

वह भंग न हो सकी। मैं यह कहना चाहता हूँ कि विरोधी दल के नेता ने और रबी राय जी ने भी अभी यह मुद्दा उठाया है। हम सब को खतरा है कि अनकंस्टीट्यूशनल तरीके से दिल्ली मेट्रोपोलिटन कौंसिल को भंग करने के लिये सरकार तैयारी कर रही है। ज्ञानी जैल सिंह जी यहां पर इस वक्त नहीं हैं। वे पहले यहां पर थे। लेकिन लीडर आफ दी हाउस श्री प्रणव मुखर्जी जी सरकार की तरफ से इस बात का आश्वासन दें कि गवर्नमेंट का इस संबंध में क्या रवैया है। आप जानते हैं कि नौ एसम्बलियां जब भंग की गई थीं तो प्रधान मंत्री ने खुले आम यह आश्वासन दिया था कि अब कोई भी एसम्बली या मेट्रोपोलिटन कौंसिल भंग नहीं की जाएगी। इसलिए मैं जानना चाहता हूँ कि अब सरप्टेशियसली ऐसा क्यों किया जा रहा है? मैं चाहता हूँ कि सरकार को इस बारे में अपनी नीति का स्पष्टीकरण करना चाहिए और यह बताना चाहिए कि क्या आप मेट्रोपोलिटन कौंसिल को भंग करने जा रहे हैं? आपको इस बारे में कुछ तो कहना चाहिए।

श्री इशाम लाल यादव (उत्तर प्रदेश) : वक्त पर कहा जाएगा।

श्री जादव साहू : क्या आप आज रात को इसको भंग करने जा रहे हैं (Interruptions) क्या मंत्री महोदय कुछ कहने के लिए खड़े हुए हैं?

रेल मंत्रालय में राज्य मंत्री (श्री से० के० जफर शर्क) : मैं अपनी बात कहने के लिए खड़ा हुआ हूँ।

श्री जगदीश प्रसाद साधु : क्या आप इसको सरप्टेशियसली भंग करने वाले हैं : अगर आप ऐसा करेंगे तो

चुनावों में आपके सामने मुश्किल पड़ेगी और आप हार जाएंगे।

I. THE APPROPRIATION (RAILWAYS) VOTE ON ACCOUNT BILL, 1980

II. THE APPROPRIATION (RAILWAYS) NO. 2 BILL, 1980.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): Sir, I beg to move:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1980-81 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

Sir, I also beg to move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1979-80 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The questions were proposed.

MR. DEPUTY CHAIRMAN: Shri Ram Lakhan Prasad Gupta. He is not here. Shri Raju.

SHRI V. B. RAJU (Andhra Pradesh): Sir, we are in a period of ad-hocism and nothing is sure before us and everything seems to be a victim of destabilisation. In such an unstable situation, it is very difficult to pinpoint some of the deficiencies in the working of the Government and in the working of the Railways and for us to suggest anything as a measure to improve on it, becomes difficult. Railways are the biggest employer in our country and one of the oldest institutions which has a history behind it. I had the opportunity to move on the Railways outside the country, but

I find the Indian Railways are one of the well-managed systems. In fact, the Indian Railways deserve our compliment. But the size of the undertaking... (Interruptions) Can we expect silence from the treasury benches who would like to draw money?

AN HON. MEMBER: They are not in the habit of keeping silence.

SHRI V. B. RAJU: We are co-operating with the treasury benches for the drawal of money.

SHRI KALYAN ROY (West Bengal): The Minister of Parliamentary Affairs should at least know now that he is a Minister.

SHRI V. B. RAJU: Some of them still need to know that they are in the treasury benches because they were in the opposition...

SHRI KALYAN ROY: They never expected. What can you do?

SHRI V. B. RAJU: It is a psychological feeling. And it happened with the Janata Party also for quite a length of time.

Now, Sir, the railway undertaking is such a large undertaking that it really deserved an autonomous management and there had been suggestions for the dissolution of the Railway Board and taking it under the secretarial management or the routine management as any other department, but I was never in favour of it. Such a large commercial undertaking cannot be managed in a bureaucratic way though bureaucrats manage it, even the members of the Railway Board are Secretaries to the Government, but they enjoy the autonomy and mostly they are drawn from the professional services. Professionalisation of the Railway Board and the railway management is a healthy thing and I hope it will not be affected. In fact, the trend in our country of administrative officers being placed at the helm of affairs even in public undertakings is not a healthy thing. In the long run we need skills. It is not mere adminis-

tration, there is something more than that, there is the human approach also. Therefore, the continuance of the Railway Board as such with certain refinement and modernisation should be aimed at. With the modernisation of other things, we should modernise the Railway Board also.

Financially, the railways are again off the rail. For a few years we had a surplus and we were thinking that the railways are really going to contribute to the general revenues. I think they are indebted to the general revenues under two heads to the tune of nearly Rs. 450 crores. I have got the figure, but I do not want to go into it at length. (Interruptions) But anyhow, Sir, when we discuss about the railways we should discuss it not from the administration point of view but from two angles. Firstly, from the service point of view and secondly, from the commercial point of view. These are the two aspects that should inspire the Railway Board members and the railway staff. I am very happy that the bonus problem in the railway administration has been partly solved. Whether you call it bonus or dearness allowance or by any other name of perquisites, the net result is that the pay packet should be so sufficient as to make the individual to contribute his best to the service to which he belongs. Indeed, we need not quarrel about it, whether it is a deferred wage or an *exgratia* payment; let us not go into the politics of it, Railways and the postal services are always there in everybody's mind. Nobody is worried about external affairs about which we talk so much now and then. Nobody is really interested in the higher education but everybody is interested in the postal service, in the railway transport. Now here comes the efficiency of the system in terms of service and also its economics. We should plan for a long range. I think a committee is sitting on the national transport policy and the Railway Minister says that the railway's long range policy will be determined after the report from this committee is received. We have got

[Shri V. B. Raju]

so many reports already. We need not wait for the report. The Railway Board need not wait for the report. We have so many reports on education, but nothing has changed. On the contrary, there is more and more confusion in education. So, let our railway system not be intervened by, what you call, the *ad hoc* reports. Let them give the report. If the recommendations are beneficial, we shall take them, we shall make use of them.

The finances of the railways are very important. In a developing economy, in fact, we expected some contribution from the railways. Otherwise, where do we get it from? Now today, as I said yesterday also, the indebtedness of the Government of India the public debt of the Government of India has gone beyond Rs. 35,000 crores. And I repeated that statement yesterday that there is no parliamentary control on the Government's borrowing. The State Governments are today indebted to the extent of Rs. 16,000 crores to the Centre. The Railways also should not become indebted like that. It is such a large undertaking where we have an opportunity to make out surpluses through efficiency. Through efficiency alone the public undertakings should show surpluses, not by increasing prices, or increasing the freight and fares. It is gimmicks. In fact, our Finance Minister also should realise that every year the rate of taxation undergoing a change is bad. The resources to the Government, to the treasury should come out through economic activity, through increase in consumption, through increase in production and not through higher rate of taxation. And I am afraid, in this country, the Government—any government for that matter—may be facing one day people's anger against this depressing taxation. Particularly at a time when we have got so much price inflation, this is very dangerous, as a matter of fact, to the social peace. The railways should not venture on this. Even though in this interim Budget, no indication has been given, but the deficit that has been shown is

a pointer that the Railway Minister and the Railway Minister will be aiming at an increase in the freight rates and fares. Let us put the railways to a test. Without this increase, through its efficient working, can it actually make both ends meet and give some surplus to the general revenues? I hope the Railway Board Members will face this challenge. Everybody is patriotic. It is not the duty of politicians alone to be answerable to the people. The top administrators are equally responsible to the people, as we are here in this House.

So, the finance of the railways are a very important matter and every time we have been discussing about them here. About the Railway Conventions Committee, the capital-at-charge and railways' contribution towards interest and all that, I do not want to go into all those details on this Appropriation Bill since it is actually an interim Budget. I want to talk about the efficiency in the railways—and the indicator for that is the lifting of traffic at origin. We had reached in 1976-77—that is the best year, the record year—210.8 million tonnes. In these four years, we have made further investment in the railways. We have even made increase in the pay structures and done many other things to the railways. But we are not able to reach even 200 million tonnes—what we achieved in 1976-77—even after three years. It is declining. In fact, the Governments may change. There may be electoral fortunes to the political parties. But the railway administration is a continuing administration. In fact, it should not be affected by politics. The political party which is at the helm may try to just give a small twist. But it cannot make an abrupt change. That is the great success in this country. Compared to other free democracies, this country has shown a continuity in its administration policy. In fact, it is the infirmity of a democracy that continuity will be a victim because of the change of political parties at the helm. But in this country, it did not happen. It might be because of the

same party being in power for the first 20 years and more in the States also and for 30 years really at the Centre. It might be one of the reasons. But still I did not see, even after the Janata Party assumed office, much deviation in the railway management, which was very good. But why this inefficiency in lifting of traffic at origin? What is the matter? Now the railway employees have got bonus and it is linked with performance. This is really a testing year. Therefore, Sir, this is the basic question that should always be considered because that is related to the financial aspect. (*Time-bell rings*).

Another question is the operating ratio. Fluctuation in operating ratio is not good. I think for 1979-80 it is said that about 90.4 was going to be achieved compared to 87.5 in 1978-79. It is good, but it should be kept up at a particular point and these fluctuations should not be there.

Sir, you have already given me the first warning but I have got a few points more to make. This productivity linked bonus is not being allowed to the Railway Protection Force and the police that serve the railways. If it is so, then it is bad. We have had such contradictions in one of the public sector undertakings where the employees have been paid bonus and the security personnel were not. The security personnel had to take to a violent activity. It was creating a distortion. Therefore, within the same undertaking, certain categories of working personnel must not be denied. Again, the Railway Board staff also are excluded from payment of this bonus. This must be looked into. In this country, unfortunately, one serious thing is happening. In the State Governments also, every section of the employees is made to believe that unless they agitate and unless they take to the streets, they would not get anything. One of the root-causes of social disorganisation, social upheaval or social disorder in this country is that the Government or the management would not actually respond

unless something unusual is done, unless something illegal is done. That is why people are taking to the streets. In my own State, the medical men, doctors—civil surgeons and assistant civil surgeons—were on strike for three months. All the hospitals, dispensaries were closed. And it is the poor people who suffered. The rich people could go to the private services. It was there for three months. We never saw such highly respected personnel like the medical men going on strike. That was because they felt nothing would be done through negotiations. So, this is one problem that is worrying us. I cannot say, chronologically, when it crept in actually but this must be put and end to. There must be a continuous rapport with the working population.

Industrial relations cannot be imposed from outside. I do not believe that improvement in industrial relations will be achieved merely by the introduction or intervention of an external authority, an outside authority. It must be inbuilt. Day-to-day, minute-to-minute contact actually must be there. In fact, the efficiency of the supervisory staff will be judged by the rapport they maintain with their sub-ordinance staff. That must be the criterion. And if any wildcat strike takes place, it is to say that the supervisory staff, the managerial staff, is not in touch with the working people, and it is no use finding a scapegoat and throwing the blame on some one. It is no good. Therefore, my submission is that it must be seen that whatever concessions are extended to a particular category of staff are extended to others also before anybody would make a cry about it.

Sir, about my own State I should not fail to say something—not that I want to bring small things before the Minister or the Government or the Railway Board. Between Kazipet and Secunderabad there is a 46-kilometre track which is not a double track. The other day alone I could know about it because I do not travel very often on the railways.

SHRI KALYAN ROY: Mainly by air.

SHRI V. B. RAJU: That is true. We are M.P.s. and M.P.s. means *must* passengers by air. I think the Minister will look into it. Commercially, how is it advantageous to the railways with a track in between being left as a single-line track? Then I would say about the Bibinagar-Nadikude railway line which will throw open the Nagarjun Sagar area where we have spent nearly Rs. 500 crores, the prosperity must be available to the rest of the State and the rest of the country, but construction of this line is going on at snail's pace. I hope the Minister will examine when it started, how it is going on. I know there is a provision of Rs. 4 or 5 crores, but a lot of more money have to be available to complete the line. Then, about the electrification of the track between Madras and Vijayawada, we have spent almost Rs. 34 crores, but when will that line be open for the trains to run is not known.

Apart from these things, I want to say that I am happy that the Railways have, when the Janata Government was there, introduced fast moving trains. I must congratulate the Railways for running these super fast express trains. Long journey in this country is really a problem because of tropical climate. Now that the Railways have introduced AC sleepers in I Class, it is very good. It is a very good compartment in design; I think it is one of the best in design. You can do away with the I Class completely in the long distance trains. Why have I Class? I find that sometimes they go empty. We do not need them. I think it will go to the credit of the Minister if he could do it. Let the full train be air-conditioned, for berths and sitting. Air-conditioned trains is not a luxury. It is not only for maintaining the temperature....

SHRI B. D. KHOBRAGADE (Maharashtra): Why only in the air-conditioned class? Do away with the I class altogether, in other trains also. We do not need it.

SHRI V. B. RAJU: As I was saying, it is not only for temperature control, it is also for preventing dust. We are affected by dust. Then there is noise pollution. This country must realise that there is a lot of ill-health because of noise pollution. So it gives us from dust pollution; it saves us of noise. Besides, it saves us from heat and cold. Now let the economics be worked out for providing ACC comfort both for sleeping and sitting. You take double the fare for a sleeper. But I wish that this experiment be tried for all long-distance trains. And do away with the I Class altogether, even in the ordinary trains, as has been suggested by my friend.

Thank you.

श्री राजू लखन प्रसाद गुप्त (बिहार) :
उपसभापति महोदय, रेलवे एप्रोप्रिएशन बिल के ऊपर मैं अपने कुछ विचार व्यक्त करना चाहता हूँ और उसमें एक स्थान, जमालपुर के विषय में, कहना चाहता हूँ कि जमालपुर बिहार के मुंगेर जिले में है जिसकी शताब्दी 1963 में मनायी गई। वह एक बहुत बड़ा कारखाना है परन्तु 100-125 वर्ष हो जाने के कारण उसकी मशीनरी 82 प्रतिशत काम के लायक नहीं रह गई है और स्टीम का काम होने के कारण उसे काम भी पूरा नहीं मिल पा रहा है वयं कि आप जानते हैं कि स्टीम लोको पावर का स्थान 10 वर्षों में डीजल और इलेक्ट्रिसिटी ले लेगा और इस तरह स्टीम का काम समाप्त हो जाएगा दस वर्षों के बाद। अतः अगर पहले से व्यवस्था नहीं की गई और वहाँ पर डीजल का और विद्युत का काम अगर शुरू नहीं किया गया तो वैसी हालत में वह क्षेत्र बहुत पिछड़ा रह जाएगा। और वहाँ कारखाना बन्द सा होने जा रहा है। उस कारखाने के अन्दर बीस हजार कर्मचारी काम करते हैं। आज जरूरत है कि वहाँ डीजल का काम बहुत बड़े पैमाने पर शुरू किया जाय। डीजल और विद्युत का काम चारों तरफ

चल रहा है और उस के लिए कई सेट्स कई जगहों पर बन रहे हैं । जमालपुर से, जो ईस्टर्न रेलवे, नार्थ फ्रंटियर रेलवे और नार्थ ईस्टर्न रेलवे तीनों का जंक्शन है, इन तीनों जगह पर इंजन भी भेजे जा सकते हैं । इस लिए मंत्री महोदय का ध्यान हम इस ओर आकृष्ट करेंगे कि वहाँ पर एक डीजल लोकोशेड बनाया जाये । डीजल लोकोशेड के लिए जमालपुर कारखाने की अपनी जमीन है । वहाँ बगल में गंगा नदी रहने के कारण पानी की कमी नहीं है । साथ ही साथ बिहार सरकार की तरफ से विद्युत का भी आश्वासन मिला हुआ है । ऐसी स्थिति में वहाँ पर हर तरह की सुविधा और कम खर्च में डीजल लोकोशेड बन सकता है । इस लिए मैं सरकार का ध्यान इस ओर आकर्षित करना चाहता हूँ कि इस के महत्व की कम न समझें, और स्टीम इंजन का कारखाना समझ कर जो उसे पीछे छोड़ा जा रहा है वह ठीक नहीं है ।

दूसरी बात डीजल कम्पोनेन्ट्स के मैन्यु-फैक्चरिंग की है और यह भी आवश्यक है । वहाँ बहुत बड़े-बड़े और अच्छे कारीगर हैं, बहुत अच्छी चीजें बनती हैं, जैसे रेलवे क्रैन्स, जो तीन से 75 टन तक उठा सकती हैं, टिकट प्रिंटिंग मशीन, जैक्स, ये सारी चीजें वहाँ पर बनती हैं । अब डीजल कम्पोनेन्ट्स बनाये जायें तो वह भी काफी मात्रा में और अच्छी क्वालिटी के बन सकते हैं । यद्यपि डीजल का काम वहाँ शुरू हुआ है, लेकिन मात्रा बहुत कम है । आवश्यकता इस बात की है कि वहाँ पर बहुत बड़े पैमाने पर डीजल कम्पोनेन्ट्स का काम शुरू हो ।

उस के साथ ही वहाँ पर एन्सिलरी फैक्टरीज बहुत सी बन सकती हैं । और करोड़ों रुपए के पाटर्स कलकत्ते से या दूसरी जगहों से मंगाये जाते हैं । जमालपुर और मुंगेर के खाम कर जो रिटायर्ड मिस्त्री हैं वह बहुत निपुण और कार्य कुशल हैं ।

वह चाहते हैं कि हम छोटे छोटे पाटर्स बना कर दें, लेकिन उस ओर किसी का ध्यान नहीं जाता । मधु दंडवते जी भी गये थे : उन का भी ध्यान आकर्षित किया गया था, लेकिन उस ओर कोई ध्यान नहीं है । वहाँ के नागरिकों में इस की वजह से बहुत रिजेंटमेंट है कि इतना बड़ा कारखाना होते हुए भी इस को हम जितना बढ़ा सकते थे उनना नहीं बढ़ाया गया जिस की वजह से हम एम्प्लायमेंट नहीं दे सकते हैं ।

इस के बाद, श्रीमन्, जी लूप लाइन है बयूल से वर्दमान तक वह बहुत जगह पर डबल हो चुकी है, परन्तु कुछ स्थानों पर डबल लाइन नहीं हुई है । डबल लाइन न होने की वजह से वहाँ पर जो लोड है उस में कमी है, ट्रेनों में कमी है और ट्रेन की इतनी कमी है कि जो दो ट्रेन दिल्ली के लिए आती है तिनसुखिया और विक्रमशिला—विक्रमशिला भागलपुर से चलती है और तिनसुखिया आसाम से चलती है—में इतनी भीड़ रहती है कि हम लोग बैठ नहीं सकते : मिलिट्री की दृष्टि से मैं आग्रह करूंगा कि आप एक एक्सप्रेस गाड़ी और बढ़ाये जो आसाम तक जाये । वह गाड़ी आ जाने से लोड कम होगा, भीड़ कम होगी, परन्तु डबल लाइन के बगैर ये सारी बातें हो नहीं सकती हैं ।

इस के साथ साथ आज आवश्यकता इस बात की है कि जमालपुर में डिबीजनल आफिस हो । जमालपुर हिन्दुस्तान के पहले ग्रुप के स्टेशन में से है । वहाँ रेलवे वर्कशाप है । आज वह बहुत महत्वपूर्ण स्थान है । अगर वहाँ पर डिबीजनल आफिस होता है तो इन सारी चीजों की व्यवस्था ठीक होगी ।

मैं इस एप्रोप्रिएशन बिल का समर्थन करता हूँ, परन्तु इन सारी चीजों के ऊपर रेलवे मंत्रालय का ध्यान जाना चाहिए ।

*SHRI E. R. KRISHNAN (Tamil Nadu): Mr. Deputy Chairman, Sir, on the Appropriation Bill (Railways) I have been given an opportunity to speak and I am happy that I have got this opportunity. I am sure that the officials in the Railway Board are examining the suggestions made by us. They are giving replies to them and I am duty-bound to express by gratitude to them. In the Southern Railway, in Tamil Nadu, we have got the largest metre gauge track. For the past 30 years, as compared to the other Zonal Railways, not even one kilometre of metre gauge has been converted into broad gauge in the Southern Railway. Goods which are transported from the big towns of Tirunelveli, Tuticorin, Madurai and Tiruchi are sent through the metre gauge and then transhipped at the point of junction of broad gauge and metre gauge. There is inordinate delay in such transshipment as also wastage and theft. Naturally the industries are affected. Then these goods are transported through lorries by road and the freight rates on the road transport system are also high. Naturally it tells upon the prices of commodities. In order to avoid such unnecessary expenditure on freight, all the metre gauge track in Tamil Nadu should be converted into broad gauge track as early as possible. Particularly, the Salem-Hosur-Bangalore track and the Madras-Tuticorin track should be immediately converted from metre gauge into broad gauge. Immediate steps should be taken in that direction. So far as the revenues of the Railways are concerned, the income from freight is very high. Sir, pulses are being transported from the North to the South, but only after months the pulses reach the South. The goods traffic should be expedited.

Then there should be a proper timetable for the movement of wagons from one place to another. Goods wagons are not available at all. If you register for goods wagons, within 24

hours the wagons should be made available. There should be such a system in the Railways.

In Madras the office of the Metropolitan Rapid Transit System will be closed, it is reported, from 31-3-1980. The officers of the organisation, especially the engineers, have been transferred from this place. You know that the traffic in Madras is becoming congested. Naturally there is need for a rapid transit system.

Then there should be more Express trains between Madras and Tuticorin and between Madras and Tirunelveli. Because of the heavy passenger traffic between these places, we have been demanding additional trains for the past 30 years. So immediate steps should be taken to run these additional trains. Sir, as soon as Shri Kamalapati Tripathi became the Railway Minister, he gave orders for the running of more Express trains to Varanasi. And as and when new Ministers of Railways came, they ordered the running of additional trains to their places. So I also demand that additional trains should be run from Madras to Tuticorin and Tirunelveli.

The expansion of Madras Central station has to be expedited. The Tamil Nadu Government have recently shifted the Zoo from that place to another place. That land is now being given to the Railways. So without any further delay Madras Central should be expanded.

Lakhs and lakhs of people come to Madras city. Thirty-five lakhs of people are living in Madras city. But in Madras there is no tube railway system. It should be started quickly.

From Madras Egmore to Madras Central there should be a railway track for electric trains so that both these stations will be connected and the passengers will find it easy to move from Egmore to Madras Central. For so many years Salem junction has not been renovated at all. The platforms there do not have passenger amenities such as benches etc. This junction is

*English translation of original speech delivered in Tamil.

located in the heart of Sooramangalam. The old Sooramangalam and the new Sooramangalam are on both sides of Salem junction. There should be an over-bridge connecting these two old towns.

In Salem, for quite some time past, there has been a demand for the establishment of Divisional Headquarters. This should be located in Salem and steps should be taken immediately in this direction.

There should be a railway tract between Salem and Yercaud. Yercaud is about 20 kms. away from Salem and is a hilly station at a height of about 4,500 feet. In order to make Yercaud a tourist centre a railway tract is very necessary. The tourist potentials of this town can be developed only by providing this railway line.

Whenever you travel by train—whether they are Members of the Rajya Sabha or the Lok Sabha—you would have noticed that the railway catering establishments at railway junctions are not functioning well. Quality food is not being served to passengers. Only your hunger is appeased; your taste is not appeased. Therefore, quality food should be served at the junctions. Private sector catering establishments in the junctions are serving good quality food. Similarly, public sector catering establishment also should provide good quality food.

Between Delhi and Madras the G. T. Express train is running now. I would suggest that air-conditioned second class sleeper coaches should be added to the train. I can assure the Railway Minister that the Railways will not incur any loss by doing so. You can remove one First Class coach accommodating 24 passengers and put in its place an air-conditioned sleeper coach to accommodate 48 passengers.

With these words, I conclude my speech.

SHRI KHURSHED ALAM KHAN
(Delhi): Sir, I rise to support the Ap-

propriation (Railways) Vote on Account Bill, 1980, and the Appropriation (Railways) No. 2 Bill, 1980. The hon. Member who initiated the debate has made certain remarks particularly about the Railway Board and I feel I too share some of his views. But certainly there was no question of destabilisation of the Railways or railway stations in any way that he suggested.

It is a fact that the Railway Board is an enormous body. In spite of the fact that the Administrative Reforms Commission submitted its report long ago, complete restructuring of the Railway Board is still not done. In my opinion, the Administrative Reforms Commission's report is itself now out-dated and outmoded. Therefore, we have to take a second look at the restructuring of the Railway Board, its functions and responsibilities with special reference to see as to how we can delegate more powers to other units and zonal railways in order to lessen the work of the Railway Board here.

My greatest grouse against the Railway Board is that they just issue a circular about any suggestion or any recommendation contained in any report which has been received and accepted, and then just forget about it thinking that it is now the responsibility of the concerned railway and the General Manager of that Railway to see that it is implemented, and implemented in letter and spirit. I suppose this is not a very correct approach. The Railway Board must set up a cell in the Railway Board itself whose function should be to follow up all such matters in order to ensure that there is implementation, and implementation both in letter and spirit. Now, Sir, much stress was laid by the honourable Member who initiated the debate on the financial viability of the railways. In principle, Sir, we do also agree with it. But then the question is that the railway services, particularly those which have been catering to the passenger traffic, have never been paying. It is a known fact that the

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passenger traffic side of the railways has never been paying and it has not been paying so far because the passenger services are run more for the convenience of the passengers and for the benefit of the passengers and not so much stress is laid on their viability. Besides, as far as efficiency is concerned, no doubt, there is ample room for efficiency in the railways, both operating efficiency and management efficiency. But efficiency is not the only thing which can provide viability. For instance, if you take the railways in the advanced countries like Japan, England, France, Germany, etc., even the railways there have to be substantially subsidized and therefore, efficiency is not the only factor and there are many other factors which need consideration.

Sir, another unfortunate thing is—I mentioned this during the Budget debate also—that we have still not formulated a national transport policy including co-ordination between the rail and road transport systems in this country. If I am not incorrect, the railways have also invested about sixty crores of rupees of their money in the Road Transport Corporations and yet we find that there is wasteful competition between the rail and the road transport services and this must be ended. Otherwise, Sir, the railways should withdraw all their investment in the Road Transport Corporation.

Now, Sir, as regards the operating ratio, well, fluctuations in the operating ratio are due to many factors, and, therefore, it is difficult to pinpoint only one factor and say that the operating ratio is not having any fluctuation. Fluctuations will always be there. But that fluctuation should be well within the tolerance limit and if they are not within the limit, certainly, we should know that there is something wrong somewhere and effective measures should be taken to ensure that this does not take place. Apart from this, Sir, in the working of the railways, there is a great anomaly because most of the departments the

leave reserve is sanctioned to the extent of about 12 per cent while the actual requirement is more than 20 per cent and unless the necessary leave reserve requirement is met, there will always be a shortage of the staff and there will always be dislocation in the services besides a large amount of overtime payment which will have to be made and the staff and the crew will have to work in fatigue conditions which is neither good for them nor for the railways itself, nor for the passengers who travel by the trains.

Sir, as far as asset acquisition is concerned, no doubt, the railways are doing their bit. But here is a very disturbing situation which I would like to mention and it is that there are a large number of bridges which are more than a hundred years old and which are not fit for the super-fast trains which we are now running and some of these bridges are also termed as distress bridges. I do not know what they mean by distress. An ordinary man will think that distress means danger and danger can always result in a disaster. So, the railways should have a programme of gradually replacing or rebuilding or strengthening these bridges to ensure the smooth running of the trains.

Now, Sir, the other problem is the overdue POH, that is, the periodical overhauls. There is a large percentage in certain zonal railways where the periodical overhauls are overdue and this is not a good sign because in many cases this result in derailment and in dislocation of services. Sir, another important fact which needs special mention is the provision of stores of the required quality at the proper time. Some time back we were told that the Qureshi Committee was appointed to look into this matter and submit a report. We suppose the report has already been submitted, because Mr. Qureshi must have submitted the report before quitting the office of the Minister of State for Railways. Now, what has happened to that report? How many recommendations of that Committee were accepted and

how many recommendations of the report were implemented and also what benefit has been achieved by the Railway by the implementation of those recommendations? Why has this not been done?

Sir, we are glad that the question of bonus has been decided amicably. Of course, this will mean financial implications of about Rs. 45 crores annually. But since this is linked up with productivity, I suppose the Railway workers will now come forward and play their part, and I am sure whatever they get in the shape of bonus, they give of their best to produce more than what they have been doing so far, so that the payment of bonus is well justified.

Sir, the Convention Committee should be set up immediately, because this is one of the most important committees which has to look into the various aspects, particularly the rationalisation of fare structures and freight. Besides, now the old financial structure of the Railways has to be changed and we must have a second look at the financial structure, because the Railways are not only a commercial organisation, but they are also run as a departmental organisation, and a departmental organisation is normally run for essential services. Therefore, the financial structure should also be considered in the same light so that we get proper benefit out of it.

Now, Sir, it is a known fact that the back-bone of any transport system is the proper maintenance of the rolling stock. Here, the carriages and wagons have to be looked after properly. But, unfortunately, often there is dilution, which means that standard jobs are being done because the essential spares and accessories are not provided to the workshops and to the repair sheds. The result is that cannibalisation is done, which is a very dangerous thing, because it results in damaging the other engines or carriages and

wagons which are in good shape and can give better service. What is the difficulty? If we are not in a position to get necessary spares and accessories, we must import them because the Railways have got to be run for the benefit of the nation.

Now, Sir, we know that when the full Budget will be presented, we will actually have a clear picture of the financial position of the Railways. Apparently, it seems that the Railways are not out of the woods and they have still to come out of the tunnel. But something has to be done to ensure that there is no leakage of revenue, there is no pilferage of spare parts in the workshops, and this can be ensured if only ticketless travel is prevented. I know it cannot be totally eliminated, but, surely, it can be reduced to a large extent. And if this is done, a big chunk of income will be coming to the coffers of the Railways and will be utilised by the Railways.

Similarly, Sir, I would like to mention one thing. I invite the special attention of the Railway Minister to the numerous accidents which are taking place at the level crossings, particularly, level crossings which are un-manned level crossings. The Railways have got enough money for converting them into manned level crossings. What is the difficulty in taking steps to convert them into manned level crossings, so that we can save these accidents at level crossings. And, then, level crossing accidents make very adverse news in the papers every now and then. Sir, the 3 P.M. Railway Board and the Railway authorities take a decision about the addition of trains every now and then. But it is surprising that they do not make necessary inquiries and find out from the various terminal stations whether the trains are being looked after and whether they have adequate facilities available and whether they have adequate staff to take care of these additional

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trains. If this is not done, we cannot run our trains in safe and proper conditions. It is very necessary that before additional trains are introduced, the Railway authorities consult the concerned terminal staff to find out whether they have got adequate servicing sheds and adequate facilities for undertaking this additional responsibility and whether they have got adequate staff which can take care of the maintenance of these additional trains.

Another thing that I would like to mention is that some of our Zonal Railways are too unwieldy for being managed properly and efficiently. For instance, I will mention only three Railways. The Northern Railways has a kilometer route of 10700 kilometers. The Western Railways has a route of 10337 kilometers. The South-Eastern Railways has a route of 17030 kilometers. These are too big units and they must be broken up into smaller units. No doubt, the breaking up into smaller units will definitely increase the overhead expenditure slightly. But that overhead expenditure will be offset by the efficiency and better operating ratio. Therefore, I would like the hon. Minister to examine this question carefully and to let us know what are his views about it.

Another important point is about the type of traction that we are trying to introduce in our Railways. One is the usual conventional locomotive traction. Then same dieselisation. Now, electric locomotives have been introduced. Surely, the electric traction is the cheapest, but its initial cost is very high. Similarly, dieselisation is expensive and we are short of diesel. Still it is necessary that we concentrate, for the time being, on the type of traction which we can easily manage irrespective of the fact whether we can run more superfast trains or not. The main question is to run the trains and to run them properly and safely.

Sir, I have seen certain expenses for the staff amenities to be provided. But it is surprising that the Engine Drivers and the Engine Crew are not provided with the uniforms. They have to work in very severe weather conditions, in hot summer months and in cold winter nights. Therefore, it is very necessary that they should be provided with uniforms including the overcoats. Now they have to use blankets. It looks very odd seeing a driver using a blanket. Why do you not supply him with a proper overcoat so that he appears in a better manner? Most of the people normally say about their own Railways and their own sections and stations. I do not normally speak about them. But I would like to mention here that there is the North-Eastern Railway also in which I have the privilege of travelling very often. Sometimes I really wonder who is running this Railway. Is God running or the General Manager of the Railways is running? This is the position because I know the day when I am starting but I do not know when I will reach my destination or my home-town. So, I would like the hon. Minister for Railway to look into this matter as to who is running this Railway and how this Railway is being run. I would give only one example. Take the section between Agra and Kanpur. Find out as to how many derailments were there during the three years, how many trains were cancelled on this section, and how many trains were running late by more than six hours on this section, and you will know the position. Sir, I said that normally I do not make any personal complaints. But I am compelled to say this because recently we have experienced a lot of difficulties. And I hope that a sympathetic, hon. Minister like Mr. Jaffar Sharief would certainly look into it and do something about the running of the railways in this section.

DR. RAFIQ ZAKARIA (Maharashtra): Should he run it? Between the God and the General Manager, you are bringing the Minister.

श्री खुरशीद आलम खान : श्री के

यहां भी त्रिमूर्ति होते हैं न,

There is the father and the son and also the holy ghost. Let the Minister act as a holy ghost.

SHRI KALYAN ROY: I did not hear you properly. What did you say? Mother and son?

SHRI KHURSHED ALAM KHAN:

Sir, about the amenities to the passengers, I say that amenities to the passenger, need a lot of attention. In the first place, Sir, if the Minister goes to a road-side station blind-folded, when somebody ties a kerchief over his eyes and leads him to a road-side station, from the stinking smell of the station, he realises that he has reached a railway station. So, this thing is there when you reach a railway station. And if you go to the waiting room, the waiting room confirms this. Always you find a stinking smell there. You find there broken chairs and three-legged chairs. And the staff pays no attention at all.

AN. HON. MEMBER: You find bugs also.

SHRI KHURSHED ALAM KHAN: And you find so many other things.

Sir, the last but not the least point is about catering. In the catering department, I do not know what type of cooks are employed. We thought that cooks from Goa are employed in this catering department. Goanese cooks are the best cooks. But, Sir, what type of food we get there? When you order for a non-vegetarian and a European dish, you find the leg of a chicken floating in the watery substance and it seems as if a duck is floating in the water.

So, Sir, these are a few of my suggestions and I hope the hon. Minister will give some attention to these suggestions. And we know that in due course a formal letter comes to us saying that you have said this thing

in your Budget speech and that it is being done. We have heard this for a long time. Now, we want something to be done, something to be implemented and something to be achieved so that we may pray for the long life and prosperity of the hon. Minister. Thank you, Sir.

श्री नागेश्वर प्रसाद शाही (उत्तर प्रदेश) : उपसभापति महोदय, रेल बजट के समय . . .

डा० रफीक जकरीया : उन्होंने तो दुआ दी है आप को सो मत . . .

श्री नागेश्वर प्रसाद शाही : मैं कभी कोसता नहीं ? मेरे दोस्त ने रेल बजट के ऊपर बोलते समय मैंने जो कुछ कहा था उसको अब दोहराना नहीं चाहता । दो तीन बातों की ओर मंत्री महोदय का और रेलवे बोर्ड का ध्यान आकर्षित करना चाहता हूँ । पहली बात तो यह है कि जैसे अभी झा जी ने कहा कि छितोनी बागाह ब्रिज का शिलान्यास-शरीफ साहब गंर से सुनें— शिलान्यास प्रधानमंत्री श्रीमती इंदिरा गांधी ने 1976 में किया था । वहां पर एक बहुत बड़ा जलसा हुआ था जिसमें उस क्षेत्र के सारे संसद सदस्य गये थे और यह कहा गया था कि 3-4 साल के अंदर यह ब्रिज तैयार हो जायगा । उस समय क्या रेलवे के इंजीनियर्स को यह जानकारी नहीं थी कि यहां पुल बन सकता है या नहीं । इतने बड़े देश के प्रधान मंत्री को ले जाकर पुल का शिलान्यास कराने के बाद आज रेलवे बोर्ड के इंजीनियर्स इस असमंजस में हैं कि वहां ब्रिज बने या न बने । मुझे जानकारी है कि कुछ रुपये का भी इसके लिए प्राविजन है । मैंने जब बार-बार जानकारी की वहां के अधिकारियों से तो उन्होंने कहा कि यह रुड़की को रेफर हुआ था, रुड़की ने रिपोर्ट दी कि यहां धारा बदलती रहती है इसलिए चार पांच मील और नीचे बनाया जाय । उसके बाद यह पूना को रेफर हो गया ।

[श्री नागेश्वर प्रसाद शर्मा]

पूना की रिपोर्ट अवेटेड है। मंत्री जी, आप गौर करें, इतने ऊँचे अधिकारी इतने जिम्मेदार अधिकारी और रेलवे बोर्ड के इतने बड़े-बड़े इंजीनियर्स बैठे हुए हैं परन्तु साधारण लोग तो इसको मखोल कहेंगे। किसी चीज का शिलान्यास पड़ता है यह तब होने के बाद कि यहां ब्रिज बनना है या कहीं अर बनना है। भवन का शिलान्यास जहां वह बनना होता है वहां किया जाता है। वह शिलान्यास 1976 में 25-30 सालों की लगातार मांग के बाद वहां की सारी जनता, सारे सदस्य, सदस्यों, विधायकों, बिहार और यू० पी० सरकार सबकी जोरदार मांग के बाद हुआ था मगर हमारे रेलवे बोर्ड के इंजीनियर्स किस मंटीरियल के बने हुए हैं और वहां की पब्लिक के साथ क्या मखोल कर रहे हैं। आप इसकी कल्पना करें कि उस पुल के बन जाने से गोरखपुर का निवासी बिहार के उत्तरी हिस्से में 4-5 घंटे में पहुंच सकता है और इस पुल के न रहने से 20 घंटे की जर्नी करके वहां पहुंचता है तथा पांचगुना छः गुना फेयर देकर पहुंचता है। यह मखोल रेलवे बोर्ड कर रहा है। इसमें मैं विश्वास नहीं करता कि रेलवे बोर्ड को भंग कर देना चाहिए जैसा कि लोग बार बार रिपीट करते हैं। क्योंकि कई गवर्नमेंट्स आयीं और सबका फैसला हुआ कि रेलवे बोर्ड ठीक है, यह जरूरी है मगर कैसे आपकी कार्यवाही चलती है। आप कैसे फसले करते हैं। प्रधान मंत्री को ले जाकर नींव डलवाते हैं और उसके बाद इस चक्कर में पड़ते हैं कि यहां पुल बने या न बने तथा कहाँ बने। रूड़की अमेरिका में नहीं है, पूना जापान में नहीं है। वहां के इंजीनियर्स को फैसला करना है, एक्सपर्ट्स को फैसला करना है।

They can be called to Gorakhpur. They can sit there. They can examine the place. They can also examine the papers. धाराओं को देखकर सारी चीजों

को देखकर स्टडी करके फैसला कर सकते हैं। यह फैसला 1, 2, 3 या 6 महीनों में हो सकता है लेकिन 6 साल तक किसी चीज को लटकाना इसलिए कि रूड़की को रेफर हुआ है फिर पूना को हुआ है I think this is playing with the public of that area. आप पब्लिक को उस हद

तक ले जाते हैं कि वह आंदोलन करे। बर्दाश्त की सारी सीमा तोड़कर उसको मजबूर करते हैं कि पब्लिक ट्रेन का चलना बंद कर दें, मंत्रियों का घेराव करे, अफसरों का घेराव करें तब सबके कान खुल जायेंगे और आप वहां काम करना शुरू करेंगे। इसलिए मंत्री जी मैं आपका ध्यान आकर्षित करता हूं कि आपकी प्रधान मंत्री जी ने देश की प्रधान मंत्री ने 76 में नींव डाली थी, उस काम को आप शीघ्रातिशीघ्र शुरू करायें।

दूसरी बात श्रीमन्, मैं कहना चाहता हूं कि गोरखपुर में एक बांधवा तहसील है, जिसके लिए सवाल होता है कौन सी ऐसी तहसील है जिस में रेलवे लाइन नहीं है—स्कूल में बच्चों से सवाल होता है। तो वहां रेलवे लाइन बनाने के लिए बार-बार आश्वासन दिया गया। 15 साल पहले सर्वे हुआ और 5 साल पहले सर्वे हुआ। सर्वे के बाद शुरू-शुरू में यह जानकारी हो सकती है कि बहुत कम ऐसी लाइनें हैं जो अनइकानामिक होती हैं। अनइकानामिक लाइन की रिपोर्ट तो आती है और मैं जिम्मेदारी के साथ कह सकता हूं, जितनी लाइनें पिछले 15-20 साल में बनी हैं उन में से बहुत कम के बारे में रिपोर्ट होगी कि वे अनइकानामिक लाइन हैं लेकिन लाइनें बनने के बाद 5-7 साल के बाद वे इकानामिक हो जाती हैं। आप के यहां जो कोस्टल रेलवे बन रही हैं, 500 करोड़ ६० का

[श्री नगेश्वर प्रसादशाही]

प्रोजेक्ट है, इकानामिकल लाइन है, दूसरी लाइनें बन रही हैं नार्थ ईस्टर्न सेक्टर में, वह इकानामिक लाइन है। उनके लिए नेशनल रिक्वायरमेंट, सोशल रिक्वायरमेंट, इकानामिक बैकवर्डनेस, ये सारे फैक्टर्स होते हैं जो काउंट करते हैं। मैं जानना चाहूंगा, ये फैक्टर्स अगर दूसरी जगह लाइन बनाने के लिए काउंट करते हैं तो उस गरीब इलाके में, गरीब जगह पर, ये फैक्टर्स क्यों नहीं कंसिडर किए जाते हैं। तो इसकी तरफ मैं आपका ध्यान दिलाना चाहता था।

तीसरी बात, श्रीमन्, जिस समय 1973 में शुरु-शुरु में इस्टीमेट बना था बाराबंकी समस्तीपुर लाइन के कंवर्सन का, तो ओरिजिनल इस्टीमेट में यह प्राविजन था कि गोरखपुर में एक डीजल का कारखाना 6 करोड़ २० की लागत से बनाया जाएगा। रेलवे बोर्ड के मेम्बर उसे उठा कर देखें, शुरु-शुरु के रिकार्ड में। बाद को उसमें फाइनेशियल एक्सी-जेंसी थी, इनफ्लेशन का जमाना था इसलिए कारखाने के लिए जो मद या इस्टीमेट में वह 47 करोड़ २० से घटा कर 41 करोड़ २० किया गया। मैं निवेदन करता हूँ कि गोरखपुर में बहुत ही पुराना वर्कशॉप है जिसमें बहुत से काम जो होते थे, करेज के बनाने के, लकड़ी के कोचेज बनाने के, जो पहले बना करते थे और उसके साथ-साथ लोहारी का काम होता था—वे सब बंद हो गए क्योंकि आउट आफ डेट हो गए। उस कारखाने को अब डीजल के कारखाने में तब्दील कर देना चाहिए। मैं आप से निवेदन करूंगा कि बजाए इस के कि वहां से लाखों लोग माइग्रेट कर के बम्बई और कलकत्ता जा कर भीड़ करें और वहां रहने का भी प्राबलम क्रिएट करें, अगर उनको वहीं काम मिले तो कोई जरूरत नहीं कि दिल्ली,

बम्बई और कलकत्ता में जा कर वहां प्राबलम क्रिएट करें। इसलिए जो ओरि-जिनल इस्टीमेट में टार्गेट था उस पर पुनः विचार किया जाए और उस पर अमल किया जाए।

श्रीमन्, जो हमारे एक साथी ने कहा कि एक रेलवे लाइन नार्थ ईस्टर्न रेलवे है, वह वैसा चलता है भगवान जाने। गोरखपुर से जब हम लोग लखनऊ या लखनऊ से गोरखपुर की ओर चलेंगे तो देखेंगे कि जितने मुसाफिर ट्रेन के अंदर हैं उतने ही मुसाफिर छत पर बैठे हुए हैं और गाड़ी चली जाती है, पूर्वी उत्तर प्रदेश होते हुए, बिहार होते हुए, चली जाती है बरौनी तक। यह कब तक चलेगा? हर साल इसमें दुर्घटनाएं होती हैं। ब्रिजेज से जब ट्रेन पास करती हैं तो हर साल किसी न किसी ब्रिज पर पच्चीस-तीस आदमी ऊपर से ठोकर खा कर समाप्त हो जाते हैं। वहां, जब कि कुछ लाइनों पर पिछले 5 साल में 25-40 ट्रेनें चलाई गईं उस लाइन पर एक भी ट्रेन पिछले दस साल के अंदर, जहां तक मुझे याद है, नहीं चलाई गई—
During the last ten years, no new train has been added to this line. बहाना क्या है? कंवर्सन हो रहा है। कंवर्सन हो रहा है इसलिए नयी ट्रेनें नहीं चलाई जाएंगी। कंवर्सन हो रहा है इसलिए इंजन नहीं दिये जायेंगे, कंवर्सन हो रहा है इसलिए नये कोचेज नहीं दिये जायेंगे, बेकार हो जायेंगे, बड़ी लाइन बनने वाली है। तर्क ठीक है, लेकिन वह कंवर्सन जो एकाडिंग टु द ओरिजिनल प्रोग्राम तीन साल में कम्प्लीट होने वाला था आज 8 साल से ऊपर होगा पता नहीं वह कहां तक बढ़ेगा। हम लोगों की मांग है कि 80 में पूरा करो, वे कहते हैं कि 81 तक हो जाएगा। इस कंवर्सन के बहाने पिछले दस साल से कोई ट्रेन नहीं बढ़ाई गई। लोग हजारों

[श्री नागेश्वर प्रसाद शर्मा]

की संख्या में ट्रेन की छत पर सफर करते हैं। इंसानियत का तकाजा है कि एक-दो ट्रेन बढ़ा दें—यह कंवरान तो चलता रहेगा—जिस से मौत के मुह में जो इस तरह लोग जाते हैं वह न जायें।

श्रीमान्, अब मैं आखिरी बात कह कर समाप्त करूंगा। बाकी का टाइम हमारे दोस्त लेंगे। जहां तक रेल की इकोनॉमिक बायेंबिलिटी का सवाल है जब बजट आयेगा उस में विचार होगा। इस समय मैं जो रेलवे का लास होता है उस के विषय में ध्यान आकर्षित करूंगा। मुगलसराय, बरौनी के एरिया में, गरारा में, गोरखपुर में बड़े-बड़े बाजार हैं जिन में केवल रेलवे के चोरी किये हुए सामान की बिक्री और खरीद चलती है। हजारों ऐसे व्यापारी हैं जो केवल रेलवे के चोरी किये गये सामान की खरीद और फरोख्त कर के प्राप्ति करते हैं। आप की आर० पी० एफ० है। इस सारी फोर्स के बावजूद आप को सफलता क्यों नहीं मिलती कि इस रेलवे प्रापर्टी की थैफ्ट को आप बन्द न कर सकें तो मिनिमाइज तो कर सकें। आप का कीमती पीतल का सामान, कीमती कापर का सामान, र्जिन के कीमती कापर और पीतल के दो सौ चार सौ के पुर्जे बीस-पच्चीस रुपये के बिकते हैं।

श्रीमान्, मैं और समय न लेकर मंत्री महोदय का ध्यान इन बातों की ओर आकर्षित करता हूं और चाहता हूं कि गरीब इलाके की गरीब रेलवे की ओर भी रेलवे अधिकारियों का ध्यान जाय।

SHRI KALYAN ROY: Sir, I will be very brief. All I would like to say is this. My first point is this. The problem of the Indian Railways today is, as it has been in the last few years, basically a problem of wagon supply. Whether we look at the coal industry

or at the movement of foodgrains, it all centres round the problem whether we are able to supply the number of wagons which are required either for the movement of coal or for the movement of foodgrains. Sir, there is a regular war going on for the last ten years between the Ministry of Coal and the Ministry of Railways. The accusations and counter-accusations have vitiated the entire atmosphere. We were told all the time, by Mr. K. C. Pant, by Mr. T. A. Pai and previously, by Dr. Triguna Sen, that a co-ordination committee has been formed to sort out the problem of wagon supply. The coal industry is saying that they have nearly two million tonnes of coal lying at the pitheads which the Railways are unable to move. We find a repetitive argument of the Railways that when they send or despatch wagons for loading, there is not enough coal. Hence, the wagons come back empty. The problem is, we require today, with the current production and requirements, 9,000 wagons per day, a little over 9,000 wagons per day. Ten thousand wagons should be adequate for Bengal, Bihar; I put it the other way, for the Eastern Coalfields, for the Bharat Coking Coal and for the Central Coalfields, Ranchi and other areas up to Asansol. We have promises and promises galore from the Railway Ministry through advertisements through notices and so on that these are being supplied. Today I am talking of this week—the assurance was that they will supply 9000 wagons. The present supply has dropped down to 8,000 or even less than 8,000 wagons. So, the problem is not so much about the declining production of coal which is there. The production of coal has not gone beyond 90 million tonnes from the Coal India Ltd. and 101 million tonnes as a whole, including the Singhareni, the TISCO and the IISCO. The problem is, the railways are miserably failing to supply wagons at the proper time, at the despatch point. That is the whole trouble as a matter of fact. I would like to know from the Minister, Mr. Sharief—if I remember his name correctly—what is the

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indent by the Eastern Coal Field, the Central Coal Field and the Western Coal Field and what is the number of wagons you have supplied per day? And I am sure, I can say with authority, without any contradiction, that the railways have all around been failing to fulfil the requirements of these three companies. If my facts are wrong, I would like the State Minister of Railways to correct me and place the facts today before the House.

Secondly, Sir, the problem of wagon is not only restricted to the question of supply. You are aware, a perpetual battle is going on between the manufacturers of wagons and the Railway Ministry. As a matter of fact, as you are aware, a large number of small scale industries and the medium-sized industries in Bihar and West Bengal, particularly around Calcutta, employing nearly 200,000 workers, are entirely dependent on railway wagon orders. It is the blunder of the Planning Commission and the Railway Board some years back that led to the near destruction of the medium-sized factories who depended on orders for wagons. Suddenly, the Railway Board 10 to 15 years back discovered that India did not require so many wagons; so they cut down the orders. The result is there is chaos and all the economic difficulties which we are facing today. I would like to know what line the Government has taken to see that the railway wagons came out of the factories, in other words, to place orders of wagons on the State as well as private sector. There is one private sector, the Birlas are there. So, I would like to know whether the orders are going up or the orders have remained stagnant.

Thirdly, Sir, there is the problem about the price. There is a constant warfare going on. The manufacturers of wagons come to Delhi, to plead for higher price of wagons and the Railway Ministry bargains with them and the perpetual battle goes on. There is no settlement and that is why they delay the supply of wagons for which the orders were already placed with

them. What is the problem? How much are you paying per wagon? What is their demand? Have you been able to sort out these difficulties because the order for railway wagons cannot be isolated from the revival of the medium industries throughout West Bengal, Bihar and other places? They are interlinked, thoroughly interconnected. Curtailment of order means shutting down of the medium industries, particularly in Howrah. So, I would like to know all about this problem.

Then, Sir, there is the problem about the order for axle and wheel. I would mention five points only. You know that we have got the public sector, the Durgapur Steel Plant, which has got a special department to produce axles and wheels. What is astonishing, I am following it up for the last ten years and the Railway Minister merely repeats the answers framed by the bureaucrats, as you saw yesterday the spectacle of 'alleged lathi charge'. The same thing happens every day here, practically. Now, the DSP, the Durgapur Steel Plant which is under the authority of a very competent Commerce Minister, Mr. Pranab Mukherjee, has all the time complained that the prices that you are paying for the axles and wheels do not even meet 50 per cent of the cost of production. As a matter of fact, people were laid off in 1977, 1978 and 1979 for lack of orders because the DSP management refused to take orders. They say that they are already losing and they cannot lose more by producing something when the cost of production is going very high. What is the Railway Ministry doing about this? I am amazed to know, when we are short of foreign exchange—in the last five years the Janata Government did the same thing, there is no difference, I do not see any difference between Mr. Madhu Dandavate and the present Minister—you are importing axles and wheels from abroad by paying fabulous money. If this money is paid to the Durgapur Steel Plant, I am sure it can yield profits but this has been denied to the public sector and they are not being

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given the proper price. Yet we are getting them from Washington and other places paying fabulous prices. Why do we import the same product which can be produced here? When Mr. Madhu Dandavate took over, it was like this. When he was in office, it continued. It has continued like that till today. Sir, how do we price the products of the public sector? Do you have any dialogue with them? Do you look into the cost of production? Or do you try to starve the public sector industries and import from outside? In other words, has the Railway Board any vested interest in importing materials from abroad which can be manufactured here. As a matter of fact, I am surprised. The House should know that when the Indian engineering industry is in a position to export all kinds of sophisticated and non-sophisticated engineering goods, the Railway Board which is not in a very good shape financially or otherwise, is importing things which can be manufactured here. Will you put a halt or stop to it? There is a definite vested interest inside the Railways which is—I am quite sure—in league with the World Bank and with the United States tycoons.

My other point is regarding the captive power plants. Only a few days back, the Minister replied about the power problem in the Railways and I do concede that there is a problem of power which leads to dislocation, delay, unpunctuality and sometimes the daily passengers beat up the Drivers and the Guards. The question has been pending for the last 5 years and I am pursuing the matter about setting up of captive power plants for the Railways. I would like to know what is the present position. Last time, two years back, we were told in this House by the Railway Minister that they were discussing the matter of setting up three captive power plants with the Planning Commission. Now, is the consultation still continuing or will it continue till 1992? At what stage will the consultation come to an end and the power plants will be

set up? The present position is that we could not import gas turbines. Are you finding any difficulty? If there is any difficulty, you should take us into confidence.

My next point is about the unfortunate thing "underground railways in Calcutta". Most of the Members of Parliament going to Calcutta must have seen the havoc which the MTP has created in Calcutta. Practically all the main roads are blocked today. Many tram routes have been withdrawn. The buses go through the by-lanes. Mountains are coming up where there was a 'maidan' in Chowranghee. It is a problem to travel through the main streets of Calcutta. It seems that it has been bombed. We are told that the MTP is progressing in a very fine way and that it will be completed very soon. But we know that there is hardly any progress. Cement is not available. Stone chips are not available. Machinery is not available and finance is not available. Steel also is not available there. When are you going to sort out these problems? In the last 4 or 5 years, the progress, as I have told you, is only 20 per cent or 22 per cent. If I am wrong the Minister is here reading his brief which has just now been handed over to him. He will correct me. The progress is 20 per cent. If this is the rate of progress, we will not be able to complete the underground railway in this century. You understand the problem of diesel in Calcutta and anywhere else. The buses are being withdrawn because of lack of diesel. If there is diesel, they do not want to go through the paralysing jam from south to north. The entire communication has been completely upset. And the villain of the piece is the MTP. I do not blame the engineers. They are fine people. They are doing a good job. But, how can they complete the job if you do not make finances available? It is the same question we asked of Mr. Dandavate. What is the difficulty? You promised the MTP and then you withdrew finances. Is it fair? It would also be in your own

interest to see that it is completed as fast as possible, but nothing is being done.

Why not have a circular railway? This is my fifth point. What is the difficulty in having a circular railway? This was a plan which was approved by the Planning Commission before the MTP was considered. All right, MTP will cost you over two to three hundred crores and it will take a lot of time. We know the attitude of the Centre towards other State Governments, particularly West Bengal. It is not a very affectionate area for the Ministers today. (Interruptions) I may be wrong. You correct me.

SHRI C. K. JAFFAR SHARIEF: It is an uncharitable comment.

SHRI KALYAN ROY: I withdraw it in anticipation of a good reply. But you tell us. If you cannot find finances for the MTP, What is the difficulty of going in for a circular railway? You have to lay some lines in some places. Already some lines are there. Are you considering the circular railway project? Or, you reject it. I know that the West Bengal Government did submit a detailed scheme for a circular railway and that scheme was under consideration. I do not know whether it has been rejected. So, I would like hon. Minister to enlighten us if he wants to be fair to us and charitable to us.

Sir, my last point is about pilferage and wagon-breaking. Sir, this has become a real menace. You will find how the Ministers today—perhaps they have got a massive mandate, a massive majority—refuse to reply questions or are not very honest about it. Now I would say that the Minister are not honest about it and want to avoid unpleasant replies. On 14th March, 1980, under Unstarred Question No. 307 I asked, “(a) whether Government are aware of a large number of cases of pilferage and wagon-breaking in Sitarampur, Asansol and Andal yards in 1979 and in 1980 till date; (b) if so,

what are the losses in this regard, month-wise and area-wise during the above period; (c) what is the value of goods stolen during the above period; (d) what steps Government have taken against the wagon breakers in those areas and (e) how many of them have been arrested?” Naturally, Sir, you expect the type of things which are stolen, their value and what steps are taken will be given because we are all interested to see that wagon-breaking stops. Perhaps, nowadays the Ministers are not very serious about it. I myself have seen that throughout the area—I practically live in that area—right in the station in Asansol, in Andal, in Barachak, in Sitarampur, right before our eyes, in broad daylight wagons have been broken and things have been looted. And you know, Sir, that that area generates at least Rs. 500 crores of value per month. This is the richest area in the whole of India, that is, from Asansol to Dhanbad to Andal. Naturally you expect an exhaustive answer. But what is the answer? “It is not a fact that there were a large number of cases of pilferage and wagon breaking in Sitarampur, Asansol and Andal yards in 1979 and in 1980 till date.” Sir, “a large number” is a relative term. Then, “In Asansol and Andal yards some cases of pilferage and wagon breaking were reported in 1979 and 1980”. “Some cases”. See the highly efficient Railway Board's reply. “Some cases”. They should be ashamed of it. They should have all the facts and figures. They are getting salaries, saloons, everything. What is “Some cases”? “...some cases of pilferage and wagon breaking were reported in 1979 & 1980.” Is that an answer? I asked such a specific question, to give us, in this regard, month-wise and area-wise figures during the above period. And they have the check to reply to this with “some cases”. It should have been 1, 2, 3, 4, 5, 6 or 100. They have not given it because they will not give it—because these officers in the railways in Asansol, in Sitarampur, in Kulti are in league with the wagon breakers. And what is the

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salary they get? They get ten times in collusion with the wagon breakers. Some areas are not safe at night. They do it so openly. But there is little information to the House. Would you take action against the officers who had the check to give this sort of misleading answer? Some cases are all right, cases of thefts involving one or two rupees, but what about the other cases? I asked: "What is the value of these goods stolen during the above period?" "Nothing". "What steps have been taken?" "Does not arise." Wonderful! A wonderful reply you have drafted. Shame on you. I tell you, if you go on replying to us in this way. What do you take us for? We asked specific figures about the number of thefts because the wagon breakers are making the life of ordinary people hell; in the form of these thefts a lot of coal is taken away which could be despatched to the engineering concerns at Surat or some places in Haryana or Madras. When we asked "What is the value of such goods and what steps have been taken to prevent these thefts?", their reply is: "Does not arise." If this is the way you are functioning, this deficit you will have to meet, as has been pointed out by Mr. Raju, by increases in fares and freight rates. I am hoping for the day when you will have to sit on the other side.

Thank you.

SHRI BHAIRAB CHANDRA MAHANTI (Orissa): Sir, the most gratifying thing about the Indian Railways is that they cover a land-route of nearly 65,000 kilometres. The Indian Railways as a system is the highest in Asia and the fourth biggest in the whole world. It is also the biggest public undertaking of the nation. Now the most distressing thing, at the same time, is, as has been stated in the Budget speech of the Railway Minister, that being the biggest public undertaking in a country with a socialist economy and with socialism as its goal, that it should show a deficit of the order of nearly Rs. 42.10 crores. If the biggest public undertaking in this country with

socialism as its goal leads to an annual deficit of Rs. 42 crores—which will increase further when the final Budget is presented—what can we think of other public undertakings? Not only that, The other distressing thing, to which most of the hon. Members in one way or the other have referred to in their speeches, is that even though the expenditure is heavy, there is a steady deterioration in its performance from year to year, from 1977-78. To quote the Railway Minister from his speech at page 7: "During 1976-77, the Railways handled the highest ever originating revenue earning traffic of 212.6 million tonnes. However, since then there has unfortunately been a progressive decline in the lifting of freight traffic resulting in the revenue earning tonnage of only about 194 million tonnes expected during 1979-80." Now, so far as the amenities and the facilities to the railwaymen are concerned, perhaps they are second only to the people serving in the airlines. Perhaps, so far as the housing facilities are concerned, most of the railwaymen get their houses. The latest addition has been the bonus. There are other recreational facilities also. Everything is there, but, unfortunately, it is alarming that in spite of the incentives, the railwaymen's productivity is on the decline.

I need not refer to what just now Mr. Kalyan Roy said. There is a way of answering questions in Parliament. I wonder how these answers were supplied by the officers, and even if they were given, how that kind of answers, as has been stated by Mr. Kalyan Roy, were approved by the Minister, these should have been sent back to the officers concerned, and the Minister could have taken some more time saying that the information was not available. But this kind of an answer is really . . .

SHRI KALYAN ROY: An insult to the House.

SHRI BHAIRAB CHANDRA MAHANTI: I was going to say this.

SHRI KALYAN ROY: He has no right to remain a Minister.

SHRI BHAIKAB CHANDRA MAHANTI: There is bonus. Also, compared to other services, the railwaymen get accelerated promotions. Now, because of the railwaymen's inability to function properly, to see that coal, cement and other most essential things are despatched to the destinations in time, we are having the worst possible economic crisis in all spheres everywhere.

Now about punctuality and cleanliness, my friends mentioned what happens to the train from Gorakhpur. They do not know when they would reach their destination. In the Minister's speech it has been said that the punctuality has been improved upon by nearly 90 per cent, 93 per cent. But only two days back the Utkal Express reached here about four or six hours late. The Deluxe also reached four hours late. And to add to it is what my friend, Mr. Nageshwar Prasad Shahi, has said about the train that runs in the north-eastern Uttar Pradesh. When one pays for services, one looks to facilities, comforts and amenities and expects that the service should also be of the type that is desired. But the railway service has become really proverbial, something that cannot be complimented.

In the Indian Railways the worst thing according to me is the maintenance part of it. Sir, it is likely this. Begetting a child is not a very difficult thing. but rearing it nicely is the biggest problem. Construction of a house is not a big thing but maintaining it properly is the big thing. There are houses side by side in many of the streets in Delhi and many other places. Their owners are different. The houses might have been constructed in the same year, in the same month.

But What happens? One house, even after 10 years of its construction, will be in a tiptop condition, and another house in two years will be in a wretched condition, because the owner

of the former house is careful about the maintenance part but that of the latter is not so careful about it. Now this is what is happening, on the Indian Railways. To illustrate my point, I would like to read out just a few sentences from a book written by an American, Felix Greene. The name of the book is "The Wall Has Two Sides". I am quoting from a chapter dealing with the railways in China. And I mention China because in population, though not in size, we are second only to this country.

"The railway staff has a passion for cleanliness. At several of the longer stops, girls with long-handled brooms and buckets of water wash down the outside of the coaches."

Then going further, he says:

"The new track, especially, appears well ditched and ballasted. Kilometres, in quarters, marked off along the track. I watched the locomotive being oiled last night under flood-lights. A swarm of oilers were at work while the engine driver stood with list in hand and checked off the bearings as the oilers reported to him. Only when the list was fully checked, did he signal that the locomotive was ready to go."

I am making reference to this because of the accidents that are happening in our country. Sir, every hon. Member has the experience of travelling in trains. We never see this kind of attention to trains on the move. Then he says:

"At all stocks of ten minutes or longer, wheel tappers go down both sides of the train inspecting the wheels, lifting journal-box covers, feeling for the heat of the bearings. I watched a maintenance man checking the adjoining track, both for level and for gauge. He could read on a rotating dial the amount of any deviation. I walked with him for a few moments and watched him closely as he moved down the line.

[Shri Bhairab Chandra Mahanti]

The tolerance permitted seemed a narrow one."

Then comes the question of security. I am referring to the cases of dacoities and murders inside the trains in our country. Whenever a case of murder or dacoity in the train is reported, with great assurance Minister after Minister says that adequate steps are being taken to see that a police escort goes in the passenger trains. But that never happens. In China a security policeman travels with the train. And to show how the maintenance is looked after he says:

"During the 40-hour journey from Canton, I estimated that the out-sides of the coaches must have been washed down at least ten times."

This is how that country looks after the maintenance of trains. Here many Members have pointed out how there is a stinking smell even in the First Class compartments not in the latrines or urinals but even in the main compartments. Then regarding the fixtures, even in most of the First Class compartments, the electrical fixtures are not there. They are removed. The fan does not work. Only when you join the positive and the negative, the fan works, but it moves at top speed because there is no regulator. It was my unfortunate experience that once when I travelling in the Jagannath and Puri Express train, the entire door panel came out when I pushed it. When you try to look the doors, the latches do not work. Who is looking after this kind of maintenance? I am not exaggerating things. This happened when my wife and I were travelling and because of this wretched condition of the door either I had to remain awake or my wife had to remain awake throughout the night. This is the condition of the first class coaches.

I suggest—some other hon. Member has also suggested this—that it is better to have just two classes of travel in the Indian Railways. Why

should there be an air-conditioned first class which is costlier than air travel? The second class air-conditioned compartments are very comfortable and very suitable for Indian conditions. I think Mr. Raju also made this suggestion. These will suit the high and low or the rich and poor. India is a vast country and we have to travel long distance from one end to the other end of country both length-wise and breadth-wise. Let all the coaches be air-conditioned. For shorter travels below 100 kms, let there be other compartments. Let those who want to travel only for six hours and less use these compartments. But above 300 kms. journeys let there be only second-class sleeper compartments. Let those who can afford to pay more travel in air-conditioned coaches. Let there be compartments with only seats for short distance travellers.

Then about over-crowding in the Indian Railways. When you travel during day time in a coupe and that too in a prestigious train like the Kalka Mail, you see passengers forcing themselves into that coupe whereas according to the railway rules during day time not more than three passengers can occupy it. But in fact nearly 10 or 12 persons force themselves in.

Passengers who pay for their coupe berths and who travel between Delhi and Howrah cannot pick up quarrels with these people.

The Railways advise us to travel light. Do they provide adequate number of bed-rolls? In the air-conditioned coach with 48 berths, they provide only ten bed-rolls. What are you going to do with the other 38 passengers? If you use the bedrolls you find that the bed-sheets are all torn. The pillow cases are double the size of the pillows. If you cover yourself with the blankets available there, you feel stuffy.

My other suggestion is this. The ultimate goal of the Indian Railways

should be to provide electric traction. Till that goal is achieved, at least passenger trains should be driven by diesel engines for obvious reasons.

Whatever may be the number of passengers trains moving on the Indian Railways, over-crowding should be done away with. This is one of the reasons for pilferage and other things. With less number of passengers, even a bad character cannot get away easily. He can be spotted. In a crowd, he can get away easily. With over-crowding the number of cases of pilferage and thefts increases. So, Sir, the number of passenger trains should be increased.

4 P.M.

In regard to Orissa, Sir, you know, this province, till 1936, was attached to the Bihar province and it was called the Bihar-Orissa province. One of the main reasons of the Simon Commission for recommending the creation of a separate province of Orissa was that it was most unnatural that for going from one part of the province to the other, that is, from Bihar to Orissa and from Orissa to Bihar, one has to go through Bengal. That was why one of the recommendations was that Orissa should be created as a separate province. This thing still remains in Orissa though Orissa has been separated from 1936 in the sense that from 1936 to 1980, if one has to go from the north to the south or from the east to the west, one has to go through the other States. If one wants to go, say, from the eastern side, from Cuttack to Sambalpur, one has to go through Bengal and similarly, if one has to go from Ganjam to Koraput, one has to go through Andhra Pradesh and there is no direct line from one part of Orissa to another part. Perhaps this is the only State in India today where, if you want to move from part to another part, you will have to travel through another State as there is no direct line. There are a number of proposals from the Government of Orissa to the Ministry of Railways to the effect that the eastern and western parts as well as

the northern and southern parts of Orissa should be linked together so that from one part may not have to travel through other States. Perhaps this is the one State, Orissa, Sir, which is served entirely by one railway, namely, the South-eastern Railway and more than one-third of the route of the South-eastern Railway passes through Orissa and yet out of the 7 Divisional Headquarters of the South-eastern Railway, none is there anywhere in Orissa. Therefore, my suggestion would be that early steps should be taken to have a Divisional Headquarters somewhere in Orissa, either at Rourkela or at Khurda Road, of the South-eastern Railway.

Then, Sir, the people of Orissa are very grateful to the Railway Minister, Panditji, for meeting one of their long-felt needs, namely, a direct super-fast train between the capital of the country and the capital of the State. This is going to be started from the 1st of April this year. But there again there is one snag. I gather that this is not going to be run on all the seven days in a week, but it is only on three days in a week. There are two other trains, the Utkal Express and the Kalinga Express, both obviously meant to serve the interests of the passengers travelling to Orissa. But I think it is more for the other States than for Orissa. They pass through six or seven States. Now, there is a clamour from all the States. One train takes according to the time-table, 44 hours and the journey time of the other train is 40 hours. This is only in the time-table of the Railways. Never does any one of these trains move in time or reach in time. Besides this, Sir, these two trains, between themselves, do not run on all the seven days in a week. If there is a little thinking, Sir, one thing can be done when the new train is going to be put into service.

[The Vice-Chairman (Shri R. R. Morarka) in the Chair]

If there is a little thinking behind this, the new train that is being put into service, namely, the Purushottam

[Shri Bhairab Chandra Mahanti]

Express, Super-fast Express, . . . (Interruptions) If it is left to me, I would call it 'Nilachal Express'. This is to run on Sundays, Tuesdays and Thursdays. Now, with a little thinking, it could have been made to move on Wednesdays also, when neither the Utkal Express nor the Kalinga Express goes. This is another suggestion for consideration.

With these words, I conclude.

PROF. SOURENDRA BHATTACHARJEE (West Bengal): Mr. Vice-Chairman, Sir, I remember, somebody once made the remark that if the Railways could avoid, could put a stop, to malpractices, corruption and misuse, perhaps the Railways finances could go up. But today, we are faced with a deficit railway budget—deficit of a considerable amount. The Railway's contribution to the General Revenues is also on the debit side. The financial position that way is desperate. Now, perhaps, nothing else could be expected if the attitude of the Railway Ministry is as revealed in the reply to the Unstarred Question as mentioned by Mr. Kalyan Roy. The particular area which was referred to by him is notorious for wagon breaking and other thing. Mr. Kalyan Roy may bear me out that perhaps in that particular area a few years back a police officer who tried to come to grips with the problem was murdered and there could be no trace of the murderer by the police, even though at the highest level there was a commotion. Now, wagon breaking in such an area is such a common-place and such a menacing thing. If Ministers are that gullible, then the railway officials would act accordingly. They do not know that there is wagon breaking, there is pilferage and there are other things like that. Draining of the railway resources must be stopped.

My friend, Mr. Mahanti, referred to the Railways' imperviousness to the comforts of passengers. Unconcern for the safety of railway passenger, in

every sphere and utter callousness are there I do not know how Mr. Mahanti could describe our country doubts whether a socialist society as a socialist country by the abolition of one or two classes. By the abolition of one or two classes, I have doubts whether a socialist society of that type can be established, if a reasonable amount of efficiency for that cannot be ensured by the Railways. I think there is very little ground for the tall claims made in the speech of the Railway Minister regarding improvement and punctuality. As I told you earlier also, our everyday experience is entirely different. Whichever train we travel on, it runs behind schedule. But the figure that has been circulated by the concerned Department shows 90 per cent or 95 per cent or 96 per cent or 97.5 per cent punctuality. This is a concocted figure. So, hiding the real situation cannot lead to rectification, improvement and efficiency. To put everything unpalatable, everything bad and everything rotten under the carpet is not the sure way to improve things. Our expectation is that the Minister of State who is present here will pay due attention to this aspect taking into consideration the sentiments and the actual experience of the Members and try to rectify matters.

Mr. Vice-Chairman, Sir, you are aware that last year witnessed many serious accidents on the Indian Railway. When accidents take place, there is discussion here in this House and in the other House. At that time, many things are said. But later on the reports about the accidents are not available or what actions are taken on the basis of the report are not known to the Members. My suggestion is that the report of the inquiry on Railway accidents and action taken thereon should be made available to both the Houses so that the Members may come to know whether the question of the safety of travelling public is given any weightage by the

Railway Administration. A doubt arises because the same type of accidents have been repeated again and again showing that the same pitfalls are continuing in spite of Government's attention being drawn to them very sharply when the accidents take place. It shows that the Government is unwilling to derive lessons or that the concern that is expressed at the time the accident takes place is a mere facade. I think if we see the report, it will serve a useful purpose. It is very necessary.

Sir, since we represent States, certain specific problems relating to my own State have been brought to the notice of the Minister. We wanted that the Minister should give point by point reply. I hope this time it would be possible for us to get some reply from him on these specific issues. I raised the problem of Calcutta Metropolitan Area Transport. It is an acute problem. Mr. Kalyan Roy referred to the position in connection with M.T.P., i.e. the Tube Railway Project. Nobody knows when it will be completed. Because of the M.T.P. work, traffic in Calcutta has been dislocated. Adequate finances have not been made available. There are other bottlenecks also. In this Budget, a much reduced amount has been allotted for M.T.P. If M.T.P. is to complete its work on schedule and dislocation in the city life of Calcutta is to be avoided, the work has to be expedited and not stalled. So far as I can remember, only Rs. 15 crores have been allotted, but the amount should be much higher. That is one aspect of it. On the other, the suburban railway service in Calcutta has completely broken down. This has repeatedly been discussed in this House. The transport problem of metropolitan cities is a very gigantic problem, and a very sensitive problem too. The problem of Madras has been referred to passingly and the problem of Bombay has also been referred to passingly in the Minister's Budget speech. But so far as other cities are concerned, nothing has been

referred to. In Calcutta, the suburban railway services have completely broken down, as I said earlier, because of the problem of maintenance, because of the problem of other factors. The coaches are not being replaced and the repeated answer has been that they are trying to bring new coaches in order to improve it. But how long will it take? In the meantime, there has been a complete bottleneck. The other day I said about the computerisation of the mandays lost due to strikes, stoppages of rail services, irregular services and other things. Is there any stock taken and to what national loss it leads? In Calcutta, the problem of suburban railways is fraught with great consequences. It so happens that people coming down to offices are prevented from reaching their offices in time. And after the office hours, when they have to go back to their homes, trains are not available or trains are stopped midway at any place, and this situation naturally leads to many undesirable consequences. A confrontation between the railway employees and the commuters is a common occurrence in that area, and at times leading to very serious developments. Therefore, Sir, unless the Railway Ministry puts its head and decides what immediate steps should be taken to improve the situation on a short-term and a long-term basis, the situation there may explode any day. I remember, Sir, I met the Divisional Manager of the Sealdah division—Sealdah is known to be the busiest railway station of the world—and requested him that if he is unable to rectify the things, at least he should inform the public of the specific reasons for which that deplorable state of affairs is continuing. I said, "At least, the travelling public would feel then that you have come concern for them, you feel your obligation, and that at least you are trying to take them into confidence." And, Sir, nothing like that happens. They take it for granted. No trains can move, and the people will have to put up with that. This is the situation and this is fraught with great consequences. So, with all the emphasis at

[Shri Sourendra Bhattacharjee]

my command, I would request the Minister of State for Railways to pay attention to this aspect of the problem.

Sir, at the same time, there is the question of an alternative route to the Namkhana—Budge-Budge route. The railway line is there. And in the intervening period, that is the period it takes for the tube railway to materialise at least in that period, some alternative arrangement is possible at a minimum cost. There is a goods route by which the passenger trains can also be run. And it will ease the traffic problem in that area to a great extent.

Sir, another problem which is a general problem is the introduction of a double-line. In my State I can say that in a very small area in and around Calcutta it is mostly the single track system and single track system invariably leads to slow movement. The problem of West Bengal is that everything is centred in Calcutta. There is no other big city in that State. Practically the entire economy is centralised in Calcutta and all people have to go there for one reason or another. The lack of, the absence of a double line affects both the business men and other workers and in fact everybody who has anything to do with the railways. Nowadays there are, perhaps, very few persons who have nothing to do with the railways. (Time bell rings).

In this connection, Sir, a question has arisen that it is because of the road transport lobby, their pressure, that the work of double line is being held up. In an area adjoining Calcutta, Calcutta-Bonga, it is a suburban area, very congested area, survey on the double line and all the other things have been completed but the double line is not being installed. It is said that under the pressure of the road transport lobby, who carry goods from that area to Calcutta and make

profit, this thing is not being allowed. Now, it is said that such types of pressure groups and jobbies are working. This is an aspect to which I would like to draw the attention of the hon. Minister and request him to take speedy action in these matters. (Time bell rings).

I want to refer to one or two more points. Certain things have been referred to in the speech of the hon. Minister regarding making easy the process of refunds. I do not know how the Minister could make such a statement. If I was not mistaken, that seemed to be the burden of his remark in his Budget Speech, that the refunds system has been made so much complicated. When I went to the South I found many letters in the newspapers to this effect. My own experience is that in two months time I have not received my refund. A refund certificate is to be obtained from the station, then it has to be deposited with the office of the C.C.S., then the C.C.S. issues a memo on the basis of which again money has to be taken from elsewhere. This is the procedure, which is a very cumbersome and very difficult process and for a majority of the people it becomes difficult to get the refund. If it is the objective of the Railway Administration to do away with the system of refunds, let them do it straightaway and not by such devious methods. This is a very cumbersome system. Refund should be obtained from the office of purchase, i.e., the booking office from which the tickets were purchased. This system should be re-introduced without any delay if harassment to the travelling public is to be stopped and their interests are to be safeguarded.

Lastly, Sir, the Railway Minister attributed cancellation of some trains to the shortage of coal. Now, this is a very vicious circle. We hear that coal is not available in my State. In my State coal is available only at an exorbitant price. Because of road transport, once again, the railways are

unable to provide as many wagons as are necessary. Mr. Roy quoted some statistics. These things are responsible for coal management. They say because of the failure of the railways they are unable to supply coal, though there is adequate quantity of coal. The railways say that the trains cannot be run because of the lack of coal. Now, this is a very vicious circle. And this circle of shifting responsibility from one side to the other, must not be there. The greatest responsibility of the Railways is to maintain an uninterrupted flow of traffic, both passenger and goods. If there is a failure at any point, there should be an attempt to identify the problem and to rectify the same. Instead of that if the approach is to pass on the buck to somebody else, it cannot lead to a solution of the problem. At least, in the field of railways, there is very little scope of passing on the blame to the Government which was here for three years or less than that. Let not the present Government and the ruling party which heads the Government and which had its Government in this country for 30 years, pass on the blame to somebody also and try to avoid its responsibility. Let them shoulder this responsibility fully and establish the health of the Railways with which is connected the interest of every person in the country. Thank you.

شری سید احمد ہاشمی (آئیربندیہ):

جذاب وائس چیئرمین صاحب - ریلوے صرف اسی معنی میں ہماری زندگی کا حصہ نہیں ہے کہ وہ ہمارے ملک کے مختلف حصوں کے رابطے کا ایک ذریعہ ہے بلکہ اس لئے بھی ہمارے لئے باعث کشش ہے جذاب نظر ہے کہ وہ لوگ جو ہمارے ملک میں غربت کی سطح سے نیچے رہتے ہیں ریلوے پاورٹی لائن اپنی زندگی گزارتے

ہیں ان کے لئے ریلوے میں ایک چارم ہے کہ اس میں ان کو زیادہ سے زیادہ ملازمتیں ملیں اور ریلوے ان کے لئے زیادہ سے زیادہ روزگار فراہم کر سکے - ہم سمجھتے ہیں کہ ریلوے لوگوں کو ملازمتیں اور روزگار دینے کا سب سے بڑا آرگنائزیشن ہے اور اس لئے فطرتاً ہر ایک کی نگاہ اس پر پڑتی ہے - جیسا کہ میں نے عرض کیا جو لوگ ریلوے پاورٹی لائن کے اندر زندگی گزارتے ہیں آپ جانتے ہیں کہ ہندوستان میں ریلوے پاورٹی لائن کے اندر زندگی گزارنے والے بہت سے شہری ہیں جنہیں ہم آج کی اصطلاح میں ویکر سیکشن کہتے ہیں اور آج کی حالت میں اس میں اتالیقوں کو بھی شامل کیا جاتا ہے - ان کی حالت کو دیکھتے ہوئے جب ہم ریلوے کا جائزہ لیتے ہیں اور ریلوے کے روزگار اور دوسرے محکموں کو دیکھتے ہیں تو ہمیں اندازہ ہو جاتا ہے کہ ان میں جس حد تک ویکر سیکشن کے لوگوں کا اور اقلیتوں کا ریپریزینٹیشن ہونا چاہئے وہ نہیں ہوتا ہے - میں یہ بات بھی واضح کروں گا کہ چاہے سہنٹرل ریلوے ہو ویسٹرن ریلوے ہو ساؤتھ ریلوے ہو یا نارڈن ریلوے ہو یا کوئی دوسری ریلوے ہو ہمارے پاس فکرس موجود ہیں اور ہماری آنکھیں بھی کھلی ہوئی ہیں اور اس بارے میں لوگوں کو تجربہ بھی ہے اگر ہم ریلوے کے

[شری سید احمد ہاشمی]

اندر مسلمان نام کی چیز تلاش کریں تو مجھے یہ کہنے میں کوئی تامل نہیں ہے کہ مختلف ریلویز میں مسلمانوں کا رپرینٹیشن مسلمانوں کی نمائندگی نہیں ہے - یہی نہیں ٹی - ٹی - ٹی - سی - اور گارڈ کی بات اگر ہم نہ بھی کریں لیکن جو لوگوں ورکشاپ اور فیزل انجن کے کارخانے ہیں ریلوے کے مختلف حصوں میں جو پورے ہندوستان کو گزر کرتے ہیں اور لوگوں کو روزگار فراہم کرتے ہیں بدقسمتی کی بات یہ ہے کہ وہ مالدارتھز اور مسلمانوں کو روزگار فراہم نہیں کرتے ہیں - میں یہ بھی بتلانا چاہوں گا کہ اتفاق کے طور پر آپ کیسچول لیبر کو ہی لے لیجئے - اس کے اندر بھی ڈسکریمنیشن ہوتا ہے امتیاز ہوتا ہے - اگر اتفاق سے کیسچول لیبر میں دو چار مسلمان بھی جاتے ہیں تو جب ان کی ترقی اور مستقلیت کا مسئلہ آتا ہے تو ان کے لئے کوئی چانس نہیں ہوتا اور کئی طرح کی رکاوٹیں لال فہتا شاہی شروع ہو جاتی ہے - ہمارے ریلوے منسٹر صاحب اگر ان باتوں کا جائزہ لیں تو ان کو ان باتوں کا پتہ چل جائیگا - آپ ریلوے کھترنگ سروسز کو ہی دیکھ لیجئے - ریلوے میں آپ کھترنگ سروسز میں ریسٹورنٹس کی بات کو چھوڑ دیجئے یہ تو ان کو ملتی نہیں اور تھیکیداری بھی نہیں ملتی ہے -

شاید بہت بڑا کام سمجھا جاتا ہے اور مسلمانوں کو نہیں لیا جاتا - میں کہتا ہوں کہ پان بیوی سگریٹ اس کی تھیکیداری ڈالی بیچنے کی تھیکیداری مسلمانوں کو نہیں ملتی - این - ای - کے نام کی یہاں چرچا ہوئی - این - ای - ریلوے کسی زمانے میں بی - ای - قبلو - آر - اور او - ٹی - آر - رہی اس کے بعد این - ای - ریلوے ہوئی - وہاں پر کبھی کبھی مسلمان دکھلایا جایا کرتے تھے آپ کے ایسٹرن ریلوے میں کبھی کبھی دکھلائے جایا کرتے تھے لیکن اگر آج جائزہ لیا جائے آج اگر فکرس جمع کی جائیں تو ہم کو یہ اندازہ ہوگا کہ وہاں معاملہ بالکل نل ہے بالکل سونپہ ہے - میں یہ چاہتا ہوں کہ ایک ایسی گورنمنٹ جو سیکولرزم کی حمایتی ہے جو اس بات کا دعویٰ کرتی ہے کہ وہ اقلیتوں کی دوست ہے اقلیتوں کی محافظ ہے اس کی ریلوے منسٹری کو بھی اس بات کے لئے مختلف ریلویز کا جائزہ لینا چاہیئے کہ واقعی وہاں کس حد تک ڈسکریمنیشن اقلیتوں کے ساتھ مسلمانوں کے ساتھ اور دیگر سیکشن کے ساتھ ہوتا ہے اور اگر وہ ڈسکریمنیشن ہے اگر یہ امتیاز ہے تو اس ڈسکریمنیشن کو دور کرنے اور اس امتیاز کو دور کرنے کی ان کی پالیسی ہونی چاہیئے اور ان کو اس ہاؤس کو ہتھن دلانا چاہیئے -

میں ایک بات اور عرض کروں -
اردو کے ساتھ بہت امتیاز برتا گیا -
اس ملک کے اندر گنگا - جمنا کی
تہذیب کے اندر اردو نیشنل انٹیکریشن
کی علمبردار اردو ہندوستان کی اس
جمہوری زندگی کے اندر اس زندگی کے
اندر جو اس بات کا تقاضہ کرتی ہے
کہ کتنی باہمی یکجہتی کتنی باہمی
دراداری ہے وہاں پر اردو کے ساتھ
امتیاز برتا گیا - میں یہ کہوں گا اس
اردو کے ساتھ جو امتیاز برتا گیا اس
میں ریلوے منسٹری بھی شریک ہے -
اردو کا جو حصہ ریلوے منسٹری کو
ملنا چاہیئے وہ نہیں ہے - آج اردو
کے بورڈ متعلقہ چلے جا رہے ہوں -
ریلوے کے اسکول ہیں لیکن حیرت
ہے کہ ان ریلویز کے اسکولوں کے اندر
اردو نام کی کوئی چیز نہیں ہے -
اگر بہت قیमानدگی کی جاتی ہے بہت
بار مطالبہ کیا جاتا ہے تو شاید اتفاق
سے اردو تھپو رکھ دیا گیا ہو لیکن
جنرلی اردو کا کوئی انتظام وہاں نہیں
ہے - میں چاہتا ہوں کہ اس بات
کی چیکنگ کرنی چاہئے اور اس
بات کو دیکھنا چاہئے - مجھے حیرت
ہوتی ہے اس بات سے کہ وہ علاقہ
جس کو مخصوص علاقہ کہا جا سکتا
ہے جیسے دہلی ہے - اگر دہلی
اسٹیشن پر وہاں جہاں رزرویشن چارٹ
آپ دیکھیں تو وہاں رزرویشن چارٹ
آپ کو اردو میں نہیں ملے گا - پہلے
تو ٹائم ٹیبل ہونا چاہئے اردو میں -

اردو ایک ایسی زبان ہے جو پورے
ہندوستان کے رابطے کی زبان ہے -
اس زبان کے اندر اردو میں ٹائم ٹیبل
چھپنا چاہئے - لیکن میں اس سے
بہت ہلکی بات کہنا چاہتا ہوں کہ
وہ مخصوص علاقے جن کو خصوصیت
کے ساتھ اردو ریلوے کہا جا سکتا ہے
میں نے جیسے دہلی کو کہا ہے کہ
وہاں رزرویشن چارٹ اردو میں نہیں
دکھائی پڑتے - میں یہ کہتا ہوں کہ
یہ بات بھی قابل غور ہے کہ کیا اردو
کو اس بات کا حق حاصل نہیں ہے
کہ جس طرح سے رزرویشن چارٹ
دوسری زبانوں میں لگتے ہیں وہ
اردو کے اندر اگر لگیں تو کوئی آفت
نہیں آجائیکی - میں یہاں یہ بات
اور کہوں ہو سکتا ہے یہ بات تلخ
ہو اور ریلوے کے عملے کے لئے اس بات
کی نشاندہی بھی بری معلوم ہو
لیکن حقیقت یہ ہے کہ اگر بھیچارہ
کوئی سیکنڈ کلاس کا مسافر آفت کا
مارا رزرویشن چارٹ دیکھنے کے لئے
چلا گیا تو اگر یہ چار چار چھپے
بھی لگائے تو بھی رزرویشن چارٹ
نہیں پورہ پاتا - ہندی کے اندر جو
کاپیاں ہوتی ہیں یا انگریزی کی
ٹائپ کی سوئی کاپیاں ہوتی ہیں
ان میں ایک طرف تو نمبر غلط
ہندی کے اندر بھی ٹکٹ کے نمبر غلط
ہوتے ہیں - بالکل تو قدامی غلط - مجھے
ابھی پچھلے دنوں کا تجربہ ہے - میں
لکھنؤ میں اپنے ایک ساتھی کے سیکنڈ

[شری سید احمد ہاشمی]

کلاس کے رزرویشن چارٹ دیکھنے گیا تو مجھے اس چارٹ کے اوپر پرچھائیاں نظر آ رہیں تھیں کہ کوئی کاروبار کیا گیا ہے۔ لیکن دسیوں آدمیوں کی وہاں پر بھیڑ لگی ہوئی تھی کہ کسی صورت سے اس کو پڑھ لیں لیکن نہیں پڑھ سکے۔

شری سی۔ کے۔ جعفر شریف :

چشمہ لگا کر دیکھتے . . .

شری سید احمد ہاشمی : چشمہ

بھی لگا کر پڑھا۔ ہمارے جیسے بہت سے وہاں یتیم آفت کے مارے کھڑے ہوئے تھے کہ کسی صورت میں پڑھ لیں۔ آپ غور کریں وہاں پر روشنی بھی کم لائٹ بھی کم تھی اور اس کے اوپر چارٹ انپڑ لوگ بیچھاڑے سپکٹ کلاس کے پیسنیجر نارٹھ ایسٹرن ریجن کے اندر یا ایسٹرن ریلوے کے اندر لکھنؤ سے ادھر آپ جائیں گے تو اتنا پڑھا لکھا طبقہ نہیں ہے کہ وہ بیچھاڑے جعفر شریف کے طریقے سے کچھ اندازہ نکل لیں۔ اس طرح سے اس بات پر توجہ کی ضرورت ہے۔ ہم یہ دیکھیں کہ واقعی جو سہولتیں دی گئی ہیں وہ سہولتیں انکی حاصل ہے یا نہیں ہے۔ اس طریقے سے میں عرض کروں گا کہ وہ جو پسندیدہ علاقے ہیں ہیکورڈ /نسان جہاں رہتے ہیں وہاں اس ملک کے اندر اور بھی علاقے ہیں جو اپنی

پسماندگی اور ہیکورڈنہیں کے اعتبار سے واقعی دوسرے خصوصی علاقوں پر ریست کرتے ہیں۔ میں کہوں گا آپ ایسٹرن زون نارٹھ ایسٹرن زون بنارس سے پورو سائڈ پر لکھنؤ سے پورو سائڈ پر جائیں گے تو آپ کو اندازہ ہوگا کہ بڑے ہیکورڈ علاقے ہیں ڈسٹرکٹس میں۔ لیکن جس طریقے سے ہماری ہندوستان کی پلاننگ نے انکے ساتھ امتیاز برتا ہے میں یہاں پر غازی پور کی مثال دوں۔ غازی پور بنارس سے پورو میں ہے بڑا پسندیدہ علاقہ ہے۔ تاریخی اعتبار سے اس کا کیرکٹر اور کارکردگی یہ ہے کہ اس نے جنگی آزادی کے اندر بڑے اہم حصہ بنایا۔ وہاں پر آزاد ہند فوج نے یونین جیک کو ۱۹۴۲ کے اندر اتار کر پھینک دیا۔ لیکن حیرت ہے کہ اسکی پسماندگی نے اس کو اس حد تک پہنچایا ہے۔ کہ ریلوے اسٹیشن کے اوپر پانی کا انتظام نہیں ہے۔ ریلوے اسٹیشن کے اوپر گندگی ہے۔ ایک ریلوے پلیٹ فارم ہے جبکہ سنگل لائن ہونیکی وجہ سے وہاں پر مسلسل کراسنگ ہوتی ہے۔ دو دو ریلیں کراسنگ کی وجہ سے وہاں کھڑی ہوتی ہیں۔ بڑے بچے عورتیں پلیٹ فارم سے الگ ہوچ کی لائن پر اترتے ہیں۔ آج تک قیامت کے باوجود یہ نہیں ہو سکا کہ دوسرا پلیٹ فارم بن سکے۔ اور اسکو اوور برج سے جوائن کر سکیں۔ اس طریقے سے یہ کہوں گا کہ بنارس

بلیا غازی پور اور چھبرا لائن کی صورت حال جتنی آپ آگے بڑھتے جائیں گے اتنی درست ہے - آپ ٹرین کے اندر گھس نہیں سکتے - لیٹرین گھسی باتھ روم گندے ساری گاڑی کوڑا دن بنی دھتی ہے - دبے ٹوٹے ہوتے ہیں - پھر ایک زمانے سے یہ ڈیمانڈ ہے کہ اسکو بڑی لائن میں کدورت کر دیا جائے - لیکن آج تک بڑی لائن میں کدورت نہیں ہو سکی - کیا نثر ہے - پیسنیجر بھی ہیں ٹریفک بھی بہت ہے لیکن عجیب و غریب بات یہ ہے کہ آج تک ڈبل لائن نہیں ہو سکی - میں بتلا دوں کہ یہاں پر ویسے تو ڈیمانڈ یہ ہے کہ ایک نیشنل ٹرانسپورٹ پالیسی بنے لیکن غازی پور سے بنارس کی سروس جو بسوں کی ہے اس میں پندرہ پندرہ منٹ کے بعد بسیں چلتی ہیں - اور فل چلتی ہیں اور رات تک چلتی دھتی ہیں کوئی وجہ نہیں ہے کہ وہاں پر ریلوے ٹریفک نہ ملے - اور وہاں پر ٹرین سروس کو بڑھایا نہ جائے قبل لائن نہ کی جائے - یہی حالت بعض دوستوں نے کہی کہ ہمارے لکھنؤ ڈپوؤں کے اندر بھی ہے - مسافر بڑھتے چلے جا رہے ہیں ڈیمانڈ بڑھتی چلی جا رہی ہے لیکن عجیب و غریب بات ہے کہ معمولی دوکاندار اپنے خریداروں کو دیکھ کر اپنے سامان میں اضافہ کرتا ہے - شری سی - کے - جعفر شریف : اس کو پیسہ ملتا ہے -

شری سید احمد ہاشمی : یہاں تو نیشنل انکم بڑھتی ہے - عجیب و غریب بات ہے کہ اس کے باوجود لال فیتا شاہی کی کچھ ایسی کارکردگی ہے کہ ڈیمانڈ بڑھتی چلی گئی لیکن ٹریفک میں وہیں دھن کی - ہم رزرویشن کی ویٹنگ لسٹ کی اگر اوسط نکالیں تو میں سمجھتا ہوں کہ کم سے کم اگر ڈینس نہیں بڑھائی جا سکتیں تو تھری ٹائر ٹو ٹائر کی بوگیاں تو بڑھائی جا سکتیں ہوں - تھری ٹائر اور ٹو ٹائر کی بوگیاں بھی نہیں بڑھانی جاتی ہیں - ظاہر ہے کہ ایک بیچرہ آدمی اگر ہارورہ جانا چاہے - کلکتہ جانا چاہے - مدراس جانا چاہے - بمبئی جانا چاہے تو ہمارے ریلوے رزرویشن کی بکلیک یہ کہتی ہے کہ صاحب اگر آپ نے ایک مہینہ پہلے رزرویشن کوا دیا ہوتا تو شاید جگہ مل جاتی - ہمارے ملک کا عوام ابھی انڈیا منصوبہ بند ویل پلینڈ نہیں ہوا ہے کہ ایک مہینہ پہلے جانیکی منصوبہ بندی کرے اور پھر رزرویشن کی کھوکی کے آرپر جائے - انکو تو اگر تین چار روز پہلے خیال آگیا تو جانیکی کوشش کی اور اس کے بعد مایوس ہو کر بیٹھ جاتے ہیں یا پھر مرنے مرنے جاتے ہیں -

آپ دیکھئے ادھر میں سبکل لائن کی بات کر رہا ہوں - یہ آپ کی میرٹھ سے سہارنپور کی لائن ہے -

[شری سہد احمد ہاشمی]

وہاں دیوبند ایک ایسا قصبہ ایک ایسی جگہ ہے جو انٹرنیشنل سیمینٹر کہا جاتا ہے۔ وہاں ایک سہلپوریشن ہو رہا ہے وہاں سنگل لائن ہے۔ آپ کو میں صداقت بتاؤں یہاں سے سو میل کی مسافت ہے بس کے اندر اسکی سروس زیادہ سے زیادہ سارے ترقی کھلتے ہیں ابھی پچھلے دنوں میرا اتفاق ہوا اپنی خوش قسمتی یا بدقسمتی سے ایک یہ تجربہ کرنا تھا کہ درپہر کی ترقیوں سے جو پورے تین بجے دلی اسٹیشن سے چوتھی ہے اس سے جو میں چلا تو آدھا گھنٹہ پہلے سے لیٹ چلی۔ لیکن وہ جناب عالی دس بجے سے پہلے دیوبند نہیں پہنچ سکی۔ فور کھجئے سات گھنٹے میں یہاں سے لکھنؤ پہنچ سکتے ہیں لیکن سو میل کا سفر سات آٹھ گھنٹے کے اندر مکمل نہیں ہو سکا۔ یہی پریشانیاں ہیں سنگل لائن کی آج دیوبند کا سہلپوریشن ہو رہا ہے۔ میں خصوصیت کے ساتھ اس موقع پر جعفر شریف صاحب سے کہونگا کہ ریلوے جو بھی سہولیت دے سکتی ہے دارالعلوم دیوبند کے سلسلے میں وہاں کا انتظام کر سکتی ہے وہ کرے۔ ایسا نہ ہو جیسا کہ لکھنؤ کے ریلوے اسٹیشن میں این۔ای۔ ریلوے اسٹیشن پر آپ انہیں اپنی میل سے تو آپ کو قلی نہیں ملے

گا۔ آپ بڈارس سے پورو کی لائن پر چلے جائیں تو آپ کو سٹیشن پر قلی نہیں ملیگا۔ سامان لیکر اگر رات بے رات کھڑے ہو گئے تو آپ کو کوئی آدمی نہیں ملیگا۔ کہیں ایسا نہ ہو کہ جو پورے ہندوستان سے اور دنیا کے لوگ دیوبند میں اکٹھے ہو رہے ہوں وہاں پورے ان کو قلی نہ ملے۔ اس لئے میں نے یہ خصوصی توجہ کی بات آپ سے گزارش کی۔

ایک بات اور آپ سے عرض کرنے کی کوشش کرونگا۔ ریلوے کا سفر دن بدن خطرناک ہونا چلا جا رہا ہے۔ اسکی دو وجہ ہیں۔ ایک طرف تو حادثات ایکسپنڈنٹ بڑھتے چلے جا رہے ہیں۔ اور لوگوں کو کانفیڈینس نہیں رہ گیا ہے کہ ریل پر چڑھنے کے بعد اپنی منزل سے اپنے گھر سے نکلنے کے بعد واقعی انکا سفر خیریت سے گزرے گا یا نہیں۔ یا کوئی حادثہ نہیں ہوگا۔ ایک طرف ریلوے کی یہ ہدامتی ہے اور دوسری طرف میں یہ کہونگا کہ چوری اور قذارتی کی وارداتیں بڑھتی چلی جا رہی ہیں۔ یہ ایک ایسی بات ہے کہ جو خصوصیت سے توجہ کی بات ہے۔ ار میں یہ کہونگا کہ اس کے اندر ایسا نہیں کہ صرف چوروں یا قذارتوں کی کارکردگی ہوتی ہے بلکہ اس کے اندر پورا ریلوے کا

عملہ بھی ملا ہوا ہوتا ہے - اس کے اندر آر - پی - ایف کے جوان بھی ملے ہوئے ہوتے ہیں - ہو سکتا ہے کہ آر - پی - ایف کے جوانوں کو ریلوے کا محکمہ وہ سہولیت نہیں دے سکتا ہو جو ایک مطمئن زندگی گزارنے کے لئے ہو سکتی ہو - اس لئے وہ اس کوریشن میں مبتلا ہوں کوئی اور طریقہ نہیں ہے کہ چوروں کے ہی گھروں سے تال مول کر کے اور ایسا چکنس تیار کیا جائے جس سے کم سے کم مطمئن زندگی گزر سکے - تو اس طرف آپ کو دھیان دینے کی ضرورت ہے کہ اگر انکی قدماندس ہیں اگر انکے مطالبات ہیں تو انکی طرف بھی توجہ دی جائے -

سین اسی طریقے سے ایک بات اور کہونکا کہ غازی پور ایک ایسا ضلع ہے کہ جہاں کے بہت سے لوگ فورس کے اندر ہیں - ایک بہت بڑا حصہ بلکہ ایک طریقہ سے فوجی کالونی کہی جا سکتی ہے لیکن وہ ترین جو آسام سے یا بارڈر سے ملانی ہے جیسے آسام میل کہتے ہیں حیرت ہے کہ پورے ضلع سے نکل جاتی ہے لیکن غازی پور کے اندر دلدار نگر اسٹیشن پر جو چکنکشن ہے وہاں پر بھی نہیں ٹھہرتی ہے میں ریلوے مینسٹرو صاحب سے یہ کہونکا کہ ایسے علاقے میں جو فوجی اعتبار سے عام

ہے اور یہاں کے نوجوان سرحدوں کے اوپر ملک کی رکشا اور ملک کی حفاظت کر رہے ہیں اس علاقے کو یہ حق ہے کہ وہاں پر آسام میں جیسی ایک اہم ترین جو کہ بارڈر سے لنک آپ کرتی ہے ملاتی ہے وہاں پر غازی پور کے اسٹیشن پر ضرور رکے - اسی طریقے سے میں ایک بات اور اصولی طور پر کہونکا کہ ملک میں بہت سی انڈسٹریاں ہیں - اور انڈسٹری کی ٹریڈنگ صنعت کی ٹریڈنگ کے لئے بڑے ہی انتظامات کئے گئے ہیں - ٹیکنیکل انسٹی ٹیوشنز ہیں اور بہت سے طریقوں سے تعلیم ہوتی ہے - یونیورسٹیوں کے اندر بھی گنجانشیں ہیں کہ اس سہجیکٹ کے اندر وہ پی - ایچ - سی کریں ایکسپیریمنس حاصل کریں اور ایکسپورت ہوں - لیکن عجیب و غریب بات ہے کہ ریلوے کی اتلی بڑی انڈسٹری - اس کو ایک آرگنائزڈ انڈسٹری کہنا پڑیگا - لیکن اس کے لئے کوئی ایسا انسٹی ٹیوشن نہیں ہے جہاں ہمارے بچے ایک خاص عنوان سے ایک خاص سہجیکٹ سے نکلنے کے بعد وہاں جا کر ٹریڈنگ حاصل کریں اور تربیت حاصل کرنے کے بعد ریلوے سروسز کے اندر آئیں - یہاں پر میں یہ گزارش کروںکا کہ آپ اس اعتبار سے ٹریڈنگ کھجئے کہ

[شری سید احمد ہاشمی]

ریلوے کی آرگنائزنگ انڈسٹری کے اندر
ایسے ٹیلیگراف لوگوں کو موقع ملے
جو واقعی کسی انسٹی ٹیوشن کے
اندو تربیت پائے ہوئے ہوں - آپ
آئی - اے - ایس والوں کے لئے انتظام
کرتے ہیں پی - سی - ایس والوں
کے لئے انتظام کرتے ہیں لیکن ریلوے
کی اتنی بڑی انڈسٹری کو چلانے
کے لئے آپ کے ہاں تربیت کار نہیں
ہے - میرا خیال ہے میں نے آپ
کا بہت وقت لیا لیکن میں نے
شروع میں عرض کیا تھا پھر سمع
خراب کرتے ہوئے توجہ دلائوں گا کہ وہ
ڈسکریمینیٹیشن وہ امتیاز جو مختلف
ریلوے کے اندر جاری ہے اس کے لئے
میسٹری آف ریلوے کو توجہ کرنی
چاہیئے - آپکا ریلوے پبلک سروسز
کمیشن ہے ضرور ہم یہ توقع کر سکتے
ہے کہ وہاں پر اس کے ذریعے سے
کم سے کم مائٹرائیز کو ریویژنیشن
بڑھاتا لیکن ریلوے پبلک سروسز
کمیشن کا جو ہمارے سامنے رزلٹ
ہے نتیجہ ہے وہ بہت دور نتیجہ
ہے اور اس سے کوئی اطمینان اور
سیٹسفیکشن نہیں ہے لہذا اس بات
پر دھیان دینے کی ضرورت ہے -
شکریہ -

†[श्री सयद अहमद हाशमी (उत्तर
प्रदेश) : जनाव वाईस चेयरमन साहब
रेलवे सिर्फ इस माने में हमारी जिन्दगी का

हिस्सा नहीं है कि वह हमारे मुल्क के मुख्तलिफ
हिस्सों के राबते एक जरिया हैं बल्कि
इसलिए भी हमारे लिए बाइस कशिश है
जानिब नजर है कि वह लोग जो हमारे मुल्क
में गुरबत की सतह से नीचे रहते हैं बिलो
पावरटी लाइन अपनी जिन्दगी गुजारते हैं
उनके लिए रेलवे में एक चार्म है कि इसमें
उनको ज्यादा से ज्यादा मुलाजमतें मिलें
और रेलवे उनके लिए ज्यादा से ज्यादा
रोजगार फराहम कर सके। हम समझते हैं
कि रेलवे लोगों को मुलाजमतें और रोजगार
देने का सबसे बड़ा आर्गेनाइजेशन है और
इसलिए फितरतन हर एक की निगाह उस
पर पड़ती है। जैसा मैंने अर्ज किया जो लोग
बिलो पावरटी लाइन के अन्दर जिन्दगी
गुजारते हैं आप जानते हैं कि हिन्दुस्तान में
बिलो पावरटी लाइन के अन्दर जिन्दगी
गुजारने वाले बहुत से शहरी हैं जिन्हें हम
आज की इस्तलाह में वीकर सैक्शन कहते हैं
और आज की हालत में उसमें अकलियतों को
भी शामिल किया जाता है। उनकी हालत
को देखते हुए जब हम रेलवे का जायजा लेते
हैं और रेलवे के रोजगार और दूसरे महकमों
को देखते हैं तो हमें अन्दाजा हो जाता
है कि उसमें जिस हद तक वीकर सैक्शन
के लोगों का और अकलियतों का रिप्रेजेंटेशन
होना चाहिए वह नहीं होता है। मैं यह बात
भी बाजे करूंगा कि चाहे सेन्ट्रल रेलवे हो,
वेस्टर्न रेलवे हो, साउदर्न रेलवे हो या नादर्न
रेलवे हो या कोई दूसरी रेलवे हो हमारे पास
फिर्गर्स मौजूद हैं और हमारी आखें भी खुली
हुई हैं और इस बारे में लोगों को तजुर्बा भी
है। अगर हम रेलवे के अन्दर मुसलमान
नाम की चीज तलाश करें तो मुझे यह कहने
में कोई तामल नहीं है कि मुख्तलिफ रेलवे में
मुसलमानों का रिप्रेजेंटेशन, मुसलमानों की
नुमाइंदगी नहीं है। यही नहीं टी० टी०
टी० सी० और गार्ड की बात अगर हम न भी
करें लेकिन जो लोको वर्क शाप और डीजल
इंजन के कारखाने हैं रेलवे के मुख्तलिफ
हिस्सों में जो पूरे हिन्दुस्तान को कवर करते हैं

और लोगों को रोजगार फराहम करते हैं। बदकिस्मती की बात यह है कि वह माइनारिटीज़ और मुसलमानों को रोजगार फराहम नहीं करते हैं। मैं यह भी बतलाना चाहूंगा कि इत्फाक के तौर पर आप केजुअल लेबर को ही ले लीजिए। इसके अन्दर भी डिसक्रिमिनेशन होता है, इम्तयाज होता है। अगर इत्फाक से केजुअल लेबर में दो चार मुसलमान आ भी जाते हैं तो जब उनकी तरक्की और मुसतकलियत का मसला आता है तो उनके लिए कोई चान्स नहीं होता और कई तरह की रूकावटें, लालफीताशाही शुरू हो जाती है। हमारे रेलवे मिनिस्टर साहब अगर इन बातों का जायजा लें तो उनको इन बातों का पता चल जाएगा। आप रेलवे केटरिंग सर्विस को ही देख लीजिए। रेलवे में आप केटरिंग सर्विस में रेस्टोरेंट्स की बात तो छोड़ दीजिए यह तो उनको मिलती नहीं और ठेकेदारी भी नहीं मिलती है। शायद बहुत बड़ा काम समझा जाता है और मुसलमानों को नहीं लिया जाता है। मैं कहता हूं पान, बीड़ी, सिगरेट इसकी ठेकेदारी, डाली बेचने की ठेकेदारी मुसलमानों को नहीं मिलती। एन० ई० के नाम की यहां चर्चा हुई। एन० ई० रेलवे किसी जमाने में बी० एन० डब्ल्यू० आर० और ओ० टी० आर० रही इसके बाद एन० ई० रेलवे हुई। वहां पर कभी-कभी मुसलमान दिखलाया जाया करते थे। आपके ईस्टर्न रेलवे में कभी-कभी दिखलाया जाया करते थे। लेकिन अगर आज जायजा लिया जाए, आज अगर फिगरस जमा की जाएं तो हमको यह अन्दाजा होगा कि वहां मामला बिल्कुल निल है, बिल्कुल शून्य है। मैं यह चाहता हूं कि एक गवर्नमेंट जो सेक्यूलरिज्म की हिमायती है जो इस बात का दावा करती है कि वह अकलियतों की दोस्त है, अकलियतों की मुहाफिज है उसकी रेलवे मिनिस्टर को भी इस बात के लिए मुखतलिफ रेलवज का जायजा लेना चाहिए कि वाक्या ही वहां इस हद तक डिसक्रिमिनेशन अकलियतों के

साथ, मुसलमानों के साथ और दीगर सैक्शन के साथ होता है और अगर वह डिसक्रिमिनेशन है अगर यह इम्तयाज है तो इस डिसक्रिमिनेशन को दूर करने और इस इम्तयाज को दूर करने की उनकी पालिसी होनी चाहिए और उनको इस हाऊस को यकीन दिलाना चाहिए।

मिनिस्टर ने इन बातों की छानबीन की है कि कौन-कौन से रेलवे में डिसक्रिमिनेशन हो रहा है और उसे दूर करने के लिए क्या किया जा सकता है।

मैं एक बात और अर्ज करूं। उर्दू के साथ बहुत इम्तयाज बर्ता गया। इस मुल्क के अन्दर गंगा यमुना की तहजीब के अन्दर उर्दू नेशनल इंटीग्रेशन की इल्मबरदार उर्दू हिन्दुस्तान की इस जम्भूरी जिन्दगी के अन्दर इस जिन्दगी के अन्दर जो इस बात का तकाजा करती है कि कितनी बाह्यवी यकजहती कितनी बाह्यवी रवादारी है वहां पर उर्दू के साथ इम्तयाज बरता गया। मैं यह कहूंगा इस उर्दू के साथ जो इम्तयाज बरता गया उसमें रेलवे मिनिस्टरी भी शरीक है। उर्दू का जो हिस्सा रेलवे मिनिस्टरी को मिलना चाहिए वह नहीं है। आज उर्दू के बोर्ड मिटते चले जा रहे हैं। रेलवे के स्कूल है लेकिन हैरत है कि इन रेलवेज के स्कूलों के अन्दर उर्दू नाम की कोई चीज नहीं है। अगर बहुत डिमांड की जाती है बहुत बार मुतालबा किया जाता है तो शायद इत्फाक से उर्दू टीचर रख दिया गया हो लेकिन जनरली उर्दू का कोई इन्तर्जाम वहां नहीं है मैं चाहता हूं कि इस बात की चौकिस करनी चाहिए और इस बात को देखना चाहिए। मुझे हैरत होती है इस बात से कि वह इलाका जिसको मखसूस इलाका कहा जाता है जैसे दिल्ली है। अगर दिल्ली स्टेशन पर वहां जहां रिजर्वेशन चार्ट आप देखें तो वहां रिजर्वेशन चार्ट आपको उर्दू में नहीं मिलेगा। पहले तो टाइम टेबल होना चाहिए उर्दू में। उर्दू एक ऐसी जुबान है जो पूरे हिन्दुस्तान के राबते की जुबान है। इस जुबान के अन्दर उर्दू में टाइम टेबल छपना चाहिए लेकिन मैं इससे बहुत हल्की बात कहना चाहता हूं कि वह मकसूस इलाके

[श्री सैयद अहमद हाशमी]

जिनको खसूसियत के साथ उर्दू रीजन कहा जा सकता है—मैंने जैसे दिल्ली को कहा है—वहां रिजर्वेशन चार्ट उर्दू में नहीं दिखाई पड़ते, मैं यह कहता हूं कि यह बात भी काबिले गौर है कि क्या उर्दू को इस बात का हक हासिल नहीं है कि जिस तरह से रिजर्वेशन चार्ट दूसरी जवानों में लगते हैं वह उर्दू के अन्दर अगर लगे तो कोई आफ़त नहीं आ जाएगी मैं यहां यह बात और कह दूं हो सकता है यह बात तलख हो और रेलवे के अमले के लिए इस बात की निशानदही बड़ी बुरी मालूम हो लेकिन हकीकत यह है कि अगर बेचारा कोई सैकण्ड क्लास का मुसाफिर आफ़त का मारा रिजर्वेशन चार्ट देखने के लिए चला गया तो अगर यह चार-चार चश्में भी लगाए तो भी रिजर्वेशन चार्ट नहीं पढ़ पाता। हिन्दी के अन्दर जो कापियां होती हैं या अंग्रेजी की टाइप की हुई कापियां होती हैं उनमें एक तरफ तो नम्बर गलत हिन्दी के अन्दर भी टिकट के नम्बर गलत होते हैं। बिल्कुल टोटली गलत। मुझे अभी पिछले दिनों का तजुर्बा है मैं लखनऊ में अपने एक साथ के सैकण्ड क्लास का रिजर्वेशन चार्ट देखने गया तो मुझे इस चार्ट के ऊपर परछायां नजर आ रही थी कि कोई कार्बन किया गया है लेकिन दसियों आदमियों की वहां पर भीड़ लगी हुई थी कि किसी सूरत से इसको पढ़ लें लेकिन नहीं पढ़ सके।

श्री सी० के० जाफ़र शरीफ : चश्मा लगा कर देखते

श्री सैयद अहमद हाशमी : चश्मा भी लगा कर पढ़ा। हमारे जैसे बहुत से वहां यतीम आफ़त के मारे खड़े हुए थे कि किसी सूरत में पढ़ लें। आप गौर करें वहां पर रोशनी भी कम, लाइट भी कम थी और उसके ऊपर चार्ट अनपढ़ लोग बेचारे सैकण्ड क्लास

के पेसेंजर, नार्थ, ईस्टर्न रीजन के अन्दर या ईस्टर्न रेलवे के अन्दर लखनऊ से इधर आप जाएंगे तो इतना पढ़ा लिखा तबका नहीं है कि वह बेचारे जाफ़र शरीफ के तरीके से कुछ अन्दाजा निकाल लें। इस तरह से इस बात पर तवज्जुह की जरूरत है। हम यह देखेंगे कि वाकया ही जो सहुलियतें दी गयी हैं वो सहुलियतें उनको हासिल हैं या नहीं। इस तरीके से मैं अर्ज करूंगा कि वह जो पसमांदा इलाके हैं बैंकवर्ड इंसान जहां रहते हैं वहां इस मुल्क के अन्दर और भी इलाके हैं जो अपनी पसमांदगी और बेकवर्डनेस के एतबार से वाकाय दूसरे खसूसी इलाकों पर रेस्ट करते हैं। मैं कहूंगा आप ईस्टर्न जोन, नार्थ ईस्टर्न जोन बनारस से पूर्व साइड पर लखनऊ से पूर्व साइड पर जाएंगे तो आपको अन्दाजा होगा कि बड़े बैंकवर्ड इलाके हैं, डिस्ट्रिक्ट है। लेकिन जिस तरीके से हमारी हिन्दुस्तान की प्लानिंग ने उनके साथ इम्त्याज बरता है—मैं यहां पर गाज़ीपुर की मिसाल दूं। गाज़ीपुर बनारस से पूर्व में है—बड़ा पसमांदा इलाका है। तारीख एतबार से इसका करेक्टर और कारकदंगी यह है कि इसने जंगी आजादी के अंदर बड़ा अहम हिस्सा बनाया। वहां पर आजाद हिन्द फौज ने यूनियन जैक को 1942 के अन्दर उतार कर फेंक दिया। लेकिन हैरत है कि इसकी पसमांदगी ने उसको इस हद तक पहुंचाया है कि रेलवे स्टेशन के ऊपर पानी का इन्तजाम नहीं है। रेलवे स्टेशन के ऊपर गन्दगी है। एक रेलवे प्लेटफार्म है जब कि सिंगल लाइन होने की वजह से वहां पर मुसलसल क्रासिंग होती है। दो-दो रेलें क्रासिंग की वजह से वहां खड़ी होती हैं। बूढ़े, बच्चे, औरतें प्लेटफार्म से अलग बीच की लाइन पर उतरते हैं। आज तक डिमांड के बावजूद यह नहीं हो सका कि दूसरा प्लेटफार्म बन सके और उसको ओवर ब्रिज से ज्वाइन कर सकें। इसी तरीके से यह कहूंगा कि बनारस, बलिया, गाज़ीपुर और छपरा लाइन की सूरतेहाब जितना आप आगे बढ़ते जायेंगे उतनी वर्स्ट है। आप ट्रेन के अन्दर घुस नहीं सकते।

लैंटरिन गन्दी, बाथरूम गन्दे, सारी गाड़ी कूड़ादान बनी रहती है। डिब्बे टूटे हुए हैं। फिर एक जमाने से यह डिमांड है कि इसको बड़ी लाइन में कन्वर्ट कर दिया जाए। लेकिन आज तक बड़ी लाइन में कन्वर्ट नहीं हो सकी। क्या कसर है। पेसेंजर भी है, ट्रेफिक भी बहुत है लेकिन अजीबोगरीब बात यह है कि आज तक डबल लाइन नहीं हो सकी। मैं बतला दूँ कि यहां पर जैसे तो डिमांड यह है कि एक नेशनल ट्रांसपोर्ट पालिसी बने लेकिन गाजीपुर से बनारस की सर्विस जो बसों की है उसमें 15-15 मिनट के बाद बसें चलती हैं और फुल चलती हैं और रात तक चलती रहती हैं कोई वजह नहीं कि वहां पर रेलवे ट्रेफिक न मिले और वहां पर ट्रेन सर्विस को बढ़ाया न जाए। डबल लाइन न किया जाए। यही हालत बाज्र दोस्तों ने कही कि हमारे लखनऊ डिवीजन के अन्दर भी है मुसाफिर बढ़ते चले जा रहे हैं। डिमांड बढ़ती चली जा रही है लेकिन अजीबोगरीब बात यह है कि मामूली दुकानदार अपने खरीदारों को देखकर अपने सामान में इजाफा करता है।

श्री बी० के० जफर शरीफ : उसको पैसा मिलता है।

श्री संयद अहमद हाशमी : यहां तो नेशनल इनकम बढ़ती है। अजीबोगरीब बात है कि इसके बावजूद लालफीताशाही की कुछ ऐसी कार कर्दगी है कि डिमांड बढ़ती चली गई लेकिन ट्रेनें वहीं रहेंगी। हम रिजर्वेशन की वेटिंग लिस्ट की अगर औसत निकालें तो मैं समझता हूँ कि कम से कम अगर ट्रेनें नहीं बढ़ाई जा सकती तो श्री टायर, टू टायर की बोगियां तो बढ़ाई जा सकती है। श्री टायर और टू टायर की बोगियां भी नहीं बढ़ाई जाती हैं। जाहिर है कि एक बेचारा आदमी अगर हावड़ा जाना चाहे, कलकत्ता जाना चाहे, मद्रास जाना चाहे, बम्बई जाना चाहे तो हमारे रेलवे रिजर्वेशन की बुकिंग यह कहती है साहिब अगर आपने एक महीना

पहले रिजर्वेशन करा दिया होता तो शायद जगह मिल जाती। हमारे मुल्क का अक्वाम अभी इतना मंसूबाबन्द वेल प्लांड नहीं हुआ है कि एक महीने पहले जाने की मंसूबाबन्दी करे और फिर रिजर्वेशन की खिड़की के ऊपर जाए। उनको तो अगर तीन, चार रोज पहले ख्याल आ गया तो जाने की कोशिश की और उसके बाद मायूस होकर बैठ जाते हैं या फिर मरते गिरते जाते हैं।

आप देखिए इधर मैं सिंगल लाइन की बात कर रहा हूँ। यह आपकी मेरठ से सहारनपुर की लाइन है। वहां देवबंद एक ऐसा कस्बा, एक ऐसी जगह है जो इंटरनेशनल सेंटर कहा जाता है। वहां एक सेलिब्रेशन हो रहा है। वहां सिंगल लाइन है। आपको मैं सदाकत बताऊं यहां से 100 मील की मुसाफरत है बस के अन्दर इसकी सर्विस ज्यादा से ज्यादा साढ़े तीन घंटे है। अभी पिछले दिनों मेरा इत्तफाक हुआ अपनी खुशकिस्मती या बदकिस्मती से एक यह तजुर्बा करना था कि दोपहर की ट्रेन से जो पौने तीन दिल्ली स्टेशन से छूटती है उसमें जो मैं चला तो आधा घंटा यहीं से लेट चली। लेकिन वह जनावेअली दस बजे से पहले देवबंद नहीं पहुंच सकी। गौर कीजिए सात घंटे में यहां से लखनऊ पहुंच सकते हैं लेकिन 100 मील का सफर सात आठ घंटे के अन्दर मुक्कमल नहीं हो सका। यही परेशानियां हैं सिंगल लाइन की। आज देवबंद का सेलिब्रेशन हो रहा है। मैं खसूसियत के साथ इस मौके पर जफर शरीफ साहब से कहूंगा कि रेलवे जो भी सहूलियत दे सकती है दारुलउलूम देवबंद के सिलसिले में वहां का इतजाम कर सकती है, वह करें। ऐसा न हो जैसा कि लखनऊ के रेलवे स्टेशन में एन० ई० रेलवे स्टेशनों पर आप उतरें ए० टी० मेल से तो आपको कुली नहीं मिलेगा। आप बनारस से पूर्व की लाइन पर चले जाएं तो आपको स्टेशन पर कुली नहीं मिलेगा सामान लेकर अगर रात बेरात खड़े हो गए तो आपको कोई आदमी

[श्री सैयद अहमद हंशमी]

नहीं मिलेगा। कहीं ऐसा न हो कि जो पूरे हिन्दुस्तान से और दुनिया के लोग देवबंद में इकट्ठे हो रहे हैं वहां पर उनको कुली न मिले तब जूह इसलिए मैं यह खसूसी की बात आपसे गुजारिश की।

एक बात और आपसे अर्ज करने की कोशिश करूंगा। रेलवे का सफर दिन ब दिन खतरनाक होता चला जा रहा है। इसकी दो वजह है। एक तरफ तो हादसात एक्सीडेंट बढ़ते चले जा रहे हैं। और लोगों को कांफिडेंस नहीं रह गया है कि रेल पर चढ़ने के बाद अपने मंजिल से, अपने घर से निकलने के बाद वाक्य ही उनका सफर खैरियत से गुजरेगा या कोई हादसा नहीं होगा। एक तरफ रेलवे की यह बदअमनी है और दूसरी तरफ मैं यह कहूंगा कि चोरी और डकैती की वारदातें बढ़ती चली जा रही हैं। यह एक ऐसी बात है कि जो खसूसियत से तबज्जूह की बात है। और मैं यह कहूंगा कि इसके अन्दर ऐसा नहीं कि सिर्फ चोरों या डकैतों की कारकदगी होती है। बल्कि उसके अन्दर पूरा रेलवे का अमला भी मिला हुआ होता है। उसके अन्दर आर० पी० एफ० के जवान भी मिले हुए होते हैं। हो सकता है कि आर० पी० एफ० के जवानों को रेलवे का महकमा यह सद्दलियत नहीं दे सकता हो जो कि मुतमइन जिन्दगी गुजारने के लिए हो सकती है इसलिए यह इस करप्शन में मुत्तला हों। कोई और तरीका नहीं है कि चोरों के ही घरों से तालमेल करके और ऐसा चकलस तैयार किया जाए जिससे कम से कम मुतमइन जिन्दगी गुजर सके। तो इस तरफ आपको ध्यान देने की जरूरत है कि अगर उनकी डिमांड्स है अगर उनके मुतालबात है तो उनकी तरफ भी तबज्जूह दी जाए।

मैं इसी तरीके से एक बात और कहूंगा कि गाजीपुर ऐसा जिला है कि जहां के

बहुत से लोग फोर्स के अन्दर हैं। एक बहुत बड़ा हिस्सा बल्कि एक तरीके से फौजी कालौनी कही जा सकती है लेकिन वह ट्रेन जो आसाम से या बार्डर से मिलाती है जिसे आसाम मेल कहते हैं हैरत है कि पूरे जिले से निकल जाती है लेकिन गाजीपुर के अन्दर दिलनार नगर स्टेशन पर जो जंक्शन है वहां पर भी नहीं ठहरती है। मैं रेलवे मिनिस्टर साहब से यह कहूंगा कि ऐसे इलाके में जो फौजी एतबार से आम है और यहां के नौजवान सरहदों के ऊपर मुल्क की रक्षा और मुल्क की हिफाजत कर रहे हैं इस इलाके को यह हक है कि वहां पर आसाम मेल जैसी एक अहम ट्रेन जो कि बार्डर से लिंकअप करती है, मिलाती है वो वहां पर गाजीपुर के स्टेशन पर जरूर रुके। इसी तरीके से मैं एक बात और असूली तौर पर यह कहूंगा कि मुल्क में बहुत सी इंडस्ट्रियां हैं। और इंडस्ट्री की ट्रेनिंग, सनत की ट्रेनिंग के लिए बड़े ही इंतजामात किए गए हैं। टेक्नीकल इंस्टीट्यूशन है और बहुत से तरीकों से तालीम होती है। यूनिवर्सिटियों के अन्दर भी गुंजाइशें हों कि इस सब्जेक्ट के अन्दर वह पी० एच० डी० करें, एक्सपीरिएंस हासिल करें और एक्सपर्ट बनें। लेकिन अजीबोगरीब बात है कि रेलवे की इतनी बड़ी इंडस्ट्री—इसको एक आर्गनाइज्ड इंडस्ट्री कहना पड़ेगा लेकिन उसके लिए कोई ऐसा इंस्टीट्यूशन नहीं है जहां हमारे बच्चे एक खास उनवान से एक खास सब्जेक्ट से निकलने के बाद वहां जाकर ट्रेनिंग हासिल करें और तरबीयत हासिल करने के बाद रेलवे सर्विसिस के अन्दर जाएं। यहां पर मैं यह गुजारिश करूंगा कि आप इस एतबार से ट्रेड कीजिए कि रेलवे की आर्गनाइज्ड इंडस्ट्री के अन्दर ऐसे टेलेंटिड लोगों को मौका मिले जो वाकया ही किसी इंस्टीट्यूशन के अन्दर तरबीयत पाए हुए हैं। आप आई० ए० एस० वालों के लिए इंतजाम करते हैं, पी० सी० एस० वालों के लिए इंतजाम करते हैं लेकिन रेलवे की

इतनी बड़ी इंडस्ट्री को चलाने के लिए आपके यहां तरबीयतकार नहीं हैं। मेरा ख्याल है मैंने आपका बहुत वक्त लिया लेकिन मैंने शुरू में अर्ज किया था कि करते हुए तबजूह दिलाऊंगा कि वह डिस्क्रिमिनेशन वह इन्फ्राज जो मुखतलिफ रेलवे के अन्दर जारी है उसके लिए मिनिस्ट्री आफ रेलवे को तबजूह करनी चाहिए आपका रेलवे पब्लिक सर्विस कमीशन है। जरूर हम यह तब कर सकते थे कि वहां पर इसके जरिए से कम से कम माइनारिटिज को रिप्रेजेंटेशन बढ़ेगा लेकिन रेलवे पब्लिक सर्विस कमीशन का जो हमारे सामने रिजल्ट है, नतीजा है वो बहुत पूअर नतीजा है और इससे कोई इम्मीनान और सेटिसफेक्शन नहीं है लिहाजा इस बात पर ध्यान देने की जरूरत है शुकिया।]

SHRI ALEXANDER WARJRI (Meghalaya): Mr. Vice-Chairman, Sir, thank you for giving me a chance to speak. My speech will be very short. I want to speak especially about the North-East Frontier Railway.

The people of the north-east are very much dissatisfied with every department of the Government here at the Centre and not less to speak about the Railway Ministry. It is due to the stepmotherly treatment meted out to the north-east by the Centre that we are now having all these troubles and problems. All collected together, these problems have brought all these travails which are now going on in the north-east. The Railway Ministry is one of those that have neglected the north-east.

Other honourable friends speaking today were demanding double lines, treble lines and so on. The north-east which covers seven States does not have even one proper line, one proper track. After 33 years of Independence, the north-east still has a railway system which is the same since the British had left—with the same metre gauge, same lines with no extension anywhere. So far there is

only one line—one which branches off at Rangya and another one which branches off at Lumding. That is all. Yet, this railway line is a life-line for seven States. Not only is it a life-line for the seven States, it is really of a very strategic importance for the entire country. The railway line should have been made a broad gauge by now. One of the reasons for the fact that in 1962 the Chinese were able to come right up to Bomdila is that it had taken such a long time to unload heavy weapons—cannons and tanks—from the broad gauge and put them on metre gauge. And by that time the enemy was at our door. Now the conversion of this line from metre-gauge into broad-gauge is of utmost importance. The conversion should be carried out not only up to Gauhati but right up to Tezpur and Tinsukhia and Silchar; I would even say that it should go right up to the foothills of Arunachal Pradesh. It is no doubt a fact that the work is going on between Bongaigaon and Gauhati, but the work is going on at a very slow speed. I would appeal to the Minister that he should take up this work on a war footing. And I want that the Minister should assure that this extension at least up to Gauhati is completed by the end of 1980. Then regarding the extension of the railway line up to Meghalaya, I would like to request the Minister that instead of taking it to Burnihat, which is on road to Shillong, it should be diverted to the plains of Garo Hills because the laying of the line will be quicker. The problem of cutting off mountain sides will not arise and the people of the Garo Hills would be more benefited by it.

Sir, I cannot but express my disappointment regarding the condition of the passenger trains going to the North-East, be it the Tinsukia Mail, the Kamrup Express or the Assam Mail. The compartments and bogies are no good at all. I think if these were allotted to other parts of the country, there would have been a lot

[Shri Alexander Warjri]

of hue and cry. Many of the previous speakers have been speaking about maintenance. I have travelled in other parts of the country also and I have found that it is Heaven compared to what it is in the North-East Frontier Railways.

AN HON. MEMBER: So you are moving in Hell.

SHRI ALEXANDER WARJRI: Yes. The bath-rooms have no water, the fans are not working and very often even in the I Class we do not get light. Now there is no other railway line, there is no other train which is so badly maintained in this country as it is in the North-East Frontier. Another thing I would like to say here is that after leaving Jalpaiguri none of the stations is worth looking at. Take, for example, Gauhati, which is the biggest station there. Gauhati railway station is just near the headquarters of the North-Eastern Frontier Railway a distance of just a few miles. The platforms are so narrow and the tea-stalls are so congested. I am told that a number of tea-stalls are there because the officers looking after them are getting money from them. That is why so many tea-stalls are there at the cost of so much of inconvenience to the passengers. Then the station itself is so nasty, very ill-maintained, and there is hardly anybody to look after it. And one thing I marked is that in none of the stations in the North-East, there is any VIP room where one can take rest while waiting for a train to come. Most important of all is the question of security of one's persons and one's property. Nothing is safe, nothing is secure, while travelling by the Tinsukhia Mail or the Assam Mail. There are so many instances. I had sent my son here at Delhi in order to study and prepare for his examinations. He is going to appear for his B.Sc. examination. He had prepared his notes etc. here in Delhi itself. He had to return to join his class at Shillong. At Jalpaiguri, he lost everything, even his notes, his books

and everything. There is no security at all on any N. E. train. So many suitcases, luggages, etc. are being stolen almost every day. I suggest that proper security arrangements between Mughal Sarai and Alipurduar be made. Even persons travelling by the first class do not feel safe while travelling between these places. Ticketless travellers would board the train and pull the chain every now and then, whenever they want. Much delay is thereby caused.

In fact, while travelling in the Tinsukhia train, very often I remember the days of the Emergency. I wish it came back as far as travelling is concerned. During the Emergency we had no trouble and we felt very safe. But now travelling by the Tinsukhia Mail is not safe at all. I wish that the Minister would at the earliest impose something, some sort of an emergency in the N.E. bound trains.

May I also suggest, Sir, that the passengers travelling long distances should be given separate compartments and that no passenger should be allowed to enter such compartments in the middle of the journey?

Before I conclude, Sir, I appeal again to the Minister that he should take more care about the North-East Frontier Railway line, and especially I would appeal to him to complete as fast as possible the new broad-gauge line which is going on but it seems that it would take years and years to be completed. Thank you.

DR. MALCOLM S. ADISESHIAH (Nominated): Mr. Vice-Chairman, I rise to associate myself with the motion of the Minister for the adoption of the Appropriation (Railways) Vote on Account Bill with two or three expressions of hope.

First, Mr. Vice-Chairman, as we proceed to adopt this Vote on Account, this interim Budget of the Railways for 1980-81, I think we should realise that one of the three or four main reasons for the negative rate of

growth of the economy referred to by the Finance Minister for the last year 1979-80, which he estimates at minus 1 to 2 per cent and which I estimate at minus 3 to 4 per cent, is what is called the infrastructure.

And by infrastructure we mean two things first, we mean the railways and the transport system and secondly, we mean power. It is these two failures that have contributed, among other reasons, to the negative rate of growth of the economy. Now, Mr. Vice-Chairman, the Minister in his statement has expressed it in another way. He has said that against the target of 222 million tonnes of traffic which was to be attained last year, that is, 1979-80, only 194 million tonnes of freight was attained. That is, there is a shortfall of 12 to 13 per cent in the freight carried by the Railways. This is another expression of the fact that the Railways carry a very heavy responsibility for carrying forward the growth of the economy. Now, Mr. Vice-Chairman, will this Budget that we are about to vote for the first four months enable the Railways to attain, for the coming year, the new freight traffic target of 214.5 million tonnes? I believe that it can in terms of the finances provided here. The Railway Minister in his statement gives five reasons as to why last year's target of 222 million tonnes was not attained and there was a shortfall of some 26 million tonnes. Now, in addition to the five reasons he gives, there is a very important reason which has been referred to by some of my colleagues and which I would like to emphasise here, and that is, I believe there is some failure of management in the Railways. In addition to all the other reasons, there is a systems management failure which also should be set right and corrected. I appeal to the Minister, to the Railway Board and to the Ministry to look into this question of management. No more money is needed. All the money that is needed is here in the budget that we

are voting, in order to see that at least for this year, the traffic plan of 214.5 million tonnes is attained. If it is attained, I believe we will not have a negative rate of growth. If the Railways carry this freight, we should have a positive rate, anywhere between three and four per cent for the coming year.

The second comment I wish to make, Mr. Vice-Chairman, is that in the budget we are voting is included in the Plan outlay for 1980-81. Now, the Plan for 1980-81 is put at Rs. 650 crores which is divided between some of the items here that we are going to vote. This Plan outlay is the same as for the current year, 1979-80. Now, we know, from reading the reports and from last year's debate, that the outlay of Rs. 650 crores last year was not adequate for meeting the basic needs of the Railway Plan. Now to stabilise the next year's Plan outlay at the same nominal amount of Rs. 650 crores when the prices, as of March 1 this year, have risen by 23.8 per cent, means a cut of Rs. 120 to Rs. 130 crores in the Railway Plan. Therefore, we as a country and we as Members of Parliament should recognise very clearly that if in the final budget to be presented to us four months later, the Railway Ministry and the Planning Commission do not increase the Plan outlay from Rs. 650 crores to a higher amount, then we must not expect the Railways, not for the next year but in future years, to be a paying proposition. They will not be able to carry out their plans for construction of new lines. They will not be able to undertake the gauge conversions which we all have been talking about. They will not be able to meet the urgent needs of our friends from the north-eastern areas. None of these things will be carried out and I hope the Railway Minister is literally right in his statement that the railway plan for 1980-81 has not been finalised and, therefore, he is not able to present his final budget. If that is true, I hope he will be able to conduct his

[Dr. Malcolm S. Adiseshiah]

negotiations with the Planning Commission to provide at least in real terms the same level, if not a higher level. By 'real terms' I mean that this amount of Rs. 650 crores must be up by 23 per cent in future.

These are two of my major suggestions. I think that the passenger traffic programme set forth and reflected in the budget is unlike the traffic plan history and is not an unsatisfactory one. It is my hope that with many suggestions made for improving the traffic-passenger facilities, the earnings of the railways would be along the line that is set forth in the budget.

Other speakers from Tamil Nadu have placed before the Railway Minister and the Railway Board some urgent requests with regard to gauge conversion. I shall not elaborate on them. I will simply associate myself with these demands made by all parties in Tamil Nadu with regard to conversion of metre gauge to broad gauge in the southern part of the State.

SHRI C. K. JAFFER SHARIEF: Sir, I thank the hon. Members from all sides of the House for having given further very valuable suggestions in continuation of the discussion that we had on the 12th March, 1980. Just now the last speaker pointed out that due to the fresh appraisal of the plan priorities being conducted by the present Government, the proposals before the House are only of an interim nature.

Many hon. Members have made very good suggestions. I can assure them that all these will receive due consideration.

Mr. V. B. Raju in his speech said that the Railways should make some contribution to the general revenues. The Railways pay dividend as decided by the Railway Convention Committee, regularly to the general revenues. Next year the payment in this context would be of the order of Rs. 20 crores after reducing the

reliefs allowed by the Railway Convention Committee.

Secondly, the Railways carry, as you are aware, some social burdens like running some uneconomic branch lines carrying certain commodities of common use and operating some passenger services at less than cost. The total of such burdens in 1978-79 was Rs. 152.69 crores and the same will be the case in 1979-80 and then in 1980-81. The fares and the freight rates are not keeping pace with the increase in the cost of inputs like staff wages, stores and equipment due to inflation. Sir, Mr. Raju also mentioned that the Railway Board staff are not covered by the productivity-linked bonus schemes. The employees in the Railway Board are also being given *ad hoc* payment of 15 days' wages under the scheme of the productivity-linked bonus. They are covered by this scheme. I am glad to give this information to the House.

My friend from West Bengal, Mr. Kalyan Roy, who was very vociferous—I do not know whether he is here . . . yes, he is sitting there—has made quite a number of suggestions and comments. Sir, let me assure him and also I want him to realise—he has said about the coal movement and shifting of responsibilities. Perhaps he is right because this was during the previous regime, the Janata Government—and now the position has materially changed because we are one government under one leadership and we do not believe in shifting the responsibility to others. The joint responsibility is there and we are aware that we owe a duty to the nation.

Sir, the railways burden now is not merely coal movement, as you are aware, or movement of petroleum products but also movement of food-grains and other essential commodities to the various parts of the country especially during the drought

periods. The railways are overburdened today more than ever before and we are prepared to meet this challenge and we are doing our best to achieve this. It is a fact that due to a variety of factors coal loading by the railways had gone down to the level of 8500 wagons per day from 8600 wagons per day. But, as I said earlier, this is a thing of the past. The loading rate has already improved to over 9300 wagons and we hope to improve it further. The present rate of coal loading is the highest so far during the current financial year and there is also a close co-ordination between the Ministry of Energy and the Ministry of Railways and there is no conflict whatsoever about it, as I explained earlier. Here I would also like to make a request to the honourable Member. We need the same co-operation from his State Government also, both with regard to maintaining law and order and also supply of power. I hope he will use his good offices with his State Government.

Sir, the Government has also appointed a Cabinet Committee for monitoring the progress in regard to the solution of the problems pertaining to coal, transport and power. The Cabinet Committee meets every week to discuss the results and to suggest ways and means to improve further performance of each of these sectors.

SHRI KALYAN ROY: Do they meet before lunch or after lunch?

SHRI C. K. JAFFAR SHARIEF: At whatever time suits its functioning. Whether it is before lunch or after lunch, we always act and we do not feel lethargic and there is no cause for blaming one another. As I have said already, this only goes to prove how much importance the problem has assumed and how much importance it has been given and how keen the Government is to solve these problems.

Sir, Mr. Kalyan Roy also mentioned that the prices of wheels and axles

manufactured at Durgapur are too low and that is why there is low production. Sir, I would like to inform the honourable Member that the prices are settled by mutual discussion between the Ministry of Steel and the Ministry of Railways and if this is not satisfactorily settled, the Bureau of Public Enterprises helps and the prices have been settled to the complete satisfaction of both the Ministries with the assistance of the Bureau of Public Enterprises. The Railways have placed orders for full utilisation capacity of Durgapur. But unfortunately, their production has not increased much due to the power shortage. I am sure the hon. Member will use his good offices to help Durgapur and also help the Railways.

Sir, Mr. Kalyan Roy mentioned about his Unstarred Question. I would like to make it clear to him that we are not here to suppress anything. The operative part of his question is:

"Whether the Government are aware of large number of cases of pilferage and wagon breaking in Sitarampur. Asansol and Andal yard in 1979 and 1980 till date."

This was replied as:

"It is not a fact that there are a large number of cases of pilferage and wagon breaking. Some cases however, have taken place (for instance there was only one case in case of Sitarampur)."

Since the question was framed in a particular manner, the reply was given pointedly for that. I wish to assure the House that it was not the intention to hold back any information from the House. But if there is any further clarification or additional information the hon. Member, Shri Kalyan Roy, may require, we will certainly collect it and furnish it to him.

Shri Ram Lakhan Gupta referred to the double line between Kiul and

[Shri C. K. Jaffar Sharief]

Bhagalpur and Karur-Dindigul-Madurai-Tuticorin-Tirunelveli Project. Regarding the first, the survey has been completed and the survey report is under examination. Regarding the second also, the survey has been completed and the survey report is under examination.

Shri Ram Lakhan Gupta also raised the question of Jamalpur Workshop on the Eastern Railway and providing additional workload to Jamalpur Workshop in the form of Diesel Loco Shed, Diesel Component Manufacture, etc. He also desired that Divisional Head Office should be set up at Jamshedpur.

Sir, I am glad to inform that the following items of additional activities have been sanctioned for Jamalpur Workshop:

Development of Periodic Overhaul facilities for Diesel Locos at a cost of Rs. 2.70 crores.

Expansion of the work of inner-fire boxing of Steam Locomotives to 15 per month at a cost of Rs. 34.30 lakhs.

Besides that, there is a significant allotment of funds for machinery and plants, i.e. for 1979-80—3 crores and for 1980-81—0.96 crores. All efforts are being made to make full use of the existing infra-structure at Jamalpur shops.

Sir, both Mr. Kalyan Roy and another friend were talking about the M.T.P. problem. He was insisting that during the last speech I had not answered that point. He wanted me to say something about it. They were trying to highlight the inconvenience caused to the people at Calcutta. I do appreciate it. But when they want something big and important, they have to put up with it. Nobody can divert all the funds to complete it. After all, you have to look at the entire country as a whole and also look to the needs of the vari-

ous States and various zones. We are equally anxious to do whatever is possible to help you to complete the work. Nobody wants that the work should be delayed. Delay means increase in cost. We do realise it. But what can be done? After all, it is the question of resources. Sir, I can assure that we will do everything that is possible taking into consideration the economic constraints that we have.

Sir, as pointed out by many hon. Members, the present financial health of the Railways is not very sound. This is because of the need-based requirements of the Railways not having been met by the previous Government. I am surprised to note that my friends on the other side think that the present Government can be held responsible for all these things. They forget that they were there just a few months before. They forget that by highlighting all that they are trying to highlight today, they are only exposing themselves before the people. The people know to what extent they have taken the country backward and how much the economy has been affected.

DR. BHAI MAHAVIR (Madhya Pradesh): It is the same thing. You are blaming the non-Congress rule for all the ills which your party did for 15 years. It is almost the same thing the other way about.

SHRI C. K. JAFFAR SHARIEF: If our Administration had been bad, the people would not have voted for us. The people have decided it because of you.

DR. BHAI MAHAVIR: It does not justify all this.

SHRI C. K. JAFFAR SHARIEF: There are people to judge about these things. To honour the commitment to the electorate who have voted us into power, preparation of a long-term plan will be taken up. We have made this commitment through our manifesto. We are drawing it on the

basis of the recommendations of the National Transport Policy Committee. This long-term plan will give due weightage to the need for the development of backward areas. Many friends complained about the backward areas. I fully share their views. (Interruptions) I am also one of those who come from the backward areas. I am fully sympathetic to the needs of the backward areas.

SHRI LAKSHMANA MAHAPATRO (Orissa): Another Railway Minister also said the same thing. He also said that he would give attention to backward areas. But later it was found out that he went back on his words. It is not that he did go back to the backward area but he did go back on his words. Now, would you give some assurance that you will give all the attention to the backward areas and will not go back on your words? That is what we want you to assure us.

SHRI C. K. JAFFAR SHARIEF: I do not know about the other Minister whoever has made the assurances. I do not believe in assurances. I believe in action. It all depends upon the economic constraints.

Finally, to conclude, Sir, I can only assure the Members on both the sides of this House who have put forward various suggestions that each of them will be considered. And I have no doubt that by the time the regular Budget is presented, the Railways will be able to give a better performance and a better picture will emerge. Thank you, Sir.

THE VICE-CHAIRMAN (SHRI R. R. MORARKA): Now, I am putting the motion for consideration of the Appropriation (Railways) Vote on Account Bill, 1980.

The question is:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund

of India for the services of a part of the financial year 1980-81 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRI R. R. MORARKA): Now, we shall take up clause by clause consideration of the Bill. There are no amendments.

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 C. K. JAFFAR SHARIEF: Sir, I move:

"That the Bill be returned."

The question was put and the motion was adopted.

THE VICE-CHAIRMAN (SHRI R. R. MORARKA): Now the Appropriation (Railways) No. 2 Bill, 1980.

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 1979-80 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRI R. R. MORARKA): We shall now take up clause by clause consideration of the Bill. There are no amendments.

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 C. K. JAFFAR SHARIEF: Sir, I move:

"That the Bill be returned."

The question was put and the motion was adopted.