थव्यवस्था की क्या हालत होगी? लेकिन रेलगाड़ियाँ चलती हैं, भिलाई, दुर्गापुर, बरोनी बन्द हो जाते हैं तो कोई नुकसान नहीं होगा। आपको दृष्टिकोण बदलना होगा। रेल की वास्तविकता को चलाने के लिये कामूनिश्चियल प्रोफिटैबिलिटी और वायविलिटी भी जरूरी हैं, मैं मानता हूँ आज के समाज में, लेकिन वेल्फेयर बायास आपको रखना होगा।

इसकी व्यवस्था को ठीक करने के लिये आपको सूडो सर्विस की ओर नहीं जाना है। यह दृष्टिकोण आपको हटाना होगा। सूडो सर्विस आपने इस बजट में कहीं है—लोक सभा में कहा है कि 5 साल के बच्चों पर टिकट नहीं लगा रहे हैं। पहले भी 5 साल के बच्चे पर टिकट नहीं लगता था, कागज में लगा दिया, उसको फिर खींच लिया। यह दिक्कतों सूडो सर्विस मत करिये। यदि आपका बच्चों के लिये भावना है तो दस साल के लिये मुफ्त कर लीजिये। मधु दंडवते ने 5 साल तक कर

दिया था। आपको सिर्फ कागज पर लगा रहे थे, अब हटा रहे हैं। यदि आप बच्चों का कल्याण चाहते हैं तो दस साल तक के बच्चों के लिये मुफ्त करें। इस तरह दृष्टिकोण में परिवर्तन करना होगा।

कुछ आल इच्छिया समस्याएँ हैं। एक्सीडेंट्स की बात ले लीजिये। जिसके सम्बन्ध में मेरा कहना है कि आप रेल मंत्री के रूप में काम करें, रेलवे पोस्टमैन के रूप में नहीं। मैं देखता हूँ कि आप रेलवे पोस्टमैन के रूप में काम करते हैं, नीचे से जो भेज दिया, उसे हमारे पास भेज दिया, मेम्बरों के पास भेज दिया। कुछ तो आप गौर करें। जैसे दुर्घटना की बात है, कुजूरू कमेटी की, वांचू कमेटी की रिपोर्ट को क्यों नहीं इम्प्लीमेंट करते? बहुत से एक्सीडेंट्स रुक जायेंगे, दुर्घटनाएँ बन्द हो जायेंगी, लेकिन आप उनको इम्प्लीमेंट नहीं कर रहे हैं।

कुछ दुर्घटनाएँ ऐसी होती हैं जो हाल हा में ऐसी दुर्घटनाएँ हुई हैं कि जिनको यदि आप स्वयं देख लें अपनी आंख से तो आप उनको रोक सकते हैं। जैसे बागमती में, बघवा में जो दुर्घटना हुई जिसमें हवा के कारण गाड़ी उलट कर नदी में जा गिरी। इस तरह की घटना रेल के इतिहास में अनप्रेसिडेन्टेड है। आप जा कर उस पुल को देखें उस पर कहीं भी रेलिंग नहीं है। उस दरिया पर जो पुल है उसमें कोई ऊँची रेलिंग नहीं है। अगर उस पुल पर रेलिंग रहती तो शायद यह दुर्घटना नहीं हो सकती थी। ऐसी बहुत सी नदियाँ हैं, जहाँ पुल है और उन पुलों के दोनों ओर ऊँचे रेलिंग हैं और ऐसे तो हर पुल पर ऊँचे रेलिंग होने के बाद इस तरह की दुर्घटनाओं की सम्भावना भविष्य में नहीं रहेंगी। तो ऐसी घटनाएँ भविष्य

[श्री शिव चन्द्र झा]

जै न होने पाये इसके लिये आप नदियों के पुलों पर बोनो और ऊंचे रेलिंग लगायें। तो इस तरह से अगर आप बहुत सी बीजों के लिये वायविलिटी पर जायेंगे या अफसरों को रिपोर्ट पर हो डिपेंड करोगे तो देर बिल टंक यू नो व्हेयर। इसी बातों पर आप गौर करें तो बहुत से काम आप खुद ही कर सकेंगे और अफसरों पर आपको डिपेंड नहीं करना पड़ेगा।

गाड़ियों के लेट चलने की बात आयी। आप से हमें बड़ी उम्मीदें हैं यह बात मैं साफ साफ कहना चाहता हूँ। वो मंत्रियों को देख लिया। अब आप को देख रहे हैं। यदि आप नहीं सम्हाल सकेंगे तो जो वक्तव्य है प्रधान मंत्री जो का कि रेल मंत्रालय चौपट हो वहाँ है वह निश्चय ही साबित हो जायेगा। वह सटिफिकेट पक्का हो जायेगा और हमारी प्रधान मंत्री जो ने इसके कई बार कहा है तो आप इनीशिएटिव लें। लेट रनिंग ग्राफ ट्रेन्स के बारे में आप कुछ खास कदम उठा सकते हैं और उससे बहुत कुछ हो सकता है। आप इसके देखें कि गाड़ियाँ क्यों लेट होती हैं। वह ठीक है कि चैन पुलिंग होता है। मैं इसको मानता हूँ कि कुछ स्पेसिफिक स्पाट्स पर लोग गड़बड़ाते करते हैं, लेकिन ड्राइवर टाइम पर इसके बाद भी चल सकते हैं और इंजन ठीक समय पर काम आ सकते हैं। इस तरह को कमियों को आप ठीक कर सकते हैं। तो मैं चाहता हूँ कि इस बारे में आप गौर करें और इन कमियों को दूर करायें।

इसके बाद रिजर्वेशन का रिकेट है। वह निश्चय ही कि हर कोई साचता है कि रिजर्वेशन की सुविधा के लिये कौन काहे, कौन बड़ा जाकर लाइन लगाये,

किसी को दस, पंद्रह रुपये दे देंगे और वह रिजर्वेशन करा लाता है। पटना में तो एक आदमी यही धंधा करता था। उसके बारे में निकला था कि किस तरह से वह कितना कमाशन देता था, कितना टिकट कलेक्टर को देता था, कितना अडिस्टेंट स्टेशन मास्टर को देता था और किस तरह से इस काम से वह अपना गुजारा करता था। वो इसको रोकने के लिये आप को कुछ व्यवस्था करना चाहिये। यह तो भाल इंडिया की समस्या है।

अब मैं अपने इनके का बात करना चाहता हूँ। आपने पहले जो मंत्री थे जो छोटे मंत्री थे उस वक्त श्री मल्लिकार्जुन, उस समय जो रेल मंत्री थे श्री कमलापति त्रिपाठी उनके समय की रेलवे बजट का स्पाच है, उसमें उन्होंने सर्वे का काम शुरू कराया था दरभंगा टु जयनगर। यह बजट स्पाच के पेज 12 में है। मैं जानना चाहता हूँ कि उसका क्या हुआ। बड़ों ने बताने की बात है समस्त पुर से दरभंगा तक। इसी तरह से दरभंगा से जयनगर तक बड़ी लाइन का सवाल है। पंडित कमलापति जो ने अपने 1980-81 के बजट में कहा है, मैंने दो बार सवाल किया था और उन्होंने उसके जवाब में कहा कि अक्टूबर 1981 तक इस सरे को रिपोर्ट आ जायेगा। उसके बाद मार्च 1982 तक फिर रिपोर्ट आने वाला था मैं जानना चाहता हूँ कि इस सर्वे का काम क्यों आगे नहीं बढ़ है? इस सर्वे में क्या देर हो रहा है? इससे तो करोड़ों रुपये नहीं लगता। यह काम क्यों नहीं हो सच? मैं मानता कि और बातों में, और कामों में बक बस सकता है लेकिन इस स

के काम में देर। नहीं होनी चाहिये और इस काम को आप जल्द से पूरा करावें ।
जहाँ तक काम होने का सवाल है, मैं मंत्रा जी का कहना चाहता हूँ कि बरीनी डूँडिहार लाइन संकलन है, फाइनल-शियल और एडमिनिस्ट्रिवल, लेकिन उधर पर काम नहीं हो रहा है । इसी तरह से समस्तपुर टु दरभंगा को भी देखना होगा कि उसका काम कितना आगे बढ़ है । इसके साथ ही समस्तपुर टु जयनगर के लिये बड़ा लाइन का माँग वहाँ का जनता का है । वहाँ मोटर गेज की गलत बड़ गेज की लाइन होनी चाहिये । यह दरभंगा टु जयनगर लाइन आपको बताना है और इसको आप जल्द ही करें । इसलिये कि यह उस इलाके की माँग है । दूसरा बात यह रह गई कि समस्तपुर टु दिल्ली गाड़ियाँ चलाई जायें । गोरखपुर होकर । जो लाइन बना है उसी पर यह गाड़ियाँ चलना चाहिये लखनऊ गोरखपुर होकर । इस पर हम जोर देते हैं और यह इस इलाके की जरूरत है । इस लाइन पर सुपर फास्ट ट्रेन चलना चाहिये । इसमें उत्तरी बिहार और पूर्वी पू० पो० की माँग पूरी हो जायेगी और इसलिये हम लोग इस पर बहुत जोर देते हैं ।

धरे पास आपके जवाब है, बोगी नहीं है, इस दृष्टिकोण से आप कोई नई लाइन नहीं बना सकते । यह मानना पड़ेगा कि ललित नारायण जी का बहुत बड़ा कनेक्शन या जयन्ती जनता एक्सप्रेस चलाने में । यदि वह इनिशियेटिव लेते तो जयन्ती जनता एक्सप्रेस उस लाइन पर कभी नहीं चलती । अगर ललित नारायण इनिशियेटिव न लेते तो वह कभी नहीं हो सकता था । ललित बाबू के रहते झंझारपुर-लोखार गाड़ी बनी । जितने बोहड़ इलाके थे, पिछड़े इलाके थे, वहाँ उन्होंने गाड़ी चलाई । यह मानना

पड़ेगा कि वह रहते तो सब जगह गाड़ी चला देते । मैं जिस इलाके से आता हूँ उस इलाके के बारे में तो बोलूंगा ही । दूसरे इलाके के बारे में भी मैं बोलूंगा । अभी भूछ-खवड़ा की बात उठ गई । भूछ-खवड़ा की लाइन होना चाहिये । वह पिछड़ा हुआ इलाका है । वहाँ भी जनता का भलाई के लिये यह जरूरी है । इसके लिये आपको इनिशियेटिव लेना पड़ेगा । दिल्ली से समस्तपुर गाड़ी चलाइये । सुपरफास्ट गाड़ी चलाइये । जनता की भलाई होगी ।

आसाम मेल की बात आती है । दिल्ली से बरीनी बड़ी लाइन है और बरीनी से गोहाटी तक छांटी लाइन है । जब से आसाम मेल शुरू हुई तो एक बोगी दिल्ली से मुजफ्फरपुर तक जोड़ी जाती है । बरीनी जाकर मोरम एक्सप्रेस में वह बोगी जोड़ी जाती है । वह समस्तपुर होते हुए जाती है । उधर से मोरम एक्सप्रेस में आते हैं । समस्तपुर-मुजफ्फरपुर होते हुए बरीनी तक आते हैं । वहाँ से फिर दिल्ली आते हैं । जब मैं फोर्थ लोक सभा में था बगवर दिल्ली से बैठता था और उस बोगी में बैठकर समस्तपुर जाता था लेकिन बदमाश अफसरों के कारण मुलाका में देरी होने लगी । डिब्बे होने लगे । इंजन बदलने के लिये या और कुछ काम के लिये गाड़ी रोक देते हैं इसके यह होता है कि मोरम एक्सप्रेस आगे निकल जाती है और वह बोगी वहीं पड़ी रहती है । इससे समस्तपुर, मुजफ्फरपुर वाले बहुत परेशान हैं । यदि इसका ठीक से इस्तेमाल नहीं हो सकता तो इसके क्यों बनाया गया । समस्तपुर-मुजफ्फरपुर इलाके के लोगों की सुविधा के लिये यह बोगी लगाई गई थी लेकिन इसका कोई फायदा नहीं हो रहा है ।

मेरे पास आपका पत्र है जिसमें आपने लिखा है मैं जांच करवा रहा हूँ। आपने लिखा है :

आपका दिनांक 23 फरवरी, 82 का पत्र प्राप्त हुआ जो आपने अरम मेन में जुड़ने वाला बोगा (दिल्ली-मुजफ्फरपुर बोगा) को बरौना से मोरने एक्सप्रेस में न जोड़े जाने के संबंध में लिखा है। मैं मामले को जांच करवा रहा हूँ। प्रकाश चन्द्र सेठी

यह आपका 3-3-82 का पत्र है। इस तरह से आपका जवाब आया है। आपको सिर्फ इतना ही करना है—सिचरुएण्ट एन्ट। जैसा पहले था वैसा क्यों नहीं होगा। पहले जो बाड़ा बनता था उसने बर-बोगा क्यों नहीं जोड़ा था। मुजफ्फरपुर, समस्तपुर इलाके के लोगों का सुविधा के लिये क्यों नहीं होगा। आप इस बात को अगर पकड़ लेंगे तो कल से ही बोगा जुड़ने लगेंगे।

दूसरे धांधले की बात है। वह भी आपके सामने रखना चाहता हूँ बिहार रेलवे सर्विस कमोशन, मुजफ्फरपुर के बारे में है। मैंने ही इसके बारे में कई कई सवाल किये। उसके एक चेयरमैन थे। मैंने यह सवाल पूछा था कि लड़का जब एक्जाम में पास होता है तब क्यों नहीं लिया जाता है। इसलिये नहीं लिया जाता है क्योंकि पांच हजार, चार हजार रुपये की मांग होती है उससे। एक लड़का था घनश्याम शाह। उसका रोल नम्बर था 81022। रिटर्न एक्जाम 21-9-80 को हुआ और ओरल एक्जाम 25-12-80 को हुआ। दोनों में वह पास हुआ लेकिन उसको नहीं लिया गया।

श्री रामानन्द यादव (बिहार)
उस वक्त कौन था चेयरमैन ?

श्री शिव चन्द्र झा : : पहला था। लेकिन अभी भी नहीं लिया जा रहा है। यह धांधली है। (व्यवधान) मेरा कहना है कि जो रेलवे सर्विस कमोशन में पास हुआ उसको क्यों नहीं लिया गया। सिर्फ मामूली सी बात है। मैं नहीं कहता कि फेल को रखो। इस बात को आप पकड़ेंगे तो रास्ता साफ हो जायेगा। आप घोषणा कीजिये कि आप इसकी जांच करायेंगे।

अब मैं कैजुअल लेबरर्स के बारे में कुछ बातें कहना चाहता हूँ। पंडित कमलापति विशाठी जी ने कहा था कि 120 दिन तक कोई लेबरर काम करेगा तो उसको परमानेंट कर दिया जायेगा, लेकिन इसको अभी तक लागू नहीं किया जा रहा है। लेबरर सात सप्ताह और आठ सप्ताह तक काम करते हैं, लेकिन उनको परमानेंट नहीं किया जाता है। मैंने इस बारे में लिखा भी था, लेकिन अभी तक कुछ नहीं हुआ है। एक लेबरर है राम आशीष मंडल जो कि इलाहाबाद इलेक्ट्रिकेशन ऑर० ई० ओ० में काम करता है उसको वर्षों से रेगुलराइज नहीं किया गया है। उसकी स्कोनिंग भी हो गई है। लेकिन उसको अभी तक परमानेंट नहीं किया गया है। इसी तरह के बहुत से कैजुअल लेबरर्स हैं जिनको परमानेंट नहीं किया गया है। मेरा आपसे अनुरोध है कि आप इन लेबरर्स को परमानेंट तुरन्त करें। इसमें देर क्यों होती है, यह बात समझ में नहीं आता है। लाखों और हजारों आदमी इस प्रकार से कैजुअल लेबरर्स हैं जिनको स्थायी नहीं किया गया है। इस प्रकार से समस्याओं का हल नहीं निकल सकता है। आपको अक्सरों पर डिपेन्ड नहीं रहना चाहिये।

अब पटना के पास गंगा में जो पुल बनाया जा रहा है उसके बारे में मैं कुछ कहना चाहता हूँ। प्रधान मंत्री जी उसका उद्घाटन करने के लिये गई थीं लेकिन श्री जगन्नाथ मिश्र ने उनसे अनैतिक काम करवाया। यह अनैतिक काम उसी तरह से किया गया जिस तरह से श्री अंतुले ने प्रतिभा प्रतिष्ठान के लिये करवाया था। असल बात यह है कि यह पुल बना नहीं है। वह 19 तारीख को कम्पलीट नहीं हुआ था।

श्री रामानन्द यादव : गलत बात है।

श्री शिव चन्द्र झा : यह कहा गया कि 19 तारीख को इस पुल का उद्घाटन होगा जब प्रधान मंत्री पुल का उद्घाटन करने गईं उनको बहुत गुस्सा आ गया और उन्होंने कहा कि मैं बिहार नहीं आऊंगी . . . (व्यवधान)।

श्री रामानन्द यादव : कहीं कोई गुस्सा नहीं हुआ।

श्री राम लखन प्रसाद गुप्त (बिहार) : यह बात बिहार के सभी अखबारों में आई है।

श्री शिव चन्द्र झा : उन्होंने कहा कि मैं बिहार नहीं आऊंगी। इसलिए प्रधान मंत्री को पुल का उद्घाटन करने के लिए बुलाया गया . . . (व्यवधान) मेरा कहना यह है कि इस तरह से जो सूझो सर्विस की जाती है, यह नहीं होना चाहिए। आप इस पुल को रेल-कम-रोड पुल बनाइये। उत्तर बिहार के लोगों की यह एक बहुत बड़ी मांग है। मौकामा में जिस तरह से पुल बनाया गया था, उसी तरह का यह पुल रेल-कम-रोड होना चाहिए। इसके साथ-साथ

मैं यह भी कहना चाहता हूँ कि मधुबनी और पंडौल के बीच में एक हॉल्ट जरूर होना चाहिए। अगर आप इसको बना देंगे तो यह इकनोमिकली वायेवल भी हो जाएगा। जब डा. रामसुभग सिंह रेल मंत्री थे तो मैंने उनसे कहा था कि सकरी और मंडौल के बीच में एक हॉल्ट होना चाहिए। मैं उनको शुरू से ही समझाता रहा। अफसर उनसे कहते रहे कि यह असंभव है, यह नहीं हो सकता है और यह इकनोमिकली वायेवल नहीं है। लेकिन वहाँ पर हॉल्ट बना। इससे जनता को बड़ी सुविधा हुई। इसलिए मेरा निवेदन है कि मंडौल और मधुबनी के बीच में एक हॉल्ट जरूर होना चाहिए। यह वहाँ का जनता की मांग है। इसमें कोई बड़ा खर्च भी नहीं है।

एक छोटी सी बात और कहना चाहता हूँ। एक्सपेशन है लोहाना रोड। वहाँ पर एक विदेशवरी घाट का मंदिर है। वहाँ के लोगों की मांग है कि इस स्टेशन का नाम विदेशवरी घाट कर दिया जाय। वहाँ के डी०एम० की भी रिक्मेन्डेशन है और वहाँ के ब्लाक और डिस्ट्रिक्ट कमिटीज की भी मांग है कि इसका नाम विदेशवरी घाट कर दिया जाय। लेकिन अभी तक यह नाम नहीं बदला गया है। नाम बदलने में दिक्कत क्या है, यह बात समझ में नहीं आती है। इन सब बातों से पता चलता है कि यह जो रेलवे बोर्ड है यह वाइट एलोफेन्ट है। हमारी मशनेरी ऐसी होनी चाहिए कि सारे जोन मिनिस्टर के मातहत हो और मिनिस्टर को एक्टिव होना चाहिए। ऐसी हालत में इस रेलवे बोर्ड की जरूरत क्या है? आप को रेलवे बोर्ड के सामने शुकना नहीं चाहिए। आप मंत्री हैं और मंत्री की तरह से काम कीजिए। रेलवे बोर्ड के जो चेयरमैन हैं, ये आपके हिन्दी

[श्री. शिव चन्द्र झा]

विरोधी है। उनका दृष्टिकोण बिल्कुल चोपट है, उसके हिन्दो विरोधी है। मैं जानता हूँ, अच्छा तरह से कि रेल मंत्रालय में हिन्दो के विकास में वह एक तरफ से रुकावट है। और जो बातें हैं। मैंने इन बातों का ऊपर लाकर आप के सामने रखा है और आज कहता हूँ कि आप इन सब बातों का जवाब देंगे।

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): Mr. Jha, that is very good. You must be so - happy today that you got all the time that you required. Mr. Dhuleshwar Meena. Not there, Shri Ibrahim.

SHRI B. IBRAHIM (Karnataka): Mr. Vice-Chairman, Sir, I rise to support the Railway Budget presented by the hon. Minister.

THE VICE-CHAIRMAN; (SHRI ARVIND GANESH KULKARNI): Mr. Meena, you were absent when your name was called. Yes. Mr Ibrahim.

SHRI B. IBRAHIM; The rails and roads are said to be the second line of defence. It is more so in the case of railways since it is the heart-and-head line of our country and also a means to integrate the nation as a whole. A master plan has to be drawn throughout the length and breadth of our country and in proportion to the requisition of each State, it should be distributed, seeking the cooperation of respective States.

At the very outset, I would like to congratulate the hon. Minister for Railways for having shown concession to children below 5 years and also for fodder, kerosene and other essential things and also for sportsmen.

As regards rise in fares and freight rates, there is criticism about it, but I would like to submit that every

under-developed country has to increase the fares and freight rates and this is inevitable. The hon. Minister is fully justified in raising the railway fares since he has to look after both the sides—maintenance and development. Further, only Rs. 42 crores were given from the Planning Commission as against the demand for Rs. 97 crores from the Railway Ministry. As a result, the remunerative capacity lines could not be built up and in the long run the revenue earning capacity of the Indian Railways has been destroyed. In that case, the only alternative open to the Railway Minister was to increase the fares and freight rates.

Regarding Railway Police Force, I would like to submit that the hon. Minister has provided for an increased allotment for the Railway Police Force because the safety of the people and property was important. But the RPF does not have the general police powers. The powers of the general police should also be given to the RPF and the RPF Act should be amended accordingly.

Regarding crimes in the running trains, I would like to say that the whole image of the Indian Railway was eroded because of crimes in the running trains. The General Railway Police was controlled by the State Governments and not by the Indian Railways. To make it more efficient control of the GRP should be transferred to the Union Ministry of Railways or the responsibility for the crimes should be laid at the doors of the Home Department of the respective State Government.

Regarding accidents, the recent accidents have created a sense of insecurity in the minds of passengers who wish to travel in trains throughout the length and breadth of the country. The travel on the Indian Railway was becoming more unsafe and hazardous day by day. The accidents occurred due to the failure of

tracks, failure of the machines un-manned gates and various other Mngs, including the fact that the maintenance of workshops is not upto the mark. These things require immediate attention of the hon Railway Minister.

Regarding dacoities on the railways, we hear a lot and read in the newspaper daily reports about murders, robberies, thefts and other crime taking place on the railways. This problem cannot be solved by merely shifting the responsibility for the safety of the passengers to the State Governments. Something should be done to see that the protection of life and property of the passengers should be made the direct responsibility of the Railway Ministry.

Sir, regarding the catering service, I would like to say that the catering service on the railways is not at all satisfactory and upto the mark. The same should be improved.

As you know, Sir, 1982 has been declared as production-oriented year. But even if more production were there, unless it was carried to the other end, which is done mostly by the railways, it would not serve the purpose. So it is requested that in this production-oriented year, more wagons should be supplied and that too in time; otherwise the purpose of the production-oriented year will be defeated. Sir, it cannot be denied that the revenue freight loading of 220 million tonnes and 1,080 to 1,090 kilometre tonnes per wagon day, the highest ever, had been achieved by the railways this time. This was an achievement, but we must not rest on our ears. There was a criticism of the increase in tariff but how was it possible not to increase the tariff when the cost of all other things had also increased? The freight had been teetered to the minimum.

Lastly, I would like to say that in the present budget only Rs. 42 crore* have been allotted to the Karnataka State. Last year it was Rs. 47 crore*. I do not know what made the Railway Ministry to reduce the allotment by five crores.

It is also very regretful to note that for the Karnataka State, in this budget, there is not even a single new line proposed. I would like to request the hon. Railway Minister to consider having at least a few new lines in the Karnataka State. In this connection I would like to tell the hon. Railway Minister firstly, that we have got one direct train from here to Mangalore, that is the Jayanti Janata Express which takes two and a half to three days to reach Mangalore. I would like to request the hon Minister to look into this matter and to reduce the running time of this train. This train stops at each and every station and that is why it takes nearly three days. I would like to request the hon. Minister to cut short its stays so that the Jayanti Janata Express reaches Mangalore within one and a half or two days at the maximum.

Next, Sir, I have already put two to three questions in this very House* relating to the Konkan Railway for which the answer came that on the Konkan Railway work has started from one side only. I would like to submit that at this rate it will take nearly hundred years to complete the project before the Government. So, I would like to suggest that if the Government takes up the work simultaneously from both the sides, it can complete the work early.

Next, I would like to request the hon. Railway Minister to have a new* line from Karwar to Hubli. So also* the present Miraj to Bangalore line should be converted into broad gauge. Further, from Bangalore to Shimoga and Thalagoppa, that is, Jog Falls, one fast train should be introduced. *With* same should be extended to** Karwar.

[Shri B. Ibrahim]

Lastly, I would like to request the hon. Railway Minister that one more train should be introduced from Miraj to Mangalore because of heavy traffic.

With these words, Sir I support this budget.

SHRI GULAM MOHI-UD-DIN SHAWL: Mr. Vice-Chairman, Sir, I congratulate the hon. Railway Minister for the best use he has made of the English language in that it is an eye-opener to linguistic chauvinists that this language is not deficient in any sense. I for one believe that as far as admissions are concerned, it means he has the realisation that there are certain drawbacks, even failures and shortcomings, in the administration of the railways and if the realisation is there, we hope that these shortcomings and failures will be undone.

Now, as far as my State is concerned, I am primarily concerned with the backward and of course, thinly populated vast areas which are quite under-developed. The bigger States have all facilities, better facilities, in rail, road and other communications but Kashmir is the State which suffers due to lack of communications. I had, of course, in summer submitted notice of a Calling Attention motion with regard to the National Highway 1A. That was not granted. The other day on Wednesday, I submitted a special mention about this. At that time I had said that it was a one-way traffic. But the very day the road was blocked and after four days, yesterday, it was opened. You will yourself realise what havoc it causes to the local population and what terrible suffering all the passengers, the tourists the local tourists and especially the foreign tourists, undergo. They suffer from this because there is only one life-line running from Jammu to Srinagar, that 300 km. road gets blocked because it is required to be maintained by the Border Roads Organisation*

which does not maintain it. It gets blocked most of the year. The point is that in view of its importance and other reasons I had last year appealed and prayed and pleaded for construction of a railway line beyond Jammu to Udhampur. That was conceded. But unfortunately when we see the Budget allocation, the total estimate given is meagre. It was estimated that for 1981-82, Rs 192,000 should be spent on it. Instead of that, out of Rs. 200,000 for final allocation, survey of the Jammu-Udhampur line, only Rs. 100,000 was spent on it last year. With this snail's pace, we cannot hope that even in the next ten years it can be finalised. The urgent need of the hour is that more funds be allocated for construction of a railway line from Jammu to Udhampur. Besides that we have the Kalakot Coal mines. The area between Jammu and Rajouri is not mountainous. There are only some plateaus. Railway line can be constructed from Jammu to Rajouri. That can be from Udhampur to the Kalakot Coalmines. That will not cost much. But that will help the backward, poor people living in those regions. That will facilitate to augment their economic development

Sir, we have one problem with regard to the Jammu Railway Station. There are certain demands and requirements of that Station. The class III commercial staff there is not adequate for the goods office, the parcel office, the reservation office and the booking office.

With regard to reservation, I would submit that strange as it may look, a private firm, M/s. N.D. Radhakrishna and Co. from Srinagar, has been given the out-agency. Now I am to repeat it this year. That company does not run a single passenger but from Jammu to Srinagar and Srinagar to Jammu, because transport has been nationalised. It is only the Jammu and Kashmir Road Transport Corporation which plies the passengers buses and has the biggest fleet of trucks* and passenger buses. But the

oiti-agency has been given to the M/s. N.D. Radhakrishna and Co. for reasons better known to those who are in favour of continuing that thing which has absolutely no rationale behind it. So, I submit that the Jammu and Kashmir Road Transport Corporation be given this out-agency instead of that private firm which must have a good lobby because it is continuing before the partition days or the Independence days.

The Operating Branch at Jammu is under-staffed. At least 50 per cent more staff is required as per the Job analysis. That is why the problem is that the service cannot be extended to the public adequately, and the administrative works go in arrears. The reservation staff sit from 9.00 to 4.00 at Jammu station. Now the tourists reach that place at 5.00 or 6.00 or 7.00 even after in the evening. But there is nobody there to make any reservation nor in the morning because the staff is quite inadequate. Secondly, there is no adequate provision of communication facilities like telegraphs. In the railway station there is no telegraph office at all. One teleprinter link is provided for this purpose from Jammu Tawi to Delhi/New Delhi which works one shift only. Teleprinter links, one for Pathankot and another for Amritsar, are necessary. In the absence of the above mentioned arrangement, most of the urgent messages are worked through train services which result in delay and loss of time.

Then only 30 per cent of the staff are provided with railway quarters. The other requirement is that there should be a day-time train leaving Jammu in the morning because at night you have the Jhelum Express, the Janata Express and the Delhi Mail. In the morning no train leaves Jammu for Delhi. So there is a backlog of passengers and a number of passengers suffer for no fault of theirs. They have to leave by buses and by other means of transport and undergo

a lot of trouble especially during summer when it is too hot to travel beyond Jammu.

As far as drinking water is concerned there are no good arrangements for drinking water at Jammu railway station. The Jhelum Express* like other trains, has no arrangement for drinking water. The Janata Express which leaves for Madras from Jammu has no first class and no air-conditioning system. The Delhi Mail leaves at 8.00 p.m. and that, too, has no first class. So far as these trains are concerned, air-conditioning and first class should be provided in them because passengers, especially tourists suffer a lot for lack of these things.

The important question is of timing. As far as the timings of these trains are concerned, we have expressed so many times our viewpoint and even submitted a memorandum to my learned friend's predecessors and, of course, called on the Prime Minister, too, in this behalf. The Jhelum Express comes from Pune and leaves New Delhi at 0.25, and the result is that it reaches Jammu at 12.00 noon or 1 P.M. It is not punctual. But even assuming for a while that things will be better it will be punctual my submission is that the Jhelum Express should be started, as it used to be, from Delhi so that it leaves at 6.00 or 7.00 in the evening and reaches Jammu in the morning so that passengers and "yatris" to Srinagar and Vaishnodevi can go ahead and reach Srinagar and Vaishnodevi in time. Otherwise they have to stay in Jammu and there the black-marketeers and hoarders fleece them recklessly and mercilessly.

Sir, the catering services at Ambala are given to private firms. We can visualise the fate of the passengers when such persons are there to loot them mercilessly because no vouchers are given and the prices are very high and exorbitant. When the railway train halts there only for a few minutes, they care little about what they charge. It was in 1971 that «*

[Shri Gulam Mohi-ud-Din Shawl] assurance was given by the Railway Minister that there shall be zonal committees to look into the problem of Muslim representation, that Muslims as a backward class shall be given adequate representation in the railways. But since then nothing has been done. I would request the Minister for the re-establishment or revival of those committees so that Muslims are given adequate representation in the railways.

As several of my friends have suggested here, Members of Parliament be associated with the functioning of railways. I wholeheartedly support this suggestion.

[Mr. Deputy Chairman in the Chair] Last year so many committees were announced but not a single meeting of any of these committees has taken place to my knowledge—I know it because I was given representation on some of the committees. It is good that the hon. Minister has dissolved all those committees. Members of Parliament have the experience of travel by train generally. Therefore, they be associated with the functioning of the railways.

Another point is with regard to Members of Parliament. I think my friends naturally feel shy to say anything about themselves with regard to their spouses. Their spouses have passes from their home-town to Delhi, but I would request you to extend this facility to other cities beyond Delhi so that when Members travel beyond Delhi to other cities, for attending meetings, etc., their spouses also can accompany them. Extension of this facility will not, after all, make much difference in the cost in view of the fact that passes have been issued to all and sundry without any rule or rhyme. If course I am not going into that; that is not my way of doing things—that is, opposition for opposition sake*. My point is that it should be done on merits. So my request is that spouses of Members of Parliament may be given these passes for travel throughout India

With regard to bookstalls, bookstalls are given to some companies, whatever their names. We have got a number of educated unemployed, it will be in the fitness of things that these bookstalls are handed over to those educated unemployed for running so that it will enable them lead an honourable life.

SHRI KHUSHWANT SINGH (Nominated); Mr. Deputy Chairman, * have only seven specific points to make and I hope you will bear with me and not extend your hand with the bell till I have made them. But before I am to make my suggestions I would like to place on record the nation's gratitude to our railwaymen for the sterling performance of last year. If the industry has shown an increase of 8 per cent and agriculture of 3.4 per cent, much of the credit for this achievement goes to our Railways for providing the necessary infrastructure. It is no doubt a team work which has resulted in this. But, as always it is the man who gives the leadership to the team who should deserve the credit. A lot of criticism has been levelled against the Chairman of the Railway Board. I was pained to hear gentlemen on this side refer to him as the *pukka* anti-Hindu. It is not only untrue, it is unfair, ungenerous and I say more important of all, totally irrelevant. It is under this man's leadership that the Railways have achieved the remarkable distinction of having broken the 200 trillion tonne barrier in carrying freight. It is under this man's leadership that the Railways have once again been put on the right track. We, as a nation, are very generous in our criticisms, but once the time comes to give compliments, we are extremely niggardly. However, I do not think that it is time to rest on our laurels. We are still short of the target that we have set for ourselves. With all our achievements, the performance is only a 12 per cent increase over the performance of the year before, and since this year has been earmarked as a year of productivity, even when

fe expected of the Railway* than in the Past.

We do not have the means. That is quite obvious. We have to rely on better efficiency, better utilisation of the existing stock and on our own innovative genius. I think it can be done. There are many examples of how it has been done and I will quote only two examples in other countries of utilisation of wagons and locomotive*.

Mr. Deputy Chairman, in the Soviet Union a wagon travels as much as 520 kms. per day. Even in China it travels 320 kms. a day. In India it travels only 80 kms. a day. As for locomotive, in France a locomotive covers 25,000 kms. a month. In India the same kind of locomotive does between 7,000 to 8,000 kms. a month. Therefore, what we have to do is to improve and extend the working of these. Now I come to my specific suggestions.

Having travelled in trains many times, I have noticed that these trains* are pulled by different kinds of locomotives. We have diesel engines, we have electric trains and we have steam engines. This kind of mixed traction causes lot of obstacles. Therefore, I think, the first suggestion I will recommend to the Railway Minister to change from mixed traction to a mono-traction system. certainly on the major routes that are in operation today.

My second suggestion is, this. Not all our passenger trains are run with all the bogies. Either you find certain bogies taken off or they are out of order. My suggestion is to restructure the passenger trains in such a manner that they carry full load of coaches and when a coach is taken off them should be provision for a spare coach at the passenger terminal station. I think in this way you can improve the punctuality of passenger trains and ensure their smoother running.

And what is more, although the number of passenger trains come, down they will move faster.

Thirdly, you have already hiked the freight rate three times in one and half years by 4 to 45 per cent. It is time that you say that enough is enough and assure the nation that there will be no further increase in freight rates.

My fourth suggestion is the same with regard to passenger traffic. Your main emphasis is again on the passenger fare. I think the kind of service that the passengers are getting and the criticisms that you are getting in the way of unpunctuality, difficulties, of accommodation, hazards of accidents and thefts and burglaries, I think it is unfair to increase at any time further the passenger fare. Where you can save money is by having a stricter control on ticketless travels. There are many areas in our railway system where ticketless travel is almost notorious. Two such areas are between Patna and Varanasi and Delhi and Agra. This has been proved by statistics and the number of passengers that the trains carry does not commensurate with the income you get from tickets. Then, Sir, No. 5. With all this, our emphasis has to be on repair workshops and maintenance. I think a stricter inspection, perhaps by an outside agency, not the Railways, would improve matters.

No. (J); Again I would suggest that we have to give emphasis on rehabilitation, repair and replacement of stock. I think the one way in which you can do it is, therefore, to build up your Depreciation Reserve Fund and perhaps approach the Ministry of Finance with the request that this should be kept up to a proper level and the Ministry might put a moratorium on demanding the deferred payments that are owed to them by you.

Lastly Sir, I would impress upon the Railway Minister to improve, upon

[Shri Khushwant Singh]

the Planning Commission and the Finance Ministry to give the Railways more leeway, a certain more autonomy, «o that they can spend out of their own resources which they have built up. This is all that I have *o say, and a word of caution too.

There have been reports in the papers of certain wrangling going on between different grades of officers in the Railways, people who come from Jaroaipur and others, and the matter apparently is now in the Supreme Court. This is an extremely sad state of affairs and saps the morale of the officers on whom you have to rely. I think it is most important that you should personally intervene in this and bring the affairs *o a stage when the railway officers can work as a team.

Sir, the Railways are, as has been emphasised by many people, the most vital artery of our progress and it is on the health of our Railways that the health of the nation depends. Thank you, sir.

SHRI B. V. ABDULLA KOYA (Kerala): Ms. Deputy Chairman, Sir, I am one of the many in this country who are not at all happy with this year's Railway Budget.

Sir, it is a pity that the Railway Minister has adopted a callous attitude in his attempt to present a surplus Budget of 109.7 crores after deliberately increasing the freight rates and fares to the tune of Rs. 261.45 crores. "While conceding the fact that a developing country like India should find ample resources for its development, is it not more pertinent to ask why the lower class of people are to be squeezed so mercilessly like this? Is it fair to ask the downtrodden to bear the brunt? Now, the common man has, to pay more, after his journey and to pay more for his daily requirements and, therefore, a vicious circle has now been created by making life costlier and by making the workers demand more wages.

Sir, a far-away State like Kerala has to spend more now for its travel and for its goods. The return that a Keralite gets is comparatively much less. As far as the railway development schemes are concerned, Kerala has again been ignored. No new U.P. has been contemplated nor any new scheme has been sanctioned. Sir, the Central authorities, sitting at a distant place like Delhi, do not seem to have understood the persistent demand from north Kerala. The gift of the recently introduced Day Express still does not have an upper class thus denying the long-distance passenger the chance to travel comfortably. The K. K. Express has been completely shut out to the North Kerala people, from Shoranur to Kasargode, for want of reservations. Let the honourable Minister at least see that the K. K. Express has at least connections from North Kerala or arrange a stop at Shoranur thus enabling the North Kerala people to travel by this train while going to places like Delhi. Then, Sir, I would like to know whether there is any chance of getting the E-nakulam-Alleppey line to Kayankulam in the near future. What has happened to the much-talked-about new line from Kuttippuram-Guruvayur via Ponnani? Duhlin? the now busiest line of Sharnmir-Cannanore is a necessity. Electrification of Trivandrum-Virajam line is another demand snubbed by the Kerala Government, offering cheap electricity.

Ali of Outer Jasseneer trains are dilapidated and out-dated. Ventilators, sufficient light are not provided for. ■Worth. Kerala for people are now so much agitated making it necessary for them to organise themselves for peaceful notation against the Railways and the Airways.

Further, on account of the lack of coordination between the air service and T.B.T. trains and again between the North and South Railway authorities the passengers are out to avoid. For example, plane passengers from Delhi to Madras.

been now obliged to stay at Madras from 10 a.m. to 9 p.m. because of the West Coast Express leaving Madra? at present an hour earlier, that is, at 11.30 a.m. These passengers could have about 12 hours if the West Coast Express is made to leave as before, one hour late from Madras, that is "to say, at 12.30 afternoon. No. 2 Mangalore reaches Madra_g at 7.15 a.m., making it impossible for them to catch Tamil Nadu Express which leaves Madras five minutes earlier. A man from North Keraia wh_o has no other fast train has to waste one night for catching the Tamil Nadu Express which could be delayed its starting by only half-an-hour than now.

So also the K. K. Express now reaches Palghat at 11.10 in the night and the West Coast reaches Palghat one hour earlier. Therefore, the starting time of West Coast Express from Madras could be resorted to the original time of 12.30 afternoon.

K. K. Express has broken all national record for fast running. People often laugh at the 'fast running, when you call these trains as 'Super Express' If the people who are responsible for preparing the time-table, have some imagination, they can help passengers to save their man-hours and unnecessary waste of money and energy.

Sir, the Railway Zonal Consultative Committee never meets even once in a year. Otherwise many of the points which I have raised could have been discussed in the Zonal Railway Consultative Committee. But that is not possible. Last year it met only once and this year it has not met to far.

Before I conclude, let me say a few words about the recruitment of minorities in the Railways. The Government does not seem to have taken any effective measures to give adequate representation to the Muslim community in the Railway service.

Thank you.

श्री उपसभापति : रामेश्वर सिंह जी, आप के लिए 8 मिनट का समय है।

श्री रामेश्वर सिंह : श्रीमन्, हम लोगों के 25 मिनट बाकी हैं।

श्री उपसभापति : मेरे पास लिखा है। 25 मिनट नहीं है। हाउस के पास समय नहीं है।

श्री रामेश्वर सिंह : श्रीमन्, मैं हाउस का समय बर्बाद नहीं करूंगा। उपसभापति महोदय, सेठो जी को मैं बहुत इज्जत करता हूँ। और दो, तीन बातें कह कर कुछ सुझाव मैं देना चाहूंगा। पहली बात तो मैं यह कहना चाहता हूँ कि आज ट्रेन्स से संबंधित सारी बातें डिस्कशन में आ गयी है, लेकिन मैं समझता हूँ कि इन सब बातों में न जा कर हमारे जो मिनिस्टर लोग हैं या जो रूलिंग पार्टी के लोग हैं, जो मेम्बर पार्लियामेंट हैं या जो असेम्बली के मेम्बर हो जाते हैं वे समझ नहीं पाते हैं और भी अभी तक समझ नहीं पा रहे हैं कि जनता पर मुसोबत क्या है इसलिए कि हम पार्लियामेंट के मेम्बर लग सी और फस्ट क्लास में चलते हैं या फस्ट क्लास में चलते हैं और उसके लिए पास आप ने हम लोगों को दे रखा है। हमारे सहायक के रूप में जो व्यक्ति सेकिंड क्लास में चलता है उस आदमी तक को बैठने के लिए जगह नहीं दी जाती। मैं चाहता हूँ जब तक हम सेकिंड क्लास में सफर नहीं करेंगे जब तक मिनिस्टर सेकिंड क्लास में सफर नहीं करेंगे तब तक इस बात का अहसास नहीं होगा कि आम जनता के ऊपर क्या मुसोबत आता है। ये जो अफसर लोग हैं इनका तो फुर्सत ही नहीं है कि आम जनता की तरफ देखें। मैं एम० एल० ए०, एम० पी और मिनिस्ट्रों की चर्चा कर रहा हूँ। इनको सेकिंड क्लास में

[श्री रामेश्वर सिंह]

सफर करना चाहिए। जो अफसर लोग हैं वे तो ए. सी. और फस्ट क्लास में सफर करते हैं। उनके बच्चे इसमें सफर करते हैं। उनको पता नहीं होता कि आम जनता पर क्या मुआवत आती है। आज मेरे एक मित्र से बात हो रही थी। वह बता रहे थे कि सेकिण्ड क्लास में क्या होता है। जो पैसेंजर एक बार बैठ जाता है तो वह बाथ रूम नहीं जा पाता। गाड़ी में शाम को बैठा है और सुबह आठ बजे तक वह बाथ रूम नहीं जा पाता। इसका नतीजा यह होता है कि बहुत से लोग खिड़की से पेशाब बाहर करते हैं। मैं आप को बताऊं तो हंसी को थोड़ी सी बात आ जाती है। आप भी शायद इसमें। यह हंसने को नहीं तत्काल को बात है। बहुत से लोग अपने काइनों में पाखाता कर देते हैं। क्योंकि सुबह से शाम तक शम से सुबह तक अदमो बैठा-बैठा इंतजार नहीं कर सकते। हम तो सेनुर में तुरन्त उठकर चार बजे पाखाता हो आते हैं। आप को शर्म आनी चाहिए। हमारे मां-बेटों को क्या स्थिति है इसको देख कर भी आप को शर्म नहीं है। इस सरकार को शर्म नहीं है। मैं इस सरकार को हो बात नहीं कह रहा हूँ। जनता रिजिम को बात भी कह रहा हूँ। उन्होंने ढाई वर्ष तक राज्य किया लेकिन इस तरफ कोई ध्यान नहीं दिया।

श्री रामानन्द यादव : आपने क्या किया था ? (अवधान)

श्री रामेश्वर सिंह : मैं जनता रिजिम की भी बात कर रहा हूँ। हमने उस वक्त भी कहा था और आज भी कह रहा हूँ। उन्होंने उस बात को नहीं माना। इसका परिणाम यह हुआ कि हमने जनता गवर्नमेंट छोड़ी। जनता गवर्नमेंट टूटा और इसका

परिणाम यह हुआ कि सेठी साहब आज आप यहाँ बैठे हैं, सदन में बैठे हैं। जिस रास्ते पर आप चले रहे हैं अगर उसी रास्ते पर वो भी चलते तो वे भी आपकी तरह ये 30-35 माल हकूमत कर सकते थे। वे आपको कभी सत्ता में नहीं आने देते। जनता काम का यह परिणाम होता है। मैं चाहता हूँ फस्ट क्लास और ए० सी० को तलाक़ का सब को एक तरह का कर दिया जाए। आपने मुझे 10 मिनट दिये हैं इसलिये मैं बहुत मुसोबत में हूँ कि क्या कहूँ। अपनी बात कहूँ यथा मुभाव रखूँ।

श्री उपसभापति : मुझाब दीजिए।

श्री रामेश्वर सिंह : मैं आपको एक ही मुझाब देना चाहता हूँ। सारा पैसा ए० सी० पर खर्च हो रहा है। सारा पैसा फस्ट क्लास पर खर्च हो रहा है। जारे अफसर ब्यूरोक्रेट्स जहाँ लबी में बैठे हुए हैं कठघरे में बैठे हुए हैं। उनको सेकिण्ड क्लास का पता हुआ नहीं है।

श्री उपसभापति : वह कठघरा नहीं है दोर्घा में बैठे हुए हैं।

श्री कल्पनाथ राय : इन्होंने कठघरे का बर्ड इस्तेमाल किया है...

श्री उपसभापति : मैंने इनको दोर्घा के शब्द के लिये कहा है।

श्री रामेश्वर सिंह : यह जा दोर्घा में बैठे हुए हैं इसका जवाब चाहता हूँ कि मान लाजिए आपकी मां-बेटियाँ सेकिण्ड क्लास में बैठे हुई हैं और जबसा मैंने कहा शम से सुबह आठ बजे तक बैठे हुई हैं तो उनको क्या हालत होगी यह आप अंदाजा लगाइये। आप को थोड़ी शर्म करिये। गवर्नमेंट ने

यूरोपेट्स इस देश को चलने नहीं देता चाहते। यह चाहते हैं देश में ला एण्ड आर्डर की सिम्युलेशन खराब हो। आज जो इतने एक्सपेंडिट हो रहे हैं वे क्यों हो रहे हैं कभी आपने सोचा। आज से 10 वर्ष पहले इतने एक्सपेंडिट नहीं होते थे, क्यों? अंग्रेजों ने 200 वर्ष यहाँ राज किया। उन्होंने सारे हिन्दुस्तान में रेलों का जाल बिछा दिया था लेकिन इतने एक्सपेंडिट नहीं होते थे। आपने 30-35 साल में थोड़ा काम कर दिया था 50 गज को कोई लाइन बना दो तो कह दिया हमने यह कर दिया, वह कर दिया। देश में करमात कर दो। ऐसी बात को आप अपने मन से निकाल दोजिए। मैं आपको बताता हूँ कि अफसर जो चाहते हैं वही होता है। वे जो चाहते हैं उसे लिए फाइल पर दस्तखत करवा लेते हैं। अफसर नीचे से तैयार करके नोट ले आते हैं और उस पर दस्तखत हो जाते हैं। जिस तरह से गवर्नमेंट का संगठन है उसी तरह से अफसरों का भी संगठन है। प्राफिर ऐसा वातावरण बना लेते हैं कि सब कुछ उनकी होमर्जी के मुताबिक हो जाता है। मंत्रों में हिम्मत नहीं होती है कि अफसरों के खिलाफ कुछ कह सकें मंत्रों में ऐसी हिम्मत होनी चाहिए कि जो वह कह रहा है उसी के मुताबिक काम हो। मंत्री को चाहिये कि गलत बातों पर वह दस्तखत न करे। इस सरतार में कोई हिम्मत नहीं है। अभी हमारे भाई श्री खुशवंत सिंह जो बोल रहे थे। वे चले गये हैं। वे बता रहे थे कि फ्रांस में कितने किलोमीटर की रफ्तार से गाड़ियाँ चलती हैं और किस प्रकार से वहाँ पर गाड़ियों को कंट्रोल किया जाता है। लेकिन मैं कहना चाहता हूँ कि आप फ्रांस और अमेरिका से हमारी तुलना क्यों करते हैं? इस देश में तो रेलों की हालत बहुत ही खराब है ... (व्यवधान)

इस देश में तो रेलों की हालत बदतर से भी बदतर है।

नौवहन तथा परिवहन मंत्रालय में राज्य मंत्री (श्री सोताराम केसरी): हमारी इज्जत तो हमारे मन की अपनी इज्जत है। आप ऐसा क्यों सोचते हैं?

श्री रामेश्वर सिंह: आपकी कोई इज्जत ही नहीं है। आप में कोई शर्म है ही नहीं ... (व्यवधान)। अभी माननीय सदस्य हिन्दो की चर्चा कर रहे थे। मैं विश्व पुस्तक मेले में गया था। मैं चीन के स्टाल पर गया तो मैंने देखा कि पूरा स्टाल चाइनीज पुस्तकों से भरा है। एक भी अंग्रेजी की पुस्तक मुझे वहाँ नहीं मिली। मैं फ्रांस के स्टाल पर गया तो मैंने देखा कि सारी पुस्तकें फ्रेंच में थी। जर्मनी के स्टाल पर गया तो मैंने देखा कि सारी पुस्तकें जर्मन भाषा में थी। चाहे ईस्ट जर्मनी का स्टाल हो या वेस्ट जर्मनी का स्टाल हो, वहाँ पर सारी पुस्तकें जर्मन भाषा में थी। रशियन स्टाल में गया तो सारी पुस्तकें रूसी भाषा में थी। चाइनीज स्टाल में एक भी पुस्तक अंग्रेजी में नहीं निकली। आप वहाँ पर चले जाइये, अगर आप एक भी पुस्तक अंग्रेजी में निकाल दें तो जो सजा आप मुझे देंगे, भुगतने के लिए तैयार हूँ। यहाँ तक कि राज्य सभा की सदस्यता से भी मैं चला जाऊंगा और बलिया में जाकर खेतों करने लगूंगा। लेकिन आप में हिम्मत नहीं है ... (व्यवधान)। मैं ईरान और ईराक के स्टालों पर गया तो वहाँ पर वहाँ की भाषा में मुझे अच्छी अच्छी किताबें देखने को मिली। इसी तरह से मैंने सऊदी अरेबिया के स्टालों को भी देखा। इनमें कहीं भी अंग्रेजी में ताहित्य नहीं था। लेकिन मैं आपने देश के स्टालों पर गया तो वहाँ पर सब कुछ

[श्री रामेश्वर सिंह]

अंग्रेजी में था। हमको शर्म ही नहीं आती है। हम लोग पढ़े लिखे कहे जाते हैं। लेकिन हमारा अपना कोई चरित्र नहीं और न ही कोई करेक्टर है। हम सिर्फ नकल करते जा रहे हैं।

श्री उपसभापति : समय हो गया है।

श्री रामेश्वर सिंह : श्रीमन्, मैं सिद्धान्तों की बातें करना चाहता हूँ। हम चाहते हैं कि इस देश को गांधी जी के रास्ते पर चलाया जाय और उसी ढंग से सारी व्यवस्था की जाय ताकि हमारी प्रधान मंत्री के नाती पोते, सेठी जी के नाती पोते और हमारे लड़के ठीक प्रकार से सेकेन्ड क्लास में यात्रा कर सकें। आप तीन टायर का डिब्बा चला रहे थे। लोग हमसे पूछते हैं कि नेता जी, आप एम०पी० लोगों का क्या है, आप तो फर्स्ट क्लास में सफर करते हैं। आपने तीन टायर के डिब्बे में एका कोने की सीट छोड़ दी है। उसका आप टिकट नहीं देते हैं। वहाँ पर कोई भी बैठ सकता है। इस तरह से रात भर लोगों को डर बना रहता है कि पता नहीं यहाँ पर कौन चोर बैठा हुआ है। मेरी समझ में नहीं आता कि आपने ऐसा क्यों किया है? इसी प्रकार से दूसरी बात मैं यह कहना चाहता हूँ कि अगर कोई कांग्रेस आई का एम०पी० चिट्ठी लिख देता है तो उसको फौरन टिकट मिल जाता है, लेकिन अगर रामेश्वर सिंह, लोक दल के आफिस से कोई चिट्ठी भेजता है तो उसको टिकट नहीं मिलता है। रामेश्वर सिंह के पी०ए० को टिकट नहीं मिलता है... (व्यवधान)

श्री (मौलाना) असरारुल हक (राजस्थान) : यह गलत है।

श्री रामेश्वर सिंह : आपको वह रास्ता मुबारक हो। आप जिस रास्ते पर चल रहे हैं उस पर आप ज्यादा दिनों तक नहीं चल सकते हैं। इतिहास आपको माफ नहीं करेगा। 30-32 वर्ष तक आप लोगों ने राज कर लिया है, अब आपको जनता माफ नहीं करेगी। आपकी भी वही हालत होगी जो भुट्टों की हालत हुई, शेख मुजीबुर्रहमान की हुई या जो हालत श्री सादात की हुई। क्योंकि इस देश में आबादी की संख्या को नहीं रोक सकते हो, इस देश के अन्दर बेकारी की समस्या को हल नहीं कर सकते हो।

श्री उपसभापति : समाप्त करिये।

श्री रामेश्वर सिंह : मैं मंत्री जी को कुछ सुझाव देना चाहता हूँ।

श्री उपसभापति : सुझाव दीजिये, भाषण मत करिये। टाइम नहीं है।

श्री रामेश्वर सिंह : ये सुझाव रेलवे के टेक्नीकल लोगों ने दिये हैं, मंत्री जी को पढ़कर....

श्री उपसभापति : सवाल पूछिये, पढ़िये मत।

श्री रामेश्वर सिंह : जब तक सरकार मजदूरों के श्रम को महत्व नहीं देती और मजदूरों को अपने विश्वास में नहीं लेती तब तक उत्पादकता नहीं बढ़ सकती, मजदूरों से टकराव की राजनीति का त्याग करना होगा।

श्री उपसभापति : यह सब छोड़िये। मुख्य बात कहिये, भूमिका मत बाँधिये।

श्री रामेश्वर सिंह : मजदूरों से टकराव की नीति को छोड़ो। दूसरा उपसभापति महोदय, मुझे पढ़ लेने दीजिये। ज्यादा नहीं है। मैं सिर्फ तीन मिनट में पढ़कर खत्म कर दूंगा।

श्री उपसभापति : 12 मिनट हो गये, देखिये कई माननीय सदस्य बोलने वाले हैं ।

श्री रामेश्वर सिंह : या तो सुनिये या यह कह दीजिये, कि न बोलू, मैं नहीं पढ़ूंगा । बैठ जाता हूँ । लेकिन मेरे सुझाव प्रोसीडिंग्स में ले लिये जाय और उनको दे दिये जायें ।

श्री उपसभापति : यह प्रोसीडिंग्स में कैसे आयेगा ?

श्री रामेश्वर सिंह : तो हमको पढ़ लेने दीजिये ।

श्री उपसभापति : आप खाली प्रश्न करिये ।

श्री रामेश्वर सिंह : आवश्यक निर्वहन अधिनियम जो मजदूरों के सिर पर भूत की तलवार की तरह लटकने लगा है उसे रद्द करना ही श्रेयस्कर होगा ।

श्री उपसभापति : आप इस तरह टाइम बरबाद कर रहे हैं ।

श्री रामेश्वर सिंह : 15 जनवरी की छुट्टी, मजदूरों ने छुट्टी ली...

श्री उपसभापति : यह सब छोड़िये ।

श्री रामेश्वर सिंह : 22 तारीख तक जो लोग छुट्टी पर थे उनका आप जो डाक्टरों का सिक सर्टिफिकेट था, उसको भी नहीं मान रहे हैं ।

जहां तक कर्मचारियों से अनुशासन की बात है सत्ताधारी पार्टी से समर्थित संगठनों के कर्मचारी अधिकारियों पर राजनैतिक दबाव डलवाकर गैर-कानूनी काम कराने में लगे हैं वे अपना कार्य सुचारु रूप से नहीं करते । आपात्काल में जो कोटा में बहाल हुए उनमें अधिकांश समा आगु के ऊपर और अप्रयोग्य हैं । बहाल हुए जो कार्य नहीं करते । पंडित केदार पाण्डेय, रेल मंत्री के कार्य-काल में रेलवे सर्विस कमीशन मुजफ्फर-

पुर और दानापुर से अभ्याथियों की भर्ती हुई, बहुत ही गलत ढंग से हुई जिसके कारण मुजफ्फरपुर के श्री जे० एन० सिंह बघेल, अध्यक्ष, रेलवे सर्विस कमीशन को सी० बी० आई० की रिपोर्ट पर हटाया गया है । पंडित केदार पाण्डेय, रेल मंत्री के कार्यकाल में सहायक स्टेशन मास्टरों की नियुक्ति तदर्थ की गई है इसकी जांच पूर्व, पूर्व सीमान्त रेलवे और पूर्वोत्तर रेलवे पर की जाय ? रेलवे सर्विस कमीशन के अध्यक्ष पद पर किसी सेवा मुक्त अधिकारी को न रखा जाय और कमीशनों पर निगरानी रखी जाय ताकि योग्य अभ्यर्थी चुने जायें ।

रेलों में बड़े कार्यभार के अनुसार अनुमोदित माप-दण्ड के आधार पर हर एक श्रेणी के कर्मचारी रखे जायें तथा काम के घंटे का अधिनियम का कड़ाई से पालन किया जाय ।

जिस तरह अधिकारियों को जून 1980 से पदोन्नतियां दी जा रही हैं और संख्या बढ़ाई जा रही है उसी अनुपात में कर्मचारियों की संख्या और पदोन्नति बढ़ाई जाय और कर्मचारियों की पदोन्नतियां सन् 1978 से रेलवे बोर्ड के अप-ग्रैडिंग आदेशों के अनुसार होनी हैं, इसे लागू किया जाय ।

रेल कर्मचारियों को आवासीय सुविधा दी जाय तथा कर्मचारियों को चिकित्सा सुविधा जो अभी मितव्ययिता और चिकित्सालयों में व्याप्त भ्रष्टाचार के कारण अप्राप्त है, बढ़ायी जाय ।

कर्मचारियों की समस्याएँ दिन प्रति-दिन रेलवे के कामिक और लेखा विभागों में व्याप्त दुर्व्यवस्था के कारण बढ़ रहा है जिससे रेल संचालन में लगे कर्मचारियों में निराशा और क्षोभ है ।

श्री उपसभापति : हो गया । छोड़िये, कहां तक इसको पढ़ेंगे ।

श्री रामेश्वर सिंह : थोड़ा और पढ़ने दोजिए । मैं यह पढ़ रहा हूँ कि इनकी एक चिट्ठी है . . .

श्री उपसभापति : चिट्ठी को नहीं पढ़ें ।

श्री रामेश्वर सिंह : श्रीमन्, दूसरी तरफ सन् 1980 के अधिकारियों की पदोन्नतियाँ और बढ़ोतरी लगातार हो रही है और उनको पुख-पुविधा में बढ़ोतरी लगातार हो रही है । रेलवे बोर्ड ने अपने पत्र संख्या 741/इलेक्ट्रिक-1/115/1 दिनांक 31-5-80 द्वारा सभी रेलों, कारखानों को निर्देश दिया है कि जूनियर एडमिनिस्ट्रेटिव आफिसरों के कमरों में एयर कंडीशन मशीन लगाई जाये ।

श्री उपसभापति : आप तो अभी एयर कंडीशन का विरोध कर रहे थे और अब कह रहे हैं कि लगाया जाये । दोनों बातें आप कहते हैं । एक तरफ कहते हैं कि खत्म कीजिये और दूसरी तरफ कहते हैं कि . . .

श्री रामेश्वर सिंह : यह तो उस पत्र में है कि लगाया जाय । मेरा तो कहना है कि इसको बन्द किया जाय । आपके पास बिजली नहीं है . . .

श्री उपसभापति : बस हो गया । श्री राम लखन प्रसाद गुप्त ।

श्री रामेश्वर सिंह : मुझे एक मिनट कहने दिया जाये ।

श्री उपसभापति : एक मिनट में अपनी बात पूरा कर लें ।

श्री रामेश्वर सिंह : तिनमुखिया मेल जो पंडित कमलापति त्रिपाठी ने अपने बेटे को जिताने के लिए मिरजापुर से चलवाई थी उस रास्ते को बदल कर बाया बनारस चलवाईये । श्रीमन्, इसको आप भी चाहते हैं (व्यवधान) इलाहाबाद (व्यवधान) होते हुए बनारस जाए । क्योंकि आप बनारस से उतरते हैं, मुगलसराय से उतरते हैं । बनारस से बाया गाजीपुर, बलिया बड़ो लाईन में बदला जाए ताकि पूर्वी उत्तर प्रदेश का विकास हो सके । इन शब्दों के साथ मैं आपसे आग्रह करता हूँ कि जिस गलत रास्ते पर आपकी सरकार चल रही है जो आपकी व्यवस्था है जो आपने अपना बजट यहां पर पेश किया है कि मैं उस बजट का विरोध करता हूँ और यह विरोध तब तक करता रहूंगा जब तक आप एक श्रेणी में सब को ही चलायेंगे और जहां तक यह अहसास व्यूरोक्रेसी को नहीं करायेंगे, जो अफसर लोग बैठे हुए हैं । उनके बच्चों को यह अहसास नहीं करायेंगे, कि सैकंड क्लास में उनके बच्चों की चार बजे से ले कर पुनः नौ बजे तक क्या हालत होती है, उनकी क्या स्थिति होती है । धन्यवाद ।

श्री राम लखन प्रसाद गुप्त : उपसभापति महोदय, रेल मंत्री श्री पी० सी० सेठी साहब के इस दृष्टिकोण की मैं प्रशंसा करता हूँ कि उन्होंने बजट में जितनी आलोचना इस बजट की हो सकती है सब उन्होंने खुद कर दी है । जैसे नेग्लेक्ट आप पैसेंजर ट्रेंस, इन्होंने पैरा 6 में लिखा है—

“Neglect of passenger trains.” Para में कहा है “Number of passenger trains has not kept pace with the growth of passenger traffic”. Para 24 में कहा है about deteriorating condition of catering. Para 20 में है Crimes affecting safety of Railway passengers

and malpractices in para 30. Para 41 में कहा है about safety of trains. Para 7 में कहा है "Owing to inadequacy of financial resources, shortage of coaches, line capacity on various routes and lack of terminal facilities at destinations, it has not been possible to provide any significant relief".

यह दृष्टिकोण सिर्फ कायम रहे, आगे आने वाले वर्षों में आप वह इंट्रोपेक्ट करते रहें, यही मेरा आग्रह होगा। परन्तु मुझे विश्वास है कि इस तरह का वक्तव्य कभी वह नहीं देंगे कि अमुक पुल पर हवा के बहाव के कारण समूची गाड़ी ही नदी में गिर गई, डूब गई। उसके बाद इन्होंने जो पैरा 7 में और पैरा 41 में जो कहा उसको देखते हुए मुझे यह कहना होगा कि यहां जो आवादी है वह बढ़ती जा रही है और दो हजार ईस्वी तक जितनी आवादी हो जाएगी उससे एक सेकंड इडिया पैदा हो जाएगा, उस समय तक हम कुछ नहीं कर सकते हैं। इन्होंने अभी से ही कह दिया है कि अब हम से कुछ नहीं हो सकता। मैं समझता हूं कि इस दृष्टिकोण को जो उन्होंने पैरा 7 में कहा है इस को बदलें। जो आवादी बढ़ती जा रही उसके अनुसार उनको कम्प्यूटेशन लाईन ठीक करना ही होगा चाहे इसके लिए जो कुछ भी करना पड़े। उसके लिए इन्होंने भाषण में कहा है यह बात सही है मैं खूब अच्छी तरह जानता हूं कि रेलवे के पास फण्डज की बहुत कमी है। रेलवे के अपने रिसोर्सों से उतने फण्डज जमा नहीं हो सकते हैं जिसमें कि वह काम कर सके। इसके लिए प्लानिंग कमीशन जो है वह बिल्कुल सौतेला सा व्यवहार रेलवे के साथ करता। रेलवे के साथ कभी भी प्लानिंग कमीशन ने जैसे रेलवे ने चाहा उसके मुताबिक कभी भी व्यवहार नहीं किया। मैं मंत्री महोदय से यह कहना चाहूंगा कि प्लानिंग कमीशन और ऊपर के लोगों से मिल कर फिर चाहे जो भी अन्य सोर्स हो वरुंड बैंक हो या आई० एम० एफ० का

ही चाहे जितना वे कर सकें इस कार्य को करने के लिए करना चाहिए। अभी तो रेलवे के पैसेंजर भी आपको काफी किराया देते हैं। जहां पर 76 पैसेंजर लिखा हुआ रहता है वहां पर 76 यात्री रहते हैं, लाईन के भीतर में भी 76 रहते हैं, छत पर 76 यात्री रहते हैं, और 76 यात्री गेट पर रहते हैं यानी चार गुना भाड़ा आपको यात्रियों से मिल जाता है। जितनी आपको गाड़ी की कैपेसिटी होती है, उससे चार गुना किराया आपको मिलता। उसको आप को देख लेना चाहिए। जिस ट्रेन में जाओ सभी जगह यही हालत केवल इलेक्ट्रिक ट्रेन को छोड़ कर। इतना भाड़ा आपको मिलता है इसके बाद भी पैसे की कमी होती है। इसलिए इसको पूरा करना होगा, यह कह कर पीछे नहीं हटना पड़ेगा। मैं रेलवे के इमेज के विषय में कहना चाहता हूं कि यह इमेज बहुत खराब है इसको बढ़िया बनाने की कोशिश करनी चाहिये। यों तो अष्टाचार यहां बहुत है, सदन में बहुत सारे उदाहरण दिये गये परन्तु मैं दो चार उदाहरण देना चाहता हूं। आप वज्राय इसके कि एक एक जगह पर जहां जहां कॉम्प्लेन, आप इस को जड़ में जायें ज्यादा ठीक होगा।

मैं उदाहरण देता हूं 25 जनवरी को मैं गोमती से लखनऊ दिल्ली आ रहा था और लखनऊ में तीन बार उस गाड़ी में चेकिंग हुई। तीसरी बार उस गाड़ी में जब चेकिंग हुई तो वे बहुत बड़े अफसर बोर्ड के होंगे। जहां के हमें उन्होंने डे दो सौ रुपया सबको जूमना कर दिया। उन्होंने क्या किया कि आपके पास रिजरवेशन है तो आपका क्या नाम है, आपको उम्र क्या है वगैरह पूछा अगर वह उनसे बैरी नहीं किया तो बोले यह रिजरवेशन आपके नाम का नहीं है और सी डे सौ रुपया जूमना लगा दिया। मैंने कहा कि यह बात सही कि इन लोगों ने 10-20 रुपये दे करके काउंटर पर रिजरवेशन का टिकट खरीदा है और यहां भी बात सही है कानून में कि किसी दूसरे के रिजरवेशन के नाम पर कोई दूसरा उस रिजरवेशन पर चल नहीं

[श्री राम लखन प्रसाद गुप्त]

सकता है लेकिन हम हिन्दुस्तान में हैं, आने के लिए कोई बेच रहा टिकट 10-20 रुपये में ले कर के तो यह कानून भी सबको मालूम नहीं है।

इस तरह से हजारों रुपये मेरी आंखों के सामने बसू लिया गया। मेरी आंखों में आंसू आ गये। यह आप करते हैं। आप उनको क्यों नहीं पकड़ते हैं जो काऊटर पर टिकट बेचते हैं। क्या आपके पास इटेलोजेंस नहीं, रेलवे का भी इटेलोजेंस, आप स्टेट गवर्नमेंट से इटेलोजेंस ले सकते हैं। आप उनको काऊटर पर पकड़िये। आप रोज पकड़ियेगा। आप रिजर्वेशन के कंडक्टर पर सिविल ड्रेस में उनको भेज दीजिये वे रोज पकड़ें। एक टी सी गाड़ी में जब चलता तो यह कसम खाकर चलता है कि साहब हम पांच सौ रुपये से कम लेकर घर वापस नहीं जायेंगे। सौ सौ रुपये ले लेते हैं हमारा आंखों के सामने, कहते हैं कि रिजर्वेशन के लिए सौ रुपये तुम दो तो जगह दे दें। लोग देते हैं सौ रुपये। तो यह वहां पर न्यूक्लीअस करप्शन का उसको पकड़ेंगे तो यह ठीक कर सकते हैं। लेकिन आप अलग अलग पकड़ने लगेंगे तो इस तरह से परेशानी भी होगी तथा उतना कर भी नहीं सकते हैं।

मैं दूसरा उदाहरण देना चाहता हूँ। अभी 26-27 फरवरी को एक आदमी का रिजर्वेशन था, वह हावड़ा से चला और हावड़ा से उसका पटना तक रिजर्वेशन था। उस रिजर्वेशन से वे उस गाड़ी के अंदर आये हुए थे। मधुपुर में गाड़ी रुकी और एक दूसरी बारात पार्टी को गाड़ी दे दी गयी है उनको आना पटना और मधुपुर में खुले आम रोका, पत्थर और सौसा चला, यह गाड़ी डीसेज हो करके पटना में पड़ी हुई है और उस आदमी की बहू, बेटी और बारात सबको निकाल दिया। वहां के जो जी आर पी बाले थे, स्टेशन मास्टर थे, सबने निकालने में

मदद की और उस सारी बारात पार्टी को नीचे आना पड़ा। उसके रिजर्वेशन की रसीद, टिकट नम्बर सब मेरे पास। उसके बाद उनको उतरकर नीचे आना पड़ा और नीचे आने के बाद उनमें दूसरी बारात पार्टी चढ़ गयी। उसका कोच नम्बर 7250 और 11 अंग गाड़ी थी। उसके बाद जब लोगों ने सत्याग्रह बगैरह किया रेलवे लाईन पर समूची बारात बैठ गयी तब एक दूसरा कोच, एन सी सी का जो रखा हुआ कोच था वह लाया गया। यह क्या है। यह भ्रष्टाचार का अंत नहीं तो क्या है? इससे ज्यादा क्या हो सकता है कि रिजर्वेशन हो, जाने में भी हो और आने में भी तब भी उनको बीच में रोक दिया गया। तो ये दो चार उदाहरण मैंने आपको करप्शन के दिये कि इस तरीके से करप्शन है।

उसके बाद मैं एक्सीडेंट के विषय में बहुत सारे उदाहरण आये। मेरा एक सुझाव है कि जितन तरह से हवाई जहाज में टिकट के ऊपर कुछ इन्वोयर्स करके लिया जाता है, एक एक लाख के लिए सबसे कुछ पैसा इसलिए गाड़ी पर भी जब कोई चढ़ता है तो चूंकि उसको विश्वास नहीं रहता कि जिंदा वापस आयेगा या नहीं। बोर्ड के मेम्बर्स का तो यह कहना कि 10 वर्ष के बाद ऐसे एक्सीडेंट हिन्दुस्तान के अंदर होंगे कि जैसे रोज फुटपाथ पर आते जाते एक्सीडेंट्स होते रहते हैं, हम इसको रोक नहीं सकते, यह हालत है वैसे ही हालत में जैसे भी हो आप इसको सुधारने की कोशिश करें लेकिन चाहे एक रुपये पर एक नय पैसा हो, कुछ रख दीजिए और कमसे कम 50 हजार रुपये का इन्वोयर्स कोजिए। जो भी टिकट होल्डर हो, अगर एक्सीडेंट होगा तो उसको कम से कम 50 हजार रुपये दीजिए। यह कोई बड़ी बात नहीं है। किसी इन्वोयर्स कम्पनी से बात करने पर वह तुरन्त तैयार हो जायेगा क्योंकि उसको फायदा रहेगा। लेकिन यह चीज होनी चाहिए यह चीज करने पर बहुत अच्छा

रहेगा और एक सोजज सिक्मोन्टो भी रहेगा. (व्यवधान)

एक माननीय सदस्य : 50 हजार रुपये अब भी देते हैं।

श्री राम लखन प्रसाद गुप्त : कहां देते हैं 50 हजार। एक हजार और पांच सौ की घोषणा करते हैं। ऐसा कौन तकदीर वाला है जिसको 50 हजार देंगे। ले भले लें मुकदमा लड़ करके. (व्यवधान) एक एक लाख लोगों ने लिये हैं।

अभी रेलवे में कोचेज की कमी है, वैगन्स की कमी है, सब चीजों की कमी हो गई है। अभी हम मद्रास में इन्टेग्रल कोच फैक्ट्री देखने गये थे, तिरुपति में अभी कोच फैक्ट्री लगेगी। लेकिन उप-सभापति महोदय, हमारे यहां जमालपुर में रेलवे कारखाना है, उसके अन्दर 22 हजार मजदूर एकदम पालखी मारकर बैठे रहते हैं, कोई काम ही नहीं है। क्योंकि स्टीम इंजन समाप्त हो रहे हैं, काम बहुत कम है, बाईस हजार लोगों के लिए और पता नहीं रेलवे बोर्ड को या रेलवे के अफसरों को क्या उससे घृणा हो गई है, यद्यपि ज्यादातर अफसर सब वहां के निकले हुए हैं, उसको वर्कलोड नहीं देते हैं। उसके पास जमीन है, उसके पास पानी है, उसके पास बिजली घर है, उसके पास ट्रेड वर्कर्स हैं, पर उसके पास वर्कलोड नहीं है। कई बार मैंने कहा कि आप साहब वहां पर डीजल शाप बिठाइये या वैगन फैक्टरी बिठाइये। वैगन फैक्टरी बना करके बिठाएं तो छह महीने में वहां तैयार होना शुरू हो सकता है। किसी चीज की वहां पर कमी नहीं है, परन्तु लोग ध्यान नहीं देते हैं और वहां के मजदूरों की संख्या बढ़ती जाती है। वह जिले के लिए

अलग इम्ब्रैलेंस है। परन्तु बिल्कुल वहां पर तैयार किया हुआ—वहां पर मधु दण्डवते भी गये थे, केदार पांडे भी गये थे, सब रेलवे मिनिस्टर्स देखने गये, सब बोलते हैं और बाद में आकर अफसर जाने कैसे क्या कर देते हैं, यह हम लोगों की समझ में नहीं आता है। वर्कलोड वहां जाता नहीं है।

इसलिए आप उसको एक बार विजिट करें और देखें कि जहां पर किसी चीज की कमी नहीं है, वहां पर क्यों ऐसे किया जा रहा है।

उसके बाद, उपसभापति जी, यहां जो जमालपुर ईस्टर्न रेलवे के अन्दर है और वहां पर एक गंगा के इस पार और उस पार मुंगेर जिला और उस पर तीन जिले मिलते हैं, मुंगेर जिला, गगडिया जिला और बेगुसराय—अब यह जो कहा गया है कि बरौनी से कटिहार बड़ी लाइन हो रही है, शाहपुर कमाल से एक ब्रांच लाइन है, जो जहाज घाट तक आती है—वहां पहले रेलवे की जहाज भी थी, आजकल रेलवे की जहाज नहीं है और वहां पर वह जो नक्शा दिया गया है, उसमें ब्राड गेज में वह लाइन छोड़ दी गई है। मैं बचपन से वहां देखता आया हूं कि जहां तक नदी जाती थी, वहां तक रेलवे लाइन जाती थी, बिल्कुल नदी के दयार पर। अब यह नदी तक नहीं ले जाते हैं और गलत एस्टीमेट देकर के ऊपर के अफसर को बरगला दिया जाता है कि रेलवे लाइन अगर जहाज घाट तक जाएगी, तो उसमें इतने लाख रुपया खर्च होगा। उसमें कोई खर्च का सवाल नहीं है, सिवाए एक या दो किलोमीटर रेलवे लाइन नहीं बिठाई जाती है। वहां के डिस्ट्रिक्ट मैजिस्ट्रेट लिखते हैं, हम सब लोग लिखते हैं, हम बोलते हैं, पिछले बजट में भी बोले थे,

[श्री राम लखन प्रसाद गुप्त]

इस पर भी ध्यान नहीं दिया जाता है। नतीजा यह होता है कि गर्मी के दिनों में जितने पैसेन्जर्स—घंटी—में एक दो मिनट में समाप्त कर रहा हूँ—उनको बड़ी दिक्कत उठानी पड़ती है, बालु के ऊपर चलना पड़ता है।

मेरा कहना है कि इन चीजों को देखते हुए जबकि ब्राड गेज समुचित हो रहा है, तो फिर ब्रांच लाईन, तीन-चार किलोमीटर क्यों नहीं होगा, और उसको क्यों छोड़ दिया जाएगा ?

इसके बाद जमालपुर के विषय में एक और बात है कि वहाँ पर बहुत रेलवे की दिक्कत है। वहाँ पर एक ही तीनमुखिया मेल जाती है, यह हफ्ते में दो रोज, विक्रमशिला यह हफ्ते में एक रोज सोमवार को। मेरा रिक्वेस्ट है कि वहाँ पर इतने पैसेंजर की संख्या हो गई है, यानी जो मैजिस्ट्रेट चेकिंग बार-बार हो रही है, वहाँ अपर-इंडिया एक्सप्रेस में, लेकिन सैकंड क्लास में कोई भी टी.टी.ई. या मैजिस्ट्रेट घुस नहीं सकता है, गेट पर ही रह जाता है, इतनी भीड़ उसमें चलती है। वहाँ पर बिल्कुल जरूरी है कि विक्रमशिला को डेली कर दिया जाए और जब तक डेली हो, इस बीच में वहाँ से जो यह तीन गाड़ियाँ चलती हैं, बम्बई जनता भागलपुर से, विक्रमशिला भागलपुर से और सोनभद्र भागलपुर से और फिर जमालपुर जहाँ पर तीन जिलों का केन्द्र है, वहाँ पर किसी में आठ बर्थ, किसी में चार बर्थ और तीन-तीन जिलों के लिए इतने कम बर्थ से कैसे काम चलेगा। इसलिए कम से कम 32-34 बर्थ दिया जाए। इस बात को करवाया जाए और विक्रमशिला को यहाँ डेली किया जाए।

उसके बाद वहाँ पर डबल लाईन की बात पहले से तय है। पहले के बजट में आया कि काम शुरू भी हो चुका है, लेकिन फिर भी डबल लाईन पर अभी तक काम नहीं चल रहा है। उसके कारण अलग दिक्कत है। तो यह सब जो दिक्कतें हैं, इसके लिए मैं आग्रह करूँगा कि इनको दूर किया जाए।

एक बात और यह है कि इनके यहाँ डाक्टर्स को एड-हाक आधार पर रखा हुआ है, कोई-कोई तो तीन, चार, पाँच, दस तथा पंद्रह वर्षों से हैं। उसको यूनिफार्म कर देना चाहिए। नतीजा यह है कि वह इतने दिनों तक—जैसे कैजुअल लेबर के लिए इन्होंने कहा, उस तरह से डाक्टर्स को भी एड-हाक रखा हुआ है। उसको रेगुलराईज कर देना चाहिए। उसमें क्या दिक्कत है ? उनको सब एक्सपीरेंस है, सब कुछ है, वे वहाँ पर काम कर रहे हैं।

धन्यवाद।

PROF. SOURENDRA BHATTACHARJEE (West Bengal): Mr. Deputy Chairman, Sir, at the very outset, I would request you kindly to ensure that the Minister in his reply treats this House more or less at par with the other House in the matter of announcement of certain concessions so that it is not totally neglected and this House also receives its quota.

SHRI NARASINGHA PRASAD NANDA (Orissa): Its quota of concessions.

PROF. SOURENDRA BHATTACHARJEE: I mean, quota of announcement of concessions.

Sir, a particular point emerges out of the entire logic of the Railway Minister's Budget proposals. It is found that from the Fourth Plan.

onwards upto the Sixth Plan, the Plan allocation on the Railways has decreased in terms of percentages from as high as 22 per cent to as low as 4.5 per cent or so. The question, arises, considering the importance of railways to the economy of the country and the stupendous problems faced by the railways in terms of urgent requirement of replacement of 13,000 kilometres of track, half a lakh of wagons and other essential, maintenance, whether out of the increase in freight and passenger fares, all the development requirements can be met with an allocation of Rs. 51 crores, out of the Sixth Plan allocation. There is a moot point which is at the root of the periodic increases in the burden which is imposed on the common man for whom the Railway Minister has expressed concern in his speech. The common man would be most hurt, whenever there is requirement on his part to use the railways, by the proposals made by the Railway Minister in respect of the platform ticket, increasing the minimum travel fare from 50 to 70 paise and again increasing the second class ordinary fare and fare of express and mail trains. The increase is staggering and there is another very disturbing feature, which has come in for criticism: the budget does not place all the financial proposals at once, so that the people have a sense of respite for a one-year term after the proposals have been made. It has been our experience that periodic increases are made through dubious method, which have come in for criticism from the Presiding Officers also of both the Houses. I would request the Railway Minister to reconsider and take this opportunity even at this late moment to seek to at least somewhat lower down the steep hike he has proposed in second class fares, both for ordinary and mail and express trains, and at the same time to reduce the minimum fare and the rate of platform tickets. Otherwise, on the other side, there is every possibility that ticketless travel, particularly on

the suburban trains, will be further encouraged and will nullify any effect of the increase that has been made. And we would urge him to give an assurance that the periodic increases in freight and fares will not be made.

It is good that at least on four important points, the Railway Minister has been self-critical in the matter of accidents, in the matter of punctuality, in the matter of catering and in the matter of accommodation for the growing passenger traffic on all these points, no bright picture could be offered by him—that is how far the safety measures will improve or how far the punctuality will improve. On goods traffic, the voluminous increase has been welcomed by all. But it has been the experience that it has 7 P.M. been at the cost of punctuality of passenger trains, mail, express and superfast trains included. The figure of 85 per cent of 83.6 per cent or things like that about punctuality makes no sense to those who have to travel by trains. Experience, invariably, has been unpunctuality of every train, including the most superfast train day in and day out. But these figures are given and these figures are sought to be explained without trying just to present the figures. The self-critical attitude displayed by the Minister in his speech in respect of these points should be taken seriously not just as a sop or a consolation and there should be an attempt at improving the monitoring system regarding the punctuality of trains. The Own Your Train slogan has been given. But safety measures and regular monitoring are the aspects which should be followed up very seriously and without any slackness or any self-complacency in any respect. Mere slogans won't do. That is the main point.

Regarding passenger trains, perhaps, the policy needs to be reviewed a bit keeping in view regional imbalances in the matter of railway lines and, at

[Prof. Sourendra Bhattacharjee]
the same time, ordinary railway passengers, that is, passengers travelling by ordinary passenger trains. My friend, Mr. Prasenjit Barman is here—We hail from the same area. I had occasion to travel in the trains plying on metre gauge. It is a box-like trap. I used to travel in my student days in that metre gauge train.

SHRI GURUDEV GUPTA (Madhya Pradesh); Dada, those days are gone.

PROF. SOURENDRA BHATTACHARJEE: Those days are gone but, I want to know whether those box-type wagons meant for heavy passenger traffic will continue and whether you will put the passengers in a pinjrapole or in a cage and whether you consider that we should accept that those days have come back. Improve the amenities part. You are increasing fares but the amenities part is going down and down as, for example, in catering. I am completely at variance with the opinion expressed—he o'did even the Minister—by my respected friend, Rajendra Singhji, who said that the food served at the price by the Railways cannot be obtained except at a much higher price outside. Actually, the reverse is the case. The quality has been downgraded, the service has deteriorated. The Minister has written off modern culinary techniques. More cleanliness, promptitude in service and other things are good. We would only wish that he will pay attention to these aspects and, at the same time, see to it that the entire catering service is departmentalised without contracts to individuals as has been complained by my hon. friend, Mr. Shawl, in the case of Ambala and things like that.

So far as the employees are concerned, there are certain good platitudes but perhaps, for dealing with employees' grievances, machineries which will function more expeditiously are necessary.

Another point which I will deal with just briefly, without any personal reflection, is regarding the position of the Railway Board. I am afraid this is a very old tradition of the British days when the railway setup was something different, but it has been assiduously maintained and strengthened and, our fear is, it creates jurisdictional anomalies. Dual authorities exist, and sometimes there is a tussle of power between the different wings of the Railway Administration. There is a method of fight. Sometimes the Railway Ministry and the Railway Board move in two different directions. Should this dichotomy, this dual authority, be put an end to? That question has to be addressed without bringing in personalities into it.

Lastly, Sir, I have one point to make which concerned ourselves, not the entire issue but a portion of it. I understood that the question had come up here. The Railway Ministry or the Railway Board I do not know, but the present Railway Minister seems to share that view. Correspondence is going on on that issue. I do not want to bring in that question here. But a plea has been taken that there are certain superior services which the railways have and which the Members of Parliament may not be entitled to. I understand Mr. Dhabe had to pay excess fare for travelling by a class by which the Members are supposed to travel. That is one thing.

Another aspect is that requisitions from the MPs for reservation and other things are dishonoured by the railway personnel in charge. They dishonour the requisitions, they change even without intimating them, even without obtaining their consent; not to speak of their consent, even without giving them information. Can that be done? And the Members face at the same time a very peculiar situation when they make requests for accommodation to passengers whose

requirements they can certify and they are treated in a very slipshod manner. Has the Minister, as the people's representative and as a colleague, anything to say regarding this treatment to the MPs? Thank you, Sir.

THE MINISTER OF RAILWAYS (SHRI P. C. SETHI): Mr. Deputy Chairman, Sir, I am very grateful to the hon. Members on both the sides who have participated in the debate. Many of them have made useful suggestions, and it would be my endeavour to examine each suggestion and point made in the debate and send replies to the hon. Members individually as early as possible. Therefore, I do not propose to go into the individual points made by the hon. Members during this debate. That will unnecessarily consume the time of the House. I am equally grateful to the House for having supported the Railway Budget by and large. And even if the criticism has come, it has come as a constructive criticism. My colleague, Shri Mallikarjun, has already intervened in the debate and has replied to the various issues, such as the safety measures, the improvement in the punctuality, the operational improvements, the computerisation, the cancellation of the passenger trains due to the shortage of coal and other allied matters. However, I would only like to add and reiterate that we are very much concerned with the matter of accidents, and I would do everything humanly possible, with the co-operation of my colleagues, the Members of the Board and the railwaymen in general in order to see that the problems of accidents and punctuality are solved. And that matter we have been stressing continuously in different forums and meetings and we have gone to the level of even meeting the drivers, assistant station masters, signal-men and representatives of both the Federations, apart from high officers of the Railways. I am again meeting on the 12th important mechanical engineers who are responsible for

the maintenance of the railways, in order to discuss and find out as to what the real problem is and what we could do to redress it. It would be my duty to restate the concessions which I announced while winding up the debate in the other House. Therefore, before coming to other points, it would be desirable for me to repeat the concessions which I have announced.

There will be no change in the age limit of children for eligibility for free travel; in other words, it will be retained as five years.

The sleeper charges for the second night will be retained at the existing rate of five rupees and the increased rate of eight rupees will apply only to the first night.

Recognised organisations of artistes and recognised associations of sportsmen, either by the State Government or by the Central Government, will be allowed a concession at 50 per cent instead of 25 per cent.

SHRI SHRIDHAR WASUDEO DHABE:- Mr. Minister, will it be only restricted to national and international tournaments or it will be for all tournaments?

SHRI P. C. SETHI: AU. I am saying any organisation holding tournaments recognised by the State Government or the Central Government.

Kisans attending conventions organised by approved organisations like the 'Bharat Krishak Samaj' or any other institution of a like nature will receive 50 per cent concession.

It is proposed to have a separate new scale with regard to parcel traffic at 90 per cent of the general parcel scale, which would mean a 10 per cent reduction in the rates,

[Shri P. C. Sethi]

for the following commodities: medicines, safety matches, milk powder, baby milk powder and condensed milk, tea, coffee, bidis and cigarettes, soaps of all kinds, synthetic detergents, sports goods, candles, tooth pastes and tooth brushes, shaving cream, blades, exercise books, erasers, pencils, ball-point pens including re-fills, pen inks and spectacle frames.

It is also proposed to have another separate scale for parcel traffic with a 10 per cent reduction to cover the following commodities: handloom products, books including text-books, bread and milk.

The total value of all these concessions will be around Rs. 4 crores.

The House will also be glad to know that there have been representations to the Ministry of Parliamentary Affairs, the Ministry of Railways and the Prime Minister with regard to free railway passes for the spouses of hon. Members of Parliament.

SHRI JAGDISH PRASAD MATHUR (Uttar Pradesh): What about those who have no spouse?

MR. DEPUTY CHAIRMAN: You can have it.

SHRI JAGDISH PRASAD MATHUR: That means anyone will be able to travel free with Members like me. I am a bachelor. I can take anybody.

SHRI P. C. SETHI: Let us see whether he can be allowed to have a companion.

We have had some informal consultations and I hope in consultation with the Ministry of Parliamentary Affairs, the Ministry of Finance and the Leader, a decision will be taken soon.

A question has also been raised with regard to the Rajdhani Express,

that extra fares are being charged from the hon. Members of Parliament.

Sir, as the Rajdhani fares are constituted, there is an in-built charge for the meals which are served free in the Rajdhani Express. And apart from that the fare structure of Rajdhani is quite different. However, this question also I am taking up with the Ministry of Parliamentary Affairs.

My only appeal to the honourable Members is that all of them have been issued sort of cheque books which they have to fill in and give after every journey, because if they do not give those cheques at the railway stations, then the railways have to suffer; or, the Ministry of Parliamentary Affairs of Parliament has to foot the bill of the travel of such honourable Members. (Interruption) It is only on an *ad hoc* basis which definitely puts us to a loss. It is a very small thing to fill in and give at the end of the journey. I am only requesting you to cooperate so that this facility could be extended for Rajdhani also if the Ministry of Parliamentary Affairs agrees.

Then the question was also raised whether the former Minister of Railways, Mr. Kedar Pandey, had given any categorical assurance. I have examined the whole file and I find that he had not given any categorical assurance. What he had said was he would have the matter examined.

PROF. SOURENDRA BHATTACHARJEE: No, Sir. In that case I did not bring him. I had an exchange of letters with the Railway Minister. I quoted the entire text, his predecessor's statement in this particular House wherein it was categorically stated...

MR. DEPUTY CHAIRMAN: I think he has seen it.

PROF. SOURENDRA BHATTACHARJEE: No, the question of extra fare does arise; since the question had arisen I avoided it...

SHRI P. C. SETHI: However, this controversy should not remain there now because I have said that in consultation with the Ministry of Parliamentary Affairs and the Leader we will take a decision.

Now, a very heavy backlog of arrears exists in renewal, maintenance of railway equipment—as I have already said—track, wagons, coaches and locomotives. Developmental activity including augmentation of transport capacity has substantially suffered for want of funds. Unless adequate internal resources are generated by the railways coupled with sizeable allocation of funds by the Planning Commission. It would be difficult to improve the quality of service. . .

SHRI JAGDISH PRASAD MA-
THUR: Have you finished with the concessions? No more concessions to anybody else? Have you finished with the concessions? The concession that was available to journalists, that was now withdrawn and you do not want to give them again? They were provided with what we call coupons and they were charged something like 50 per cent. That you withdrew. That means, that withdrawal continues. You will charge them full fare. . .

SHRI P. C. SETHI: Well, I cannot say offhand. It is not in the announcement which I am making.

The present difficult financial position of the railways can be judged by the fact that our indebtedness to the General Revenues is over Rs. 600 crores. There is no balance in the Development Fund or the Reserve Fund. The current balance in the Depreciation Reserve Fund for an undertaking with a capital at charge of over Rs. 7000 crores is hardly Rs. 142 crores. I would, therefore, seek the support of the House and the honourable Members for improving the financial position of the Railways as any complacency in this

direction would seriously affect both the operation and safety of railway transport.

MR. Nanda has pointed out that there was a discrepancy in the figures of gross traffic receipts mentioned to the Budget speech made by me and that appearing in the Explanatory-Memorandum. I am afraid there is some misunderstanding. If he reads para 52 of my Speech, he would find that the gross traffic receipts of Rs. 3914.34 'crores are based at the existing level of fare and freight rates without taking into account the proposed increase contained in my proposals. The figure of Rs. 4175.79 crores includes the effect of the proposals which aggregated Rs. 261.45 crores. Thus if Rs. 261.45 crores are added to Rs. 3914.34 crores, the figure of Rs. 4175.79 crores would be arrived at. I am, however, thankful to the hon. Member that he has applied himself so minutely to the figures mentioned in the budget documents and the interest shown therein. He has also pointed out that out of every rupee spent by the Railways hardly 1.01 paise is spent on developmental works. Here I may explain the position in more detail. As the House is aware, certain works of operating improvements which are not remunerative as also certain labour welfare works and passenger amenity works are financed from the Development Fund. The Development Fund in turn is financed from the surpluses generated from railway revenues. In other words, the expression used as developmental work is of a limited nature as a much larger expenditure on construction of new lines, doublings, gauge conversions, electrification schemes, procurement of coaches, wagons, locomotives, signalling and tele-communication works, procurement of machinery and plant, getting up of workshops and their expansions etc. is financed from capital obtained from the General Exchequer and Depreciation Reserve Fund. The total Annual Plan allocation of Rs. 1137 crores for 1982-83 is essentially finan-

[Shri P. C. Sethi]

ced from Capital provided by the General Exchequer, Depreciation Reserve Fund, Development Fund, Accident, Compensation, Safety and Passenger Amenities Fund and open line works (Revenue).

Shri Arvind Ghosh has mentioned that my Ministry has shifted the emphasis from being a public utility concern to that of a commercial concern under pressure from the IMF or the World Bank, and that the present proposals for fares and freight revisions have been made under pressure from IMF or World Bank.

The House may rest reassured that there is no substance in these allegations. The Railway Budget has been drawn up according to our own needs and based on the policies that we wish to follow.

Another very important point which has been emphasised both in the other House and in this House is in regard to increased allocation of funds for Plan expenditure on Railways. Here again, I may assure the House that I will do my best to seek larger allocation of funds from the Planning Commission during the mid-year review and I hope the Planning Commission would be very sympathetic towards the Railways in this regard.

A few hon. Members suggested that the Railways should exploit all possible means for augmentation of their resources and if possible by resorting to internal and external borrowings. As the House is aware, since all possible resources are taken into account by the Ministry of Finance for the overall Plan expenditure, of the Central Government including Railways, separate borrowings by Railways may not be of any particular advantage. It will only create competing demands for the already scarce resources.

As the House is aware, we have already asked the Railway Reforms Committee to examine these issues and suggest unorthodox and untried

methods of raising resources. We are eagerly awaiting the recommendations. Some Members have even suggested that Railways should not pay dividend to General Revenues, and the money so saved should be ploughed back for railway development. Here again, it may not be of any particular advantage since these payments are already included in the overall resources of the Government. Nevertheless, this is a matter which will receive the careful consideration of the Railway Convention Committee who are currently dealing with this special matter. They will be making recommendations in this regard to the House in due course.

Dr. Adiseshiah has pointed out that 25 per cent of electric and diesel locomotives are idling for want of use. I am surprised to hear this. There is so much demand for diesel and electric locomotives in view of increased goods loading on Indian Railways, that the question of their idling for want of use does not arise. Perhaps he is aware that during the month of January this year itself, the Railways achieved the highest ever loading figure of 19.99 million tonnes in any corresponding month. The figure of net tonne kilometres per engine hour in November, 1980 on the broad gauge for all tractions was 6,807 against 7,843 net tonne kilometres per engine hour achieved in November, 1981. Another important index of operational efficiency for wagon utilisation, namely, wagon turn-round, representing the time interval between two successive loadings, reached a low figure of 12.94 days in November, 1981 as against 15.44 days for the corresponding month of 1980. In January, 1982, this has further come down to 12.65 days and we have kept a target of 11 days for the next year. Honourable Members themselves have emphasised the need for this because every curtailment of a day makes a huge saving from the monetary point of view. It would thus be appreciated that productivity and efficiency and railway operation

have decidedly improved and we are sure to reach much higher levels in the months to come.

Some honourable Members have pleaded for more money for the works in hand and also for certain new surveys which are to be taken up. Without going into these details, about which I would be writing to each Member, I would only like to point out, particularly with regard to today's demand of Mr. Jha, that the Darbhanga-Sakri-Jayanagar survey has been taken up and the work is to commence in October, 1982.

श्री शिव चन्द्र झा : एक साल में हो जायेगा ?

SHRI P. C. SETHI : Where is one year?

श्री शिव चन्द्र झा : अक्टूबर, 1982 तक सर्वे होगा ।

श्री प्रकाश चन्द्र सेठी : शुरू होगा क्योंकि बारिस में हो नहीं सकता है । तो शुरू होगा अक्टूबर से ।

श्री उपसभापति : शुरू तो होगा ।

श्री शिव चन्द्र झा : कम्पलीट होगा ।

श्री प्रकाश चन्द्र सेठी : शुरू होगा ।

श्री शिव चन्द्र झा : शुरू तो हो गया था पण्डित कमलापति त्रिपाठी के वक्त में । सर्वे का काम लिया गया कि अक्टूबर, 81 में कम्पलीट होगा, फिर जवाब आया कि मार्च 1982 में होंगा । अब आप कहते हैं कि 1982 में शुरू होगा ।

श्री प्रकाश चन्द्र सेठी : यह तो देखिये कि सर्वे का वर्क मंजूर हो चुका है । इसका अभी काम जो नहीं चल रहा है वह अक्टूबर में फिर शुरू किया जायेगा ।

आपने समस्तीपुर-दरभंगा का कन्वर्जन के लिये जो फरमा था उसके बारे में वर्क सैक्शन है ।

Sir, some honourable Members have been very uncharitable in their criticism of the Railway Board and also of the Chairman, Railway Board. With particular reference to the Act of 1905. Although the honourable Member. Mr. Pandey has clearly mentioned that he has no ill-will against anybody, he is of the opinion that the 1905 Act relating to the Railway Board empowers the Railway Board too much and that the Minister's powers are negligible. Some other honourable Members also spoke on this. I must, Sir, point out that the Railway Board derives its delegated authority from the Central Government under this Act and essentially. Sir, the Railway Board is an integral part of the Ministry of Railways and its Chairman and Members are directly under the control of the Railway Minister. In the few days' time that I have worked with the Board Members and the Chairman, I have found that there is smooth running and there is understanding and there is no difficulty in having this arrangement which is said to be one of the most tried experiments all the world over.

Now, Sir, the Board has to carry out the policies laid down by the Minister. The policies are to be decided by the Minister and the directions have to be issued by him. The only thing is, that even in a corporation, which is an autonomous body, the Board of Directors pass resolutions in their meetings whereas here, as far as the Board is concerned, whatever deliberations they have inside the Board, they are always passed on to the Minister and if there is anything which the Minister has to take up with the Board, he is always free to do so. It all depends upon the relationship. I must say.

[Shri P. C. Sethi]

Sir, with the greatest appreciation that the present Chairman and the Board Members are quite competent officers and they have done good work as far as the loading side and carrying-capacity of the railways are concerned and the Railways have reached a new peak. However, we have found certain difficulties with regard to accidents and the late running of trains. All of us are concerned with this problem, and we are looking into it.

Sir, a suggestion has also come that with regard to the late-running of trains we should analyse and go into the causes. I can assure you, Sir, and the House that we are monitoring 200 trains every day in the Railway Board and the reports are coming to me and to my colleagues and the Railway Board Chairman every day with the reasons why a particular train is delayed, and we are trying to improve the situation.

Sir, a question was also raised with regard to the revision of the Railway Act. Suggestion have also come for creation of new zones. I would only like to say that these are matters which are receiving our attention, and the Railways Reforms Committee is also going into this question, and after having received their report we will go into that.

A question has also been raised in the House in regard to the manning of the level crossings. I may point out that there are more than 22000 un-manned level crossings on the Indian Railways. The initial cost of manning unmanned level crossings is about Rs. 1,50,000 and recurring maintenance charges of Rs. 25,000 per annum. Manning of all the un-manned level crossings would thus involve a huge initial investment of about Rs. 330 crores and recurring annual expenditure of about Rs. 44 ■crores. It would thus be appreciated

that it is neither feasible nor necessary to man all the un-manned level crossings. The Railway Accidents Enquiry Committee, 1968, which had gone into this question made the following observations on the subject.:

"The manning of level crossings does not provide a completely satisfactory remedy against accidents at level crossings."

However, a review is being made of such of the un-manned level crossings as are potential hazards to the safety of road and rail users with a view to drawing up a programme for their manning in consultation with the State Governments.

As a measure of safety, some hon. Members have stressed the need for stepping up of establishing automatic warning system on the trunk routes. The system was tried on the eastern sector but problems were created by large scale thefts of the critical components of the equipment. We have yet to evolve a workable scheme. Axle counters have been developed with indigenous technology and these are now being manufactured in the Bycula and Podanur railway workshops. The supply of axle counters is also being supplemented by import of the equipment. I hope, with the progressive development of indigenous manufacture both in the railway workshops and in the private sector, the progress of introduction of axle counters will be stepped up as these are useful for intermediate block signalling, automatic signalling and for provision of track circuits on loop lines.

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With regard to the Railway Board's decision to stop manufacture of wagons at the Golden Rock Railway Workshop at Tiruchirappalli. Shri Gopalsamy expressed his concern. I would like to point out that while we will continue to manufacture prototypes of new wagons and a few wagons for holding the price the shops

capacity is being 'diverted for the repair of overdue periodical overhaul of wagons. The arrears in this sphere are very large indeed. While we can easily purchase wagons from outside, repair work cannot be got done outside the workshops of the Railways. There is ample capacity, as far as manufacture is concerned, even outside.

A question was also raised with regard to the coal stock in Tamil Nadu cement plant and coal stock position of Ennore Thermal Power Station. I would like to point out, Sir, that as far as the thermal power station stock is concerned, we are building up the inventory everywhere. The stock is going up. Similar is the position with regard to steel and cement. Some grievances have also been voiced in the House with regard to robberies and thefts in the trains and with regard to the powers and authority of the Railway Protection Police Force. This is also another important matter which is receiving our attention and I am happy to say that I am going to raise his matter in the National development Council Meeting on 14th when all the Chief Ministers will be coming. I will take up this issue with the Chief Minister in the presence of our leader, Shrimati Indira Gandhi.

Many grievances have been voiced in regard to the cleanliness of railway coaches, particularly lavatories, supply of drinking water, catering services and uncivil behaviour of Railway staff. I may assure the House that I attach utmost importance to these matters. There is on second opinion that the quality of railway service must improve.

An hon. Member had narrated a horrible experience of lavatories in the railway coaches. The House will agree with me that much of the cleanliness in the coaches depends upon the users as well. On a few

pany the trains and every possible effort is made to do the cleaning at important halts. Some of the in-built handicaps of over-crowding in some trains and thefts of and damage to fittings make the job onerous. I am planning to launch intensive cleanliness drive both on the trains and at the station so as to reduce the complaints to the minimum.

As regards improvement in quality of catering services, a demand has been made for setting up a separate Catering Corporation. I am having this suggestion examined.

As I said, I won't take much time of the House. In regard to the various suggestions which have come from the hon. Members, I would be writing to them. I would end by saying that we would try to improve the position with regard to the Second-Class travel as well as the booking facilities. With these words, I thank the hon. Members for their participation.

श्री शिव चन्द्र झा : दिल्ली समस्तीपुर गाड़ी, इधर से भी है उधर से भी है, उसके बारे में...

श्री उपसभापति : उन्होंने बताया है कि इसका जवाब देंगे। जो मेम्बरों के सुझाव हैं उनके ऊपर ध्यान दिया जायेगा।

श्री शिव चन्द्र झा : आपको भी फायदा है। टाईम पर आ जायेंगे स्पेशल मेशन रिजेक्ट करने लिये।

SHRI P. C. SETHI: A question was raised by Molana Asrarul Haq about the Kota-Chittorgarh B. G. Line. This work has been included in the Budget. Last year, we spent Rs. 2.9 crores on this. This year also, an outlay of Rs. 2.5 crores has been provided.

SHRI NARASINGHA PRASAD NANDA: I was expecting an answer at least to three questions, i.e. the total of the deferred dividend liability of the Railways, the percentage of return on capital investment on Railways and the reason for reduction of allocation on passengers' amenities. He should answer these three points.

श्री शिव चन्द्र झा : रिजर्वेशन रैंक के ऊपर इन्होंने नहीं कहा कि वे क्या कर रहे हैं (व्यवधान)...

श्री उपसभापति : जो बच गया, उसका जबाब लिखकर आप को देंगे ।

सदन की कार्यवाही कल 11 बजे तक के लिये स्थगित की जाती है ।

The House then adjourned at thirty-nine minutes past seven of the clock till eleven of the clock on Tuesday, the 11th March, 1982.