

सरकार से निवेदन है कि तुरंत ही इस मामले की ओर ध्यान दिया जाए ताकि दिल्ली के लाखों नागरिकों को जो आज इस समस्या का सामना करना पड़ता है पैसा जुटाने में जो उनको परेशानी होती है, हजारों फ्लेट्स पी. डी. ए. हर साल बनाती है और वह पैसा जुटाने के लिए उन्हें इधर-उधर पाइनेसियर्स के पास भागना पड़ता है, फ्लेट्स को किसी तरह से गिरवी रखना पड़ता है क्योंकि फ्लेट लेना जरूरी है, तो बम्बई में जिस प्रकार से फ्लेट्स को खरीदने के लिए एल. आई. सी. पसा देता है उसी प्रकार से दिल्ली के नागरिकों को भी फ्लेट्स खरीदने के लिए पैसा कम ब्याज के अंतर उधार दिया जाए। एल. आई. सी. जहां एक ओर अपने पालिसी होल्डर्स को पैसा नहीं देती दूसरी ओर एल. आई. सी. क. बरोडों रु. इंडस्ट्रिय-लिस्टस् इंडस्ट्री लाप्स के नाम पर लेते हैं और उस पैसे का बंगलोज़ खरीदे जाते हैं और इन बंगलोज़ को आफिसर्स को दे दिया जाता है, तो मेरा निवेदन है कि इस मामले पर भी कार्यवाही की जाए क्योंकि 30 करोड़ रु. एल. आई. सी. का आल्ट्रेडी बैंक डेट हो चुका है और नकडों करोड़ रु. पैसा है, यदि वक्त रहते कार्यवाही नहीं की गई, तो एल. आई. सी. के अंदर जो पैसा है, जो कि छोटी छोटी पूंजी से लोग ज़िन्दा लेते हैं, उनके पैसों का दुरुपयोग नहीं हो और जनता के काम में वह पैसा लगे। धन्यवाद।

**proval of the Recommendations
mittee, 1980—contd.**

THE VICE-CHAIRMAN [DR. (SHRIMATI) NAJMA HEPTULLA]: Now we go to the Appropriation (Railways) Bills. Mr. Mallick देखिये आपकी पार्टी का टाइम बहुत कम है। आप जल्द शुरू कीजिए।

SHRI HAREKRUSHNA MALICK (Orissa): Madam, on resuming my speech, once more I lay emphasis on the most important thing in Orissa, that is the Talcher-Sambalpur link, which should be started in right earnestness during this year. There is no sense in spending time and money in surveys because ultimately this line has to be there. Therefore, why should we spend time and money in survey? I hope the new Railway Minister will start this work. It has been lingering on all these years. There are coal bottlenecks. This Talcher-Sambalpur links will solve that problem also. The Minister should see that ultimately we get this new line. In fact, it is not a new line. It is a missing line. There is railway up to Talcher. There is also railway up to Sambalpur. This is not a new line. No survey is necessary.

Regarding money, as the other hon. Members have already said, we are only going on milking the nation. It may be either for passenger travel or for carrying goods. There are pilferages. There is need to plug the loopholes. It is the railway personnel themselves who are helping these operations. Therefore, safety and security should be looked into. We are increasing the freight and fare in a big way. But we are not getting any return. The Railway Department and the Government are not getting any return. The few people who are employed in the railways are becoming richer and richer. If the houses of some of these railway people are checked on surprise visit, you will find that all of them are having big personal assets. I am not going to waste the valuable time of the House on this matter. It is a matter which

I The Appropriation (Railways) Bill, 1982—contd.

II. The Appropriation (Railways) No. 2 Bill, 1982—contd.

**III. Statutory Resolution seeking ap-
made in Paragraph Eighteen con-
tained in the Fourth Report of
the Railway Convention Com-**

[Shri Harekrushna Mallick]

concerns the entire nation. It is a matter of concern because we cannot only earn, but we can also streamline the development of the nation because the railways form the most important infra-structure for anything.

I want to give a few suggestions to the hon. Minister. It seems that the wagons and the coaches which are being retired off the rails are auctioned at a throwaway price. The condemned coaches are being recycled in the workshops and resold to railways. On the one hand, we are spending huge amounts to build wagons and coaches. On the other hand, we are throwing them off the rails. This vicious circle must be checked. On this point, we have already written to the hon. Minister to examine the possibility of utilising these retired wagons and coaches as warehouses and dwelling houses for the people who are without houses. These houses can be used by the railway people and also by outsiders. Any railway station can be planned as a small township where we can use third class coaches for additional rooms or dwelling units. We need not retire the wagons for being taken away and recycled and sold again to the railways by private individuals. The private firms are supplying coaches. There is a tendency to retire coaches and wagons ultimately. I keep on record that in 1975-76, our production capacity was knocked down from a figure of 33000 to only 12000. It means that possibly some agency wanted that our capacity should be low and that our country should import from other countries. In the years, we have seen that private agencies have taken over the production of coaches. I feel that the railways should be self-sufficient. We should not depend on private agencies. We should make everything needed by the railways. All the services must be given a suitable place. Be it engineering or be it anything, all services should be oriented according to the Railways' needs so that the railways

will be properly manned. In the earlier days, we were having a few people with proper training and education. Therefore, the promotions were going on like this without any training. But today we can have even a Gangman with some education. So, there is no scope for keeping unskilled people. In every category, there must be properly trained personnel so that the accidents can be averted and we can have improvement in every area.

Then, I would like to make a few points. On the Railway Board, if we see, there are different types of Members. I feel that there should be a Doctor Member on the Railway Board because health and nutrition are also an important aspect of the Railways.

AN HON. MEMBER: And accidents also.

SHRI HAREKRUSHNA MALLICK: Yes, accidents also. So, one of the Members should be a doctor Member. And the medical services in the Railways should be better streamlined. And this aspect is very much ignored in the Railways. Many trains are now supposed to have a mobile unit of health in one of the coaches so that when there is an accident or any such thing, people need not have to run here and there. And many people also suffer from some illness in the moving trains. Once I was coming in the Rajdhani, somebody fell ill and there was some announcement that if there is any doctor travelling in the train, please come to such and such coach. So, why not we maintain a medical unit in every train? If we are having doctors and all the other machinery in the Department, every train can have just one unit and they can attend to the work, and there will be no problem.

Regarding accidents, I demanded once or twice that why not we go in for radio monitoring to talk to the incoming stations and outgoing stations and the trains moving nearby just as in the air the pilots talk to

different planes and all that. It is high time we adopted such monitoring and other techniques so that such accidents that occurred in Agra or in Mancheswar could be avoided. I am not going to blame particularly the Minister concerned or somebody for the accident because simply by saying that the Minister should resign we do not solve the problem. Why not we fix the responsibility on the Divisions concerned and the others concerned in whose zones these accidents take place? In this way, we can see gradually that the railway journeys become safe. I am reminded of a cartoon when Mr. T. A. Pai became the Railway Minister. Before that he was the Chairman of the LIC. In the cartoon, he says when the passengers are coming, 'Have you taken the LIC policy?' It seems that the railway accidents are going on and on. With every railway ticket we are supposed to book one LIC policy also or else nobody will be there to travel in the railways. Incidentally, Members are not involved in any accident. But if the accidents take place every day, I think, in a few days, the entire House may be off. So, that should not be our approach. It should be made definitely safe.

There is another point which I want to make. We are dumping these stainless steel *thalis* and other things in the Railways. They are of very poor quality. We should not go in for these things because there is corruption and there is unnecessary expenditure. We should go in for packed food. There should be a national menu for different zones for breakfast, lunch and dinner and veg. and non-veg. We should work on a national basis. And after knocking all these Committees that were going on in the era of Pandemonium, we should see that these Committees are properly constituted, taking persons from every zone of the country and from every category. And we should streamline these Committees, particularly the catering committees in all the zones. We should have a national menu. Anybody travelling in the

trains, whether from our own country or from other countries, should not find that they are in a hell. Well, I have made a calculation that if a Member of Parliament makes all his journeys in trains, he or she would live for nearly two and a half months in the train itself. How can we afford to have for two and a half months such a rotten food? There is no sense in it. Catering is a source of income. And, I think, everyday we can earn nearly Rs. 1 crore from the catering service only. And, as one of our friends have said, this will also provide very good scope for self-employment. There is no sense in giving the contracts to x, y or z, and even benami. All these contracts are going to one person, who is holding the contract on the entire railways. This should be stopped and every zone must have people from that zone alone. For example, on trains from Orissa naturally there must be people from Orissa only and also from Puri side or Varanasi side because this train touches Delhi, Varanasi and Puri. These are three important stations on this side. (Time bell rings) Therefore, so far as this catering service is concerned, the pantry cars are there, they must work fully. There is no sense in picking up food from base stations. This is a base-less programme. Why not utilise the pantry cars fully? You can have a few cooks and a few boys and a pantry car can be obtained. (Time bell rings) Then the Neelanchal Express train should be made a daily train, which is to cater to nearly three districts.

THE VICE-CHAIRMAN (DR. (SHRIMATI) NAJMA HEPTULLA):
Mr. Mallick, your time is over.

SHRI HAREKRUSHNA MALLICK:
So, one stop may be on Jeojar Road, which will service important stations like Jeojar Road and pilgrim places and the industrial belt and it will serve the three districts of Orissa. By the way, nearly five Members of Parliament are not able to get this train in their home stations. So, there is no sense in stopping this train in

[Shri Harekrushna Mallick]

Uttar Pradesh at Bardoi and two more places. Then, this train should be immediately made a daily train. (Time bell rings)

Then, Sir, from Aligarh to Mughalsarai this is not actually a superfast express train. It is worse than a bull-dock cart. And it is hell of an affair to see anybody going to a lower berth. Even the first class is jammed and no catering of food is possible. So, it should be seen that no unauthorised people enter in these stations. Or, another train may be started to help people at these stations from Aligarh to Mughalsarai. (Time bell rings)

With these few words, I say, Sir, that during this year itself, without looking to the supplementary budget, Talcher-Sambalpur railway line may be started. And I would request the hon. Minister and I draw his attention with a little emphasis that we would like to get the invitation cards and be told when and how it will be inaugurated.

*SHRIMATI NOORJEHAN RAZAK (Tamil Nadu): Madam Vice-Chairman, first of all let me express my gratitude to you for giving an opportunity for speaking on these Appropriation Bills on behalf of our party, AI-ADMK, I am supporting these Bills.

However, I want to point out that Tamil Nadu has been neglected in the Budget presented earlier and also in these Bills, I fail to understand the reasons for this.

The names of all the express trains coming from Madras to Delhi have been changed. There are trains with names like Andhra Pradesh Express, Tamil Nadu Express, Jayanti Janta Express etc. But the name of G.T. Express has not yet been changed. Madam, we are currently celebrating the birth centenary of Shri Subramanya Bharati, who was a great revo-

lutionary poet. Our Prime Minister Shrimati Indira Gandhi had also participated in the inaugural ceremony. Therefore, I request the hon'ble Railway Minister to change the name of G.T. Express to Bharati Express.

Madam, after Mrs. Gandhi came to power in 1980, there have been three Railway Ministers during just about two years. I fail to understand the reasons for this frequent shifting of Railway Ministers. If it were due to frequent accidents, then thousand of changes of Ministers should have been made in the Railway Ministry. There is on an average at least one rail accident every week. The hon'ble Minister himself has set apart 20 crores of Rupees for compensation on this account. The Minister himself has stated that massive efforts have been initiated to minimise these accidents. Therefore, I would demand from the Minister to introduce an insurance scheme for the railway passengers. The passenger fares have already been increased for every 5 Kms. I would suggest that for every 100 Kms. one Rupee should be charged as insurance charge. If this suggestion is implemented, I am sure, he will have more than Rupees 20 crores which he has demanded for making provision for compensation to accident victims. I would suggest that at least Rupees one lakh should be given as compensation to the family in distress for each case of accident death. Anyway these frequent rail accidents help to solve the population problem and family planning may soon become unnecessary. I feel that this is not a healthy tendency.

Madam, we had demanded Rupees 65 crores for the Karur-Dindigul line in Tamil Nadu, but allocation of only Rupees 70 lakhs has been made in the Budget. No useful purpose can be served by this paltry amount. This is just like giving a piece of biscuit to a hungry child crying for food. While a sum of Rs. 1137 crores would be spent for new projects during 1982-83, I would like to ask why sanction of

*English translation of the original speech delivered in Malayalam.

Rs. 65 crores for the Karur-Dindigul line is being delayed. We have been demanding double line for the Tambaram—Chengalpattu every year. The survey has already been conducted. This line was expected to be completed while Shri Kamalapati Tripathi was the Railway Minister, but he had gone and Shri Pandey succeeded him and now Shri Sethi has taken over. It is learnt that he had been paying enough attention for the economic progress of South India.

The suburban electric trains are running on broad-gauge lines in all the metropolitan cities but in Madras city the electric trains are running on metre-gauge line. Therefore, we cannot but call it a step-motherly attitude. If only the hon'ble Minister takes pains to travel in these trains one day during peak hours, he would be able to realise our difficulties.

The Chief Minister of Tamil Nadu Shri M.G.R. also has offered to provide enough land for the Rapid Transit system in Madras City. I hope the Hon'ble Minister has no response to the offer and make every effort to complete this MRTS.

The demands of the Coach Attendants, Gangmen and Casual labourers, which have been pending for years, have not yet been attended to. I request the Hon'ble Minister to introduce and implement schemes for the security and well-being of these sections of the poor workers on the railways.

Special trains for ladies should be introduced in order to avoid overcrowding in Express Trains during the Summer vacation and other festival seasons. Special trains for ladies should be introduced. There should be separate queue system for ladies at the booking counters. I would request the Minister to pay special attention to the suggestion for introducing Ladies' Special trains. I have no objection

in appointing men as Drivers, Guards, Conductors and Attendants. If he comes forward to introduce the ladies special I have no doubt that the name of the Hon. Minister will go down in golden letters in the history of Indian Railways.

The catering arrangements for railway passengers are very poor. When Shri Kedar Pandey was the Railway Minister he had given an assurance that the Private catering would be abolished and departmental catering would be introduced. But he left the Railway Ministry before the introduction of the scheme. I hope the Hon. Minister Shri Sethi would implement that scheme. He himself has stated that both efficiency of service and quality of food have to be improved. Therefore, I hope he would take necessary steps in this regard. When one travels from Madras to Delhi he becomes afraid of his own safety the moment he crosses the borders. Many dacoities and robberies have taken place in the trains. Even in the last two months of the year too. I request the Minister to secure the cooperation of State Governments for giving protection to the passengers from dacoits and robbers. Quarrels between RPF men and State policemen are also noticed. Therefore, I suggest that a coordination Committee to regulate the functions and activities of RPF, State Police, State CID, Central CID and Railway Vigilance should be constituted.

There are more than 22 thousand unmanned level-crossings. On Saturday the 21st March, 1982, the Jayanti Janata Express bound to Delhi collided with a tourist bus at an unmanned level-crossing and 60 persons have lost their lives. The responsibility for taking effective safety measures at unmanned level-crossings should be vested in the State Governments. There was an accident at a place called Badlaghat near Saharsa. The train itself went high up in the air. Accidents are taking place due to insufficient operational arrangements. As a result of head on collision bet-

[Shrimati Noorjehan Rajak]

ween the Janata Express and a goods train near the Bandartikri flag station, last Monday 17 persons were in a critical condition. Nobody knows the correct number of persons injured in the accident. Why I am saying this is because while I was travelling in the Tamil Nadu Express in August last year more than 10 persons had died as a result of derailment. But the official statement was that only 16 persons had lost their lives. 1013 rail accidents have taken place. Since 1980 'Railway Safety is itself derailed.' It is the criticism of the Press. There are some people still in the Railway Board who believe 'damn the rules, the traffic must move.' The hon. Minister should throw out such people and bring in people with some feeling for fellow human beings.

I request that a caution or Siren system should be introduced in the Tamil Nadu Express. Similarly an A.C. Sleeper coach should be attached daily to the G.T. Express. The former Minister Shri Tripathi too assured me in this connection. Therefore, I request Shri Sethi to immediately implement the above suggestions.

I request the Hon. Minister to extend the facility of a Family Pass to Members of Parliament once a year.

The Madras Airport is being proposed to be renamed as Bharati Airport. Similarly I hope the hon. Railway Minister will take steps to rename G.T. Express as Bharati Express.

The story of racketeering and corrupt practices in the trains and at the booking counters can fill volumes. I have come to know that during peak seasons the average income of a TTE is about Rs. 5000. The numbers of trains and passengers go on increasing. But bribery is increasing over everything else. No efforts are being made to eradicate bribery and corruption. Things have come to such

a pass that a common man cannot aspire to get a railway ticket unless he adopts some illegal methods. Thank you, Madam.

श्री नेपाल देव भट्टाचार्य (पश्चिमी बंगाल):
 उपसभापति महोदया, जिस दृष्टिकोण से यह बिल पेश किया गया है, मैं उसका समर्थन नहीं करता हूँ। समर्थन इसलिए नहीं करता हूँ कि क्योंकि रेलवे की सोशल यूटिलिटी जिस हिसाब से होनी चाहिए वह नहीं हो रही है। आज आप देख रहे हैं हमारे मंत्री यहां पर बैठे हुए हैं, हमारी सरकार यह बता सकती है कि लाभ और नुकसान की दृष्टिकोण से वे यहां पर बोल सकते हैं। जनता कैसे इसको इस्तेमाल करेगी। जिस देश में 70 करोड़ जनता है उसके लिए आप कुछ भी नहीं सोच रहे हैं। यह रिपोर्ट तो उन्हीं की है, यह रिपोर्ट कोई हम लोग नहीं छपवाते हैं। यह उन्हीं का ही डिपार्टमेंट है उसका हिसाब ऐसा है कि आजादी के बाद उन्होंने जितना खर्च बढ़ाया है, रेलवे के ऊपर, रेलवे के लिए जनता के इस्तेमाल करने के लिए वह अभी तक डबल नहीं हुआ है। यह स्पष्ट सब के सामने है जैसे मिसेज इंदिरा गांधी के 20 प्वाइंट हैं। वैसे वर्ल्ड बैंक के भी 13 प्वाइंट्स हैं। उनका एक प्रोग्राम है उनकी कंडीशन है जिसके ऊपर आप को 7 सौ मिलियन लोन मिल रहा है। इसलिए यह स्पष्ट है कि जनता के सामने किस हिसाब से आज वे रेलवे को चलाने की कोशिश कर रहे हैं। अगर यह नहीं होता तो आप पेसेंजर्स की हालत देखते। मैं नहीं जानता कि मिनिस्टर कभी पेसेंजर ट्रेन में बैठे हैं या नहीं बैठे हैं। चलिए एक रोज आप हमारे साथ, पहले यह नहीं बतलायेंगे कि एम0 पी0 या मिनिस्टर आ रहे हैं, तो आप को पता चल जायेगा कि हिन्दुस्तान क्या है। पहले तो आपको डिब्बे में भितर जाने का

मौका नहीं मिलेगा । भीतर जाने पर आप को कहीं बैठने के लिए या खड़े होने के लिए भी जगह नहीं मिलेगी । कुछ लोग तो छत पर बैठते हैं । लेकिन जो भीतर होते हैं वे कुछ तो दरवाजों में खड़े रहते हैं, कुछ लैट्रीन में जाकर टहरते हैं, तब आप को पता चलेगा कि असली हिन्दुस्तान क्या चीज है । आप तो सब कुछ रिपोर्ट देख कर ही यहां पर सोचते हैं जनता के बीच में आप जाते ही नहीं हैं, रहते नहीं हैं इसलिए आप को असली स्थिति मालूम नहीं है । जिस प्रकार रेलवे की सोशल यूटिलिटी होनी चाहिए वह नहीं है, पेमेंट्स के बारे में तो आप को सोचना चाहिये वह नहीं हो रहा है । मैं ज्यादा डिटेल् में नहीं जाना चाहता हूं । क्योंकि मेरे पास ज्यादा वक्त नहीं है और मैं नहीं चाहता कि आप को घंटी बजानी पड़े ...

उपसभाध्यक्ष (डा० श्रीमती) नाजमा हैपतुल्ला : 15 मिनट आप बोल सकते हैं, 15 मिनट मैं घंटी नहीं बजाऊंगी ।

श्री नेपाल देव भट्टाचार्य : तो मैं यह कह रहा था कि जो दृष्टिकोण रेलवे का सोशल यूटिलिटी का होना चाहिये वह दृष्टि कोण नहीं है । क्या है ? रेलवे के अभी जो ओवरऐज ट्रेक्स हैं, इंस्ट्रुमेंट है, इन्विपमेंट्स है, उनके बारे में आप क्या सोच रहे हैं ? सुपरफास्ट ट्रेस आप चला रहे हैं, आप चलाइये, हम इसके खिलाफ नहीं हैं । गति की जरूरत है । आप तो प्रगतिवादी हैं इसलिए गति की जरूरत है । आप गति बढ़ाइये । लेकिन इसके साथ-साथ पेसेजर गाड़ियां जो हैं उनकी क्या हालत आज हो गई है उसके बारे में भी आप को सोचना चाहिये । ट्रेक्स इन्विपमेंट्स

जो है उनके बारे में मैं ज्यादा नहीं कहना चाहता हूं । एक्सीडेंट हो रहे हैं । अभी एक एक्सीडेंट पिछले दिनों आगरा में हो गया । यह कहना बहुत आसान है कि ड्राइवर का दोष था । ड्राइवर तो मर गया अब वह यह भी नहीं कह सकता है कि एक्सीडेंट मेरी वजह से नहीं हुआ । जो मर गया, उसके ऊपर दोष लगा दी कि उन्हीं के कारण से एक्सीडेंट हुआ और क्या-क्या हुआ था, फॉग था, सिग्नल था या नहीं, इन सब की बहुत चर्चा हुई, इस पर भी मैं नहीं कहना चाहता हूं । कुछ पहले जो एक्सीडेंट हुआ, रेलवे मिनिस्टर का स्टेटमेंट था कि वहां जो क्रासिंग गेटमैन रहता है, वह नहीं था । ऐसे दो हजार की जरूरत है । तो ये सब जो होते हैं, ये ह्यूमन काज लगा देते हैं कि इसकी गलती थी, ड्राइवर की थी । ये नहीं कहते कि ये जो रेलवे ट्रेक्स हैं इनके रिन्यूअल की जरूरत है । वह नहीं हो रहा है, उसके लिए क्या एलाटमेंट है । उसका टॉक हिस्साव से है कि नहीं, परसेटेज क्या है । इनके एटीट्यूड के बारे में मैं फिर कहना चाहता हूं, मैं बंगाल से हूं, एक छोटा सा इक्जाम्पुल दूंगा थ्रू मैडम टु द हाऊस, मैट्रौपुलिया से हावड़ा तक एक व्हाईट एलीफेंट है उसमें भी पांच करोड़ रुपया आपने करटेल कर दिया और वह कब खत्म होगा ? अभी किसी को मालूम नहीं होगा ? कोई कोई कहते हैं कि सरकार धाखा दे रही है, दुनिया का सब से बड़ा सीवरेज बना रहा है । कलकत्ता में सीवरेज प्रॉब्लम है इसलिए रेलवे को दिया है वे सीवरेज बना रहे हैं । जो आप काम कर रहे हैं, जो देख रहे हैं, बन रहा है वह यह कि किसी को जिन्दगी में चढ़ने का मौका नहीं मिलेगा उसमें । काम हो रहा है । लेकिन सरकार का जो प्रोजेक्ट था सिटीज लाईक कलकत्ता, बाम्बे एण्ड दिल्ली जिनके

[श्री नेपाल देव भट्टाचार्य]

लिए सरकुलर रेलवे की बहुत जरूरत है, अभी तक उस प्रोजेक्ट को कोई अटेंशन नहीं दे रही है सेंट्रल गवर्नमेंट, और उस व्हाइट एलीफेंट पर वहां जो खर्च कर रहे हैं जिसमें 20 साल लग जायेगा उसको खत्म करने में। एक बार आइये आपको इन्वीटेशन है, You come to Calcutta and see how the works are going on. कितना टाइम लग सकता है।

THE VICE-CHAIRMAN (DR. (SHRIMATI) NAJMA HEPTULLA): This invitation is also through the Chair?

SHRI NEPAL DEV BHATTACHARJEE: Through you to the Minister, I believe when he comes back, he will report to you about what is going on there.

पुरुलिया से हावड़ा तक बहुत जरूरी रेलवे लाइन है, 30 साल से आप सर्वे ही कर रहे हैं। आप नहीं कर रहे हैं, आप नये हैं, पुराने जो हैं वे कर रहे थे। सभी का सर्वे चल रहा है। अभी पद यात्रा हो रही है, पुरुलिया से जनता आयेगी कलकत्ता तक, दिल्ली तक तो आ नहीं सकते। रेल नहीं है इसलिए पद यात्रा करते आ रहे हैं वे लोग 30 साल से हजारों लोग आ रहे हैं। जनरली हजारों लोग वहां चलते हैं। इसलिए आप को भी प्रोब्लम है, गवर्नमेंट को भी प्रोब्लम है। हजारों जनता एक साथ चलती है तो... (व्यवधान) ऐसा ही होता है। तो हजारों जनता आयेगी पुरुलिया से कलकत्ता तक। यह नहीं हो रहा है। अभी मलिक जी ने कहा था कि जो तलचर से सम्भलपुर को लाइन है वह भी 30 साल हो गया है, सर्वे इज गोइंग आन; सर्वे क्या होता है, इक्जेंटली क्या होता है? सर्वे का हम जो मतलब समझते हैं अगर वह आप का मतलब है तो सर्वे होने के बाद कुछ

नतीजा निकलता है, नतीजा निकलने के बाद कुछ एक्शन होना चाहिए लेकिन 30 साल से सर्वे यह क्या है? 30-35 साल आजादी का हो गए एक छोटी सी जगह है और सन् 1940 से यह हो रहा है, और कई जगह हैं जहां यह हो रहा है और आप क्लेम कर रहे हैं कि हमने यह किया, वह किया। बहुत कुछ किया, जरूर किया, नहीं तो हिन्दुस्तान कैसे चलता। कल तो हक साहब जापान का इस्टांस दे रहे थे, मैं इतनी दूर नहीं जा रहा हूं, बगल वाले चाइना ने 8 फोल्ड डेवलपमेंट किया और हमारा है 2.2 यह भी कहने की जरूरत नहीं है कि आप 60 से 67 हजार किलो मिटर बढ़े हैं परन्तु वे 60 हजार किलो मीटर से ज्यादा बढ़े हैं। दिस इज द डिफरेंस। आप के टाल क्लेम्स होते हैं लेकिन हमें यह हिसाब नहीं आता है दिक्कत यह है।

रेलवे के इम्पलाइज जो काम कर रहे हैं, आप चाहते हैं कि रेलवे को ठीक ढंग से चलाया जाये, इसके लिये आपने एक बोर्ड रखा है। मैं तो जैन साहब के साथ सहमत हूं। जैन साहब हैं, मैं आपके साथ हूं। इस इश्यू के ऊपर कांग्रेस पार्टी, कम्युनिस्ट पार्टी एक हो जायें, तो मैं आपके साथ हूं। यह बोर्ड, रेलवे बोर्ड एक व्हाइट एलीफेंट है। एक बोर्ड है, उसके नीचे और बोर्ड, उसके नीचे और बोर्ड और बोर्ड के नीचे डिविजन, सब डिविजन, लोअर डिविजन अन्य डिविजन? सारी मिनिस्ट्रीज में तो ऐसा नहीं है। एग्रीकलचर बोर्ड, इन्डस्ट्रियल बोर्ड, एजुकेशन बोर्ड लेकिन रेलवे के लिये बोर्ड, जरूरत क्या है, वह बोर्ड क्या कर रहा है। इसमें क्या आपको ज्यादा बेनीफिट हो रहा है या उसको संभालने के लिये ही आपका आधा टाइम निकल रहा है। तो रेलवे बोर्ड जो एक अजीब सा व्हाइट

एलीफेंट है, जिसके आप पाल रहे हैं, उसके बारे में जरा सोचियेगा। आप क्या सोचेंगे, मालूम नहीं है, इसलिये चलाइये बोर्ड और क्या है ?

4 P.M.

रेलवे कैंटींस के जो वर्कर्स है वे बहुत सालों से रेलवे को सर्व कर रहे हैं। एंटीट्यूड क्या है आपका ? कुछ दिन पहले वे लोग सुप्रीम कोर्ट में गये थे। उनकी जीत हो गई। तो जो पैटीशनर्स थे, उनको आपने वनफर्म कर लिया . . . (व्यवधान) मैडम थोड़ा ध्यान दीजिये। यह सीरियस मामला है।

उपसभाध्यक्ष डा० श्रीमती नाजमा हेतुल्ला :) आप कहिये तो I will repeat your speech.

श्री नेपालीयक भट्ट चार्ज : इससे क्या होगा। रिपीट तो कर सकती है, मगर होगा क्या। उसके बारेमें अगर बोलेगी, तो अच्छा है। पैटीशनर्स जो थे नाइन आऊट आफ इलैवन, स्टैट्युटरी जो थे, उनको सबको आपने वनफर्म कर दिया। एक पैटीशनर था, खड़गपुर का—सब स्टैट्युटरी तो हो गये, लेकिन नान स्टैट्युटरी क्यों नहीं हो रहे हैं। ग्यारह एम्पलायीज को मर्यादा ज्यादा दे रहे हैं।

अब लोगों रनिंग स्टाफ—उसका तो कहना ही क्या है, उसके बारे में तो हमने सुना ही नहीं है आप उसको रेकोग्नाइज भी नहीं करने है, एक ही यूनियन है किसी की इयटी चौदह पंद्रह आवर्ज है, जिनके ऊपर जिम्मेदारी दी गई है कि एसीडेंट हुआ—आगरा वाला एक्सीडेंट हुआ। यह नहीं पूछा कि ड्राइवर कितने आवर वह ड्राइव करके आ रहे हैं। आपको मालूम होगा यहां पर बहुत

बार चर्चा भी हुई गोहाटी में एक ड्राइवर इक्तालीस आवर ड्राइव करने के बाद जाकर फेंट हो गया। लोको रनिंग स्टाफ यदि रेकोग्नाइज ही नहीं किया—छोड़िये अगर रेकोग्निशन मुश्किल है, तो कम से कम बात ही सुन लीजिये। हजारों एम्पलायीज जो कोल और एश हेंडिल करते हैं—मैं आपसे कह रहा हूं कि हमारी जो पालिसी है उसमें स्टीम डीजल एंड दैन इलैक्ट्रिकेशन, इलैक्ट्रिक एंजिन है—तो जो स्टीम में जो कोल हेंडिल करते हैं इसका क्या होगा। कांट्रैक्ट लेबर, समाजवादी देश है ना, हमारी समाजवादी सरकार भी है।

What is the attitude towards these employees? One thousand are out of work in Howrah and at least 25,000 are going to lose their jobs.

अगर यहां पूरा समाजवाद आ जायेगा पूरे स्टीम से इलैक्ट्रिक तक पहुंच जायेंगे, तो पच्चीस हजार गया इसमें से। इनको तो हम काम में लगा सकते हैं, हजारों मील जो ट्रैक को मेनटेन करते हैं, इनको उसमें एवजाब कर सकते हैं, काम चल सकता है . . . (व्यवधान)

That is a different thing. Do not discuss about that. Anyway.

अभी तक इसके बारे में मैंने मिनिस्टर साहब से सुना नहीं है। जनरली वह जो कहते हैं, अच्छा है, गुड साऊंडिंग है। लेकिन हम लोग जो देख रहे हैं, उसमें कुछ फर्क है। तो इसी हालत से तो पूरी रेल अपनी चल रही है।

अब एक्सीडेंट की बात हो रही थी, इसलिये एक छोटी सी स्टोरी आपको बताता हूँ एक लड़की जिसका कुछ झगड़ा हुआ था घर में हो सकता है। सा

[श्री नेपालदेव भट्ट चर्चा]

तो होता है, जिस देश में समाजवाद है,
उस देश में तो होगा ही ।

उपसभाध्यक्ष डा० (श्रीमती) नाजमा
हेपतुल्ला : क्या हुआ ।

श्री नेपाल देव भट्टाचार्य कुछ
गडबड़.... (व्यवधान)

एक माननीय सदस्य : जिस देश में
समाजवाद है.... (व्यवधान)

श्री नेपाल देव भट्टाचार्य : हा, आपका
समाजवाद वहां टाटा, विरला का कोई सवाल
नहीं है। तो वह लड़की स्मार्ट करने
जा रही थी, रेल लाइन पर जाकर मो गई
तो एक विद्वान जो उधर से जा रहे थे,
उन्होंने पूछा, क्यों भाई यह क्या कर रही
हो उसने कहा कि स्मार्ट करने। तो वह
सज्जन बोले कि ऐसे स्मार्ट करने थोड़े
ही होंगे । अभी तो मैं स्टेशन से
आ रहा हूँ। यह गाड़ी तो दस घंटे
लेट है यहां मो करके क्या करोगी ।
You do one thing. You get into the
train. Accident is inevitable. You
will die, and you will get compensa-
tion also

एक माननीय सदस्य : बोर्ड है . . .
(व्यवधान)

श्री नेपाल देव भट्टाचार्य : बोर्ड है
लेकिन आपके लिये परफैक्ट हैं तो यह
चर्चा हो रही है। चौतीस साल बाद
यहां तक पहुंच गये हैं . . . (व्यवधान)
अभी हमारे दो मिनट हैं ।
There is an ample number of Mem-
bers.

उपसभाध्यक्ष (डा० श्रीमती) नाजमा
हेपतुल्ला : नहीं, आप बोलिये। अभी आपके

दो मिनट हैं। मैं घंटी नहीं बजा रही
हूँ।

श्री नेपाल देव भट्टाचार्य : तो इस-
लिये यह सवाल ही नहीं है। अगर यह
आपका एटिट्यूड है, तो सवाल ही
नहीं पैदा होता है।

कल हक साहब कर रहे थे, बड़े दुख
की बात है कि हक साहब जाप न गये
थे, वहां देखा कि रेल बहुत ठीक ढंग से
चल रही है, क्या बात है? तो मंत्री
जी से पूछ रहे हैं कि क्यों वहां ऐसा है,
यहां क्यों नहीं है वैसा?

तो मैं भी सोच रहा था। मुझे भी
एक बार मौका मिला आने जाने का तो
मैं सोच रहा था कि कारण ही एक है—
कि एक तो वह जापान हैं, यह भारत है,
दूसरे वहां कांग्रेस नहीं है, यहां पर कांग्रेस
है, वहां मिसेज इंदिरा गांधी नहीं है,
यहां मिसेज इंदिरा गांधी है, वहां पर
सेठी जी नहीं है, यहां पर सेठी जी है।
This is the only difference.

SHRIMATI MONIKA DAS (Kar-
nataka): Very good. (Interruptions)

श्री नेपालदेव भट्टाचार्य : तो
हक साहब को मालूम नहीं था कि
क्या फर्क होता है, अंतर होता है।
इसीलिये वहां ठीक से, ढंग से चल रहा
है, यहां नहीं चल रहा है तो यही कारण है—
The reason is only the policy.

अब समर्थन इम्पोर्टेबल है नैचुरली
हमारी पार्टी की तरफ से समर्थन
का कोई सवाल ही नहीं है। एटिट्यूड
जब तक नहीं बदलते हैं, समाजवाद का
नाम कैसे ले सकते हैं
democracy is there; you follow the
path of socialism.

कन्ट्री के अंदर आप क्रिसोलजिज्म ला सकते
हैं। लेकिन जो सोशल युटिलिटी के लिए
इंतजाम होना चाहिए वही आप नहीं ला सक

रहे हैं। सोशल एंटीट्यू की जगह कमशियल एंटीट्यू रखते जा रहे हैं। तभी तो आप बढ़ते बढ़ते यहाँ तक चले गए कि लोग वमों में जा रहे हैं और उससे प्राइवेट ट्रांसपोर्ट को लाभ हो रहा है। प्राइवेट हैडस को आप सरेडर करते जा रहे हैं— that is the old policy of Congress. You are pursuing that. आपके लिए तो कोई प्रावलम नहीं है लेकिन उन्ना के लिए जरूर है।

आप वाच देख रही हैं। मैंने कहा था दो मिनट में खत्म करना है। तो मेरा टाइम खत्म हो गया है और मैं बैठ गया हूँ।

THE MINISTER OF RAILWAYS (SHRI P. C. SETHI): Madam, I am very grateful to the hon. Members who have participated in the debate. It is not possible for me to reply to each and every point made by the hon. Members. But I can assure them that I have taken down the points mentioned by them and I shall be writing to each one of them separately on these points. But I like to touch upon some of the important points which were highlighted here.

Mr. Raju raised the question of Rs. 197 crores deficit occurring in 1980-81. I need not repeat this exercise. This has been already explained by me during the budget and, therefore, I need not repeat those reasons.

As records evaluation of social burden and appropriate grant of relief to the revenues of the Railways, the Railway Convention Committee is sure to consider this when they take up inter-relationship between Railway finance and general finances for the Sixth Plan period.

Regarding investment of Rs. 127 crores in the road services by the Railways, I may explain that this represents the share of the capital to be invested by the Central Government in the road services. This amount is only channelised through the Ministry of Railways.

There is a machinery for exercising control over expenditure. I have already indicated that Rs. 43 crores were saved till the end of December, 1981 as a result of expenditure control.

Mr. Raju also mentioned the point that the Indian Railways achieved a figure of 163 billion net tonne kilometer in 1977-78 and the figure slid to 158 billion net tonne kilometers in 1980-81. Since the hon. Member is not here, I would like to tell the House that having reached the record figure of 163 billion net tonne kilometers in 1977-78, the figure slid to 155 net tonne kilometers in 1978-79, then somewhat rose to 156 in 1979-80 and it was during 1980-81 that the real recovery commenced and reached as much as 159 billion net tonne kilometers. The expectation during 1981-82 is that 176 billion net tonne kilometers would be reached and for 1982-83 another high record of 179 billion net tonne kilometers will be scaled. This is to indicate that the somewhat low performance of 1980-81 quoted by the hon. Member was in fact correcting the legacy of the poor performances of 1978-79 and 1979-80. Madam with regard to the inventories, I would like to point out that during 1980-81, it amounted to Rs. 385 crores. This amount of inventory held by the Railways is not excessive considering the steep increases in the prices of various types of stores consumed by the Railways. The ratio of stocks held to consumption has remarkably improved from 56 per cent in 1971-82 to 28.5 per cent in 1980-81. This performance has been achieved through a variety of managerial and information systems including computerisation. A vigorous drive has been launched during the current financial year to liquidate railway scrap to the maximum extent possible. The disposal during the current year up to the end of January, 1982 has already crossed the mark of Rs. 54.75 crores as against Rs. 43.87 crores during the corresponding period in the last financial year. It is not

[Shri P. C. Sethi]

correct to say that the railway materials worth crores of rupees remain along the tracks all the time. These materials are periodically collected and, after maximum utilisation by the Railways, disposal of scrap is organised through public auctions.

It has been mentioned that the operating ratios of Southern, North-Eastern, Northeast Frontier and Eastern Railways are very high as compared to the Western, Central and other Railways. At the outset, it may be pointed out that the Railways have been organised into different Zones essentially for operational and administrative reasons and not as independent economic units. The Indian Railways in fact, functions as one financial entity and a uniform fare and freight structure prevails on all the Railways irrespective of the variations in the cost of haulage on different Zonal Railways which is influenced by different factors. The operating conditions differ from railway to railway. It is too well known that the working of the Metre Gauge and Narrow Gauge is inherently less economic. So also, the passenger services as a whole are a losing proposition. It is only the freight operations which help the Railways to compensate for the losses on the coaching service. There is considerable disparity in the traffic-mix on different Zonal Railways.

Madam, I would like to say that the high operating ratio on the Eastern Railway is due to the short distance of haul in the system compared to the proportionately heavy cost of operating big marshalling yards to cater to the high percentage of the total BG originating loading. For these particular reasons, the operating ratio varies widely on different Railways. Dr. Adiseshiah and Shri N. P. Shahi referred to the delay in the submission of the memoranda to the Railway Convention Committee.

Madam, I have already explained the circumstances leading to the delay

while moving the Resolution for considering the recommendations of the Railway Convention Committee. As regards the suggestion as to why the Railway Ministry should not submit their memoranda to the Railway Convention Committee, instead of depending on the Finance Ministry, it would be appreciated that the Finance Ministry is equally involved in the financial arrangements, existing or proposed, particularly the payment of dividend which is an important resource for the Central Government as well. However, the Doctor's suggestion with regard to saving of time would be borne in mind.

It has also been made out that the contribution to the Depreciation Fund should be made evenly during the Plan period instead of the rate of contribution being kept low in the first two years and then stepping up heavily during the next three years.

I may inform hon. Member that the annual contribution to Depreciation Reserve Fund, which was brought to a level of a mere Rs. 145 crores in 1978-79 to show national profits being generated by the Railways, was brought upto Rs. 220 crores in 1980-81. It was stepped up to Rs. 350 crores in 1981-82. It has been raised to Rs. 500 crores during 1982-83. It would thus be seen that this is a progressive stepping up and this is essentially intended to catch up the arrears of replacements. If the element of escalation in prices is also taken into account, the contribution would not be uneven.

A suggestion has been made for lowering the freight charges on salt. The existing freight rates for movement of salt for human consumption do not even cover the cost of transport. The railways suffered a loss of Rs. 21.59 crores during 1981-82 in transport of this commodity. Not only the losses suffered in transporting salt are heavy the commodity being of corrosive nature, extensive damage to railway wagons is caused and re-

duces their life span and leads to higher cost of repairs and maintenance.

Even after withdrawal of exemptions, as proposed in budget, the Railways would still suffer an annual loss of nearly Rs. 11 crores and will remain cheaper than other means of transport. Hence there is no justification in continuing heavy rate of subsidy for this commodity.

Shri P.N. Sukul complained about punctuality, and many hon. Members have raised the question of accidents. Mr. Sukul also pointed out that the Neelachal Express was cancelled all of a sudden. This was done because the Grand Chord was closed on account of accidents which had taken place there.

Madam, as far as punctuality is concerned, I would like to point out that we have started monitoring the running of the trains and it is true that many train have been losing punctuality. But of late, the overall punctuality of trains which we are monitoring has risen from 76—78 per cent to 92 per cent. The day before yesterday, out of 66 trains which we had monitored almost 64 trains came right time in Delhi. Similarly, the Zonal Managers and the General Managers have been asked to monitor the running of trains every day in their sections and send a periodical report to the Board.

With regard to accidents, Madam, I am really sorry that accidents are taking place. I am equally concerned with the accidents, and as the hon. Members are concerned, our concern is also no less. We are trying our best to reduce the accidents to the barest minimum. Ample security measures have been taken. I would not like to go into them, but at the same time it is a fact that accidents are taking place. For example, take the level-crossing accident which has taken place in Andhra Pradesh, on account of the fault of the driver of the bus. Of course, there are other reasons

also. But similarly, such things happen.

Many hon. Members have spoken—Mr. Jha, Mr. Mulka Govinda Reddy and Dr. Bhai Mahavir. Dr. Bhai Mahavir was particularly critical of the allotment of special rakes. He said that so many rakes were allotted by such and such Minister in his time. Now the House would be glad to know that as far as special rake allotment is concerned, we have made a firm policy as far as I am concerned, since I took over, I have not allotted a single rake. (Interruptions). But at the same time, we have adopted a policy, so that if some industry runs into difficulty, if something has to be allotted out of turn, then that allotment will be adjusted against their future allotment, and, therefore, nothing of that special out-of-turn allotment really would be there. They would be completely streamlined and I hope the industry which has got a fixed quota is bound to benefit by this.

With regard to railway passes, Dr. Bhai Mahavir mentioned certain things. It is true that at one time there were so many railway passes issued and the number of persons serving on the Railway Committees was also quite high. These railway passes were cancelled by the former Minister himself. As the Committees were extremely overcrowded and unwieldy, they have been disbanded by me. We have taken a conscious decision that we would reconstitute these committees on a more rational basis.

Then, Mr. Dhuleshwar Meena and Molana Asrarul Haq also spoke about the Railway Board. Molana Asrarul Haq in his usual manner, has come very heavily on the Railway Board. Madam, I would like to say that the functioning of the Railway Board and the functioning of the Railways through the Railway Board have been there since quite some time and many stalwarts, as compared to me, have

[Shri P. C. Sethi]

served the Ministry as Railway Minister. To cite a few names, there were Mr. Swaran Singh, Shri Lal Bahadur Shastri, Shri Jagjivan Ram Ji, Shri Hanumanthaiya, Shri S. K. Patil and so many others. Recently we had Shri Tripathi Ji and Shri Kedar Pande Ji. Much depends upon a deep understanding and working of the Railway Board with the Minister and the other Cabinet colleagues. As far as I feel, if the understanding is there, then there is no problem of working. As far as the Railway Act is concerned, Railway Board is operational in the sense that they have to implement the policy. That have also to have meetings and to carry out resolutions. Everything is known to the Minister and the Minister has the last words in each and every matter. I do not think we can leave this system unless a proper study is conducted of any other new system which has been experimented somewhere else. I do not think we need change this system. Therefore, the functioning of the Railway Board will much depend...

श्री (मौलाना) असराहल हक
(राजस्थान) : मेरा प्वाइंट आफ़ आर्डर है । मैं यह अर्ज करना चाहता हूँ कि कुछ रिशालों में छत्र रखा है और यह रिशाला ऐसा फटोवर नहीं है, जैसे कि और तमाम रिशाले होते हैं, यह "सण्डे" है, यह हिन्दुस्तान का एक बड़ा अखबार है, इसके अन्दर तफ़सिल से दिया गया है कि फ़रने को रैक दिया गया और उसने इतना खर्चा दिया, पलां पलां को रैक दिया गया तो यह सारी बातें तो आप के दफ़तर से हो उसके पास पहुँच सकती हैं । किसी प्रेस के एडिटर को बिनाशुभा आपके यहाँ से ही यह सारी खबर मिल सकती है । इसलिये मैं कहना चाहूँगा कि आप के डिपार्टमेंट में कोई ऐसा बोकनेस है, कोई ऐसे तत्व है, जो अच्छी बातों को बुरे तरीके से कर रहे

हैं और उनको बुरे तरीके पर पेश करना चाहते हैं । रैक एलाटमेंट अगर मिनिस्टर न करे या रेलवे बोर्ड की तरफ से न हो तो क्या यह तमाम कारखाने चल सकते हैं या रेलों या दूसरे कारखाने या कपड़े का मिले चल सकती हैं । मेरी यह गुना-गिश है कि अखबार में जो छत्रा है "सण्डे" में यह ले डूबेगा, सेठी जी को । इसका क्या जवाब है ? इसका जवाब आप देंजिये ।

† [شری مولانا اسرار الحق (راجستھان)]

میرا پوائنٹ آف آرڈر ہے - میں یہ عرض کرنا چاہتا ہوں کہ جو کچھ رسالوں میں چھپ رہا ہے اور یہ رسالہ ایسا پھوچر نہیں ہے جیسا کہ اور تمام رسالے ہوتے ہیں - یہ وہ سڈے ہے .. یہ ہندوستان کا ایک بڑا اخبار ہے اس کے اندر تفصیل سے دیا گیا ہے کہ فلاں کو ریک دیا گیا اور اس نے اتنا خرچہ دیا - فلاں فلاں کو ریک دیا گیا - تو یہ ساری باتوں تو آپ کے دفتر سے ہی اس کے پاس پہنچ سکتی ہیں - کسی پریس کے آفیسر کو بلاشبہ آپ کے یہاں سے ہی یہ ساری خبر مل سکتی ہے - اس لئے میں کہتا چاہوں گا کہ آپ کے ذمہ داری میں کوئی ایسی ریکارڈس ہے کوئی نٹو ہے جو اچھی باتوں کو بڑے طریقہ سے کر رہے ہیں اور ان کو بڑے طریقہ پر پیش کرنا چاہتے ہیں - ریک الٹ میٹڈ اگر

مستقر یہ کہے یا رہا ہے پورہ کو
 طوب سے نہ ہو تو کیا یہ تمام کارخانے
 چل سکتے ہیں یا بلیں یا دوسرے
 کارخانے یا کھڑے کو ملاں چل
 سکتے ہیں۔ مہدی یہ گزارش ہے
 کہ اخبار مہر جو چھپا ہے دس لاکھ
 میں یہ لے تو بے گاہ سہتی جی کو
 اس کا کہا جواب ہے - اس کا جواب
 آپ دیجئے -

SHRI P. C. SETHI: Madam, I do not think that any body has the capacity to sink with me. I shall carry on in my own manner. Only if God alone wishes that I should not succeed, then that is another matter. I have full confidence that I shall be able to control the present position as far as the railways are concerned.

Then, there are many other Members who have spoken on the subject. Shri J. K. Jain has suggested about the safety of trains. He also suggested that more canteens should be opened in order to provide employment to the unemployed persons. I can assure the hon. Member that we will examine this suggestion and wherever there would be necessity, we will do it. My colleague, Shri Jaffar Sharief, who is looking after this particular Department, will certainly look into this problem.

SHRI ARVIND GANESH KULKARNI (Maharashtra): I want to seek one clarification.

SHRI P. C. SETHI: Let me finish. Madam, many demands have been made here and my colleague, Mr. Kalp Nath Rai, as was also pointed out by Mr. Shahi, mentioned to me that something should be said about Varanasi-Bhatnagar line. I have told him personally which I would like to repeat here that we are going to have the mid-term Plan appraisals. We
 30 RS.—9.

approached the Planning Commission for more funds and I am sure more funds will come, and we would surely try to do justice to whatever works that have been already taken up.

Then Mr. Bhattacharjee spoke here about 2,000 unmanned gates. Actually, it is not 2,000 unmanned gates. There are more than 22,000 unmanned gates. . .

SHRI B. D. KHOBRAGADE (Maharashtra): And still worse.

SHRI P. C. SETHI: I have said that in a phased manner we will try to pick up say at the rate of 1,000 or 2,000 gates per year depending on the traffic which each gate has got. Those orders have been issued in a joint consultation. I have had with my colleagues, Minister of State and the Deputy Minister and the Board Members, and I am sure, a quick survey will be done and necessary action will be taken.

Mr. Mulka Govinda Reddy particularly suggested, and other Members have also suggested, that we should open a new zonal headquarters in Karnataka. I may mention in this connection that the task of laying down the guidelines for formation of new railway zones and divisions has been entrusted to the Railway Reforms Committee. Further action in this regard will be taken when the recommendations of the Committee are received and finalised.

Madam, I have nothing much to say. I have tried to cover some of the points. But whatever have been left, we will be writing to the hon. Members.

SHRI ARVIND GANESH KULKARNI: Madam, my question is very simple and very short. Two of my friends—the Railway Minister and the Minister of State for Railways—are sitting there. I want to draw the attention of Mr. Sethi to one problem which I am facing. This is the third Railway Minister and the Member is

[Shri Arvind Ganesh Kulkarni]

the same posing the same question. And earlier replies have been given agreeing to what I say. But ultimately that agreement is not implemented. Our respected leader, Kamlapati Tripathiji, was sitting there and I mentioned particularly about the Kolhapur Mahalakshmi train which was introduced during the Janata Regime. That reaches Bombay early in the morning at about 8.30 and leaves back again for Kolhapur at 8.30. Kamlapatiji, as you know, Madam, being a very respectable religious man said, महालक्ष्मी तो बहुत बड़ा नाम है, यह हो ज एगा। I never bothered about it. Then it came in the press. Naturally, after six months, people asked me:

कुलकर्णी जी, क्या हुआ, पंडित कमलपति त्रिपाठी जी तो चले गये, केदार पांडे जी आ गये हैं। इस बारे में श्री केदार पांडे जी के साथ, श्री मल्लिकार्जुन जी के साथ और श्री जफर शराफ जी के साथ बहुत दफा बेरी अफिसरों के सामने मिटिंग भी हो गई।

Mr. Sethi, the point is very clear. The Kolhapur-Mahalaxmi leaves Miraj, Miraj is a station on the South-Central Railway, at 11.03 hours and reaches Bombay at 8.30. Unfortunately, what has happened is that this Kolhapur-Mahalaxmi is joined by Karnataka-Mahalaxmi originating from Mr. Jaffar Sharief's town, Bangalore. What happens is this. I do not blame Mr. Jaffar Sharief also. Bangalore-Miraj distance is a very long distance and naturally it usually arrives 60 per cent of the time between one to two hours late. So, Kolhapur-Mahalaxmi reaches Bombay exactly at about 7 or 7.30. If it reaches Kalyan at 7, the Kalyan station master allows it to go to Bombay. Otherwise, as you know, Mr. Sethi and Mr. Jaffar Sharief. Bombay traffic for locals has got the highest priority between Bombay and Kalyan because the commuters want to join the service posts, their offices and Government offices. Then this train is detained at Kalyan

up to 10.30, till the Deccan Queen passes. This is the position. I suggested to Tripathiji, Kedar Pandeji and Jaffar Shariefji that Karnataka-Mahalaxmi passengers by no stretch of imagination, passengers coming from long distances, have intention to go on the same day. While the Kolhapur-Mahalaxmi caters for the Ratnagiri, Satara, Karad, Kolhapur and Belgaum, etc. they go to Miraj station by Vasco Express which reaches Miraj at 8.30, so Goa passengers are taken care of. I would request you, Mr. Sethi, yourself and Mr. Jaffar Sharief, Mr. Sharief has said that he will see this that it is, he has not said, done, but he says he will accept my suggestions within a short time. I would request Sethiji we want to reach Bombay by 8.30. If Karnataka passengers come with us, they are welcome. We will take them. But if they do not come, there is another train leaving at 12 o'clock, Sayadari Express in the night and Karnataka-Mahalaxmi can be joined to the Sayadari, both have got the same capacity and Kolhapur-Mahalaxmi should run as it is so that it will never be late. Madam, this is the only request that I am making.

SHRI P. C. SETHI: I am not aware of the background which the hon. Member is mentioning. I have taken a note of it. My colleague, Mr. Jaffar Sharief is possibly in the know of the whole affairs and he would like to throw some light on this.

(Interruptions).

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): Madam, Vice-Chairman, in fact, it is true that Mr. Kulkarni has quite a few times spoken to me about this during the last one week. I think he has spoken to me more than three or four times and I am fully aware of this. This is something like the Maharashtra-Karnataka boundary problem.

SHRI ARVIND GANESH KULKARNI: No, no.

SHRI C. K. JAFFAR SHARIEF: Please bear with me. He is interested that people from Sholapur and other areas should reach Bombay as early as possible; without detention at Miraj. Transshipment takes place at Miraj. From Bangalore to Miraj it is metre-gauge. From Miraj to Bombay it is broad-gauge. And, Bangalore-Mahalaxmi is a corresponding train to the other Mahalaxmi which starts from Miraj to Bombay. Similarly, the Bangalore people do not want to get delayed. The long distance passengers would also like to reach Bombay as early as possible. So, Mr. Kulkarni has managed to get it done, when Mr. Kedar Pandey was the Minister. Coincidentally, without this being in my knowledge when I landed up at Hoogly, I was gheraoed by the people. Then I had to appeal to Mr. Kedar Pandey to ask him to stop this. Then he said we will look into it. Now the time-table is being framed and I assure Mr. Kulkarni that we will go into all the aspects and find a solution which could be acceptable to both sides.

DR. MALCOLM S. ADISESHIAH (Nominated): May I say that several of us have called the Minister's attention to the very urgent need for increase in the appropriations resources available to the railways, if the railways are going to help next year, 1982-83, with the expansion of the economy in agriculture and industry? And we have made several suggestions. I think the Minister has not referred to them. All of us have felt that the appropriations that we are now passing are totally inadequate in relation to the urgency for new wagons for locomotives, for tracks, for new lines, and so on, and I hope that he will bear this in mind in his discussions that he will have with the Planning Commission. He has not commented on it.

SHRI P. C. SETHI: I have not referred to all the points that the hon.

Members have made; but I have repeatedly said it here that we have already approached the Planning Commission and we are again pressing them and requesting them to give us more allotment in the mid-term Plan appraisal so that shortage of funds, which has been noticed, and specially mentioned by the hon. Member, could be corrected.

श्री (मौलाना) अस्सरहल हक : मैडम, एक मिनट। श.हजहापुर में रोजा स्टेशन है, रोजा में शराब की फैक्टरी है, उस स्टेशन का नाम बदलने के मुतालिक कोई जवाब नहीं दिया।

†[شہری مولانا اسرارالحق : مہدم

ایک منٹ - شاہ جہانپور میں روزہ اسٹیشن ہے - روزہ میں شراب کی فیکٹری ہے اس اسٹیشن کا نام بدلنے کے متعلق کوئی جواب نہیں دیا]

उपसभाध्यक्ष डा (श्रीमती) नाजमा हेपतुल्ला : यह का ई जरूरी नहीं है कि अभी जवाब दें। हा है व टेव नट आफ इट। आप को जवाब दे देगे। (बयवधान)

श्री (मौलाना) अस्सरहल हक : अभी कह दें।

†[شہری مولانا اسرارالحق : ابھی

کہیں -]

THE VICE-CHAIRMAN [DR. (SHRIMATI) NAJMA HEPTULLA]: I shall now put the Motion to vote. The question is:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consoli-

†[]Transliteration in Arabic Script.

[Dr. (Shrimati) Najma Heptulla] dated Fund of India for the services of the financial year 1982-83 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN [DR. (SHRIMATI) NAJMA HEPTULLA]: We shall now take up clause-by-clause consideration of the Bill.

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

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

SHRI P. C. SETHI: I move:

"That the Bill be returned."

The question was put and the motion was adopted.

THE VICE-CHAIRMAN [DR. (SHRIMATI) NAJMA HEPTULLA]:

The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1981-82 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN [DR. (SHRIMATI) NAJMA HEPTULLA]: We shall now take up clause-by-clause consideration of the Bill.

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

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

SHRI P. C. SETHI: I move:

"That the Bill be returned."

The question was proposed.

PROF. SOURENDRA BHATTACHARJEE: Madam Vice-Chairman, I wanted to just refer to two points. One was taken up this morning during the Question Hour. I will avail of this opportunity once again to impress upon the Minister the urgency of a circular railway for meeting the transportation problem in Calcutta metropolitan area. This is number one. Another problem which has been referred to by us in successive years and which seems to elude solution is the chronic ailment in our suburban rail services in Calcutta, particularly, in Sealdah; both South and North sections. I have quoted specific instances. Very recently, about a month back, the route relay interlocking cabin was inaugurated in Sealdah South section with much fanfare. And the General Manager quoted certain statistics to prove how this will improve the running of the railways. As a matter of fact, the immediate result was, on the very next day, the train services were utterly dislocated and the dislocation has been continuing for the last one month, which is the time which has elapsed since the route relay interlocking cabin was inaugurated. I am sure, this is because of lack of supervision on the part those who are entrusted with the overall responsibility. I had occasions repeatedly to contact them, request them, to take the public also into confidence why there is so much failure, why there is so much dislocation utter dislocation, why there is no proper announcement, why there are cancellations and all these things. In spite of repeated mentions in this House and repeated discussions with the railway authorities on the spot, the situation continues as bad as before. particularly in the Sealdah Division in Calcutta. Now, this is an aspect which should be gone into very seriously by the Railway Ministry. The Minister of State for Railways visited both Howrah and Sealdah about a few months back. But the situation has not improved. Therefore I would call his very urgent attention to this aspect.

THE VICE-CHAIRMAN [DR. (SHRIMATI) NAJMA HEPTULLA]: Mr. Minister, would you like to say anything?

SHRI P. C. SETHI: This will receive my urgent attention.

THE VICE-CHAIRMAN [DR. (SHRIMATI) NAJMA HEPTULLA]: Now, the question is:

"That the Bill be returned."

The motion was adopted.

THE VICE-CHAIRMAN [DR. (SHRIMATI) NAJMA HEPTULLA]: Now, I will put the Resolution to vote. The question is:

"That this House approves the recommendations made in paragraph 18 contained in the Fourth Report of the Railway Convention Committee 1980 appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance, which was presented to Parliament on the 19th February, 1982."

The motion was adopted.

THE INDIAN RAILWAYS (AMENDMENT) BILL, 1979

THE MINISTER OF RAILWAYS (SHRI P. C. SETHI): Madam, I beg to move:

"That the Bill further to amend the Indian Railways Act, 1980, be taken into consideration."

Madam, the Indian Railways (Amendment) Bill, 1979, was introduced in this House on 14-5-1979. Later, it was thought that since a comprehensive revision of the Indian Railways Act, 1980 was in hand, it might be more better to incorporate the proposed amendment in the revised Act. However, on a reappraisal, we find that the

comprehensive revision of the Act is likely to take some more time. Since, in the meanwhile the need to act more effectively in the matter of racketeering in rail tickets, reservations, is being felt more and more pressing, I have thought it necessary to seek the approval of Parliament to the proposed amendment without waiting for the comprehensive revised Bill, to be brought forward. As the House is aware, unauthorised travel agencies procuring rail tickets and reservations and selling them at premia to needy passengers have mushroomed, specially, in metropolitan cities. The Government are handicapped in the matter of effectively dealing with this, as there is no specific provision in the parent Act, prohibiting the carrying on of business in purchase and resale of rail tickets. While purchasing tickets from railway counters, the unauthorised agents can and do take the plea that they are doing so on behalf of bona fide passengers. The law does not require an intending passenger to physically present himself at the counter for purchasing tickets. The resale of such tickets is then done in clandestine manner.

The existing law does provide that travelling on a transferred ticket is an offence, but this normally operates against the traveller who is caught with such a ticket and the unauthorised agents go scot free.

The amendment of the Act will prohibit specifically the carrying on of business of procuring and supplying railway tickets except by a railway servant or an agent authorised by the railway administration in this behalf and prescribe deterrent penalties for any violation of the provision. It will thus be possible to deal more effectively with persons who may be suspected of purchasing tickets for purposes of unauthorised resale, or with touts etc. operating in an organised manner.

Opportunity is also being taken to bring the new provision as per the