

[Shrimati Ambika Soni.]

I would like the Government to give an explanation about the authenticity of this report. Why has Iran decided to increase its military and naval strength by purchasing armaments from various West European countries to the tune of five billion dollars? Its naval strength is going to be doubled or trebled that of its neighbours.

Sir, we know very well about the super powers which have military bases in the Indian Ocean. It has been the constant struggle of all the littoral countries to keep the Indian Ocean as a zone of peace. We have been constantly propagating and have been trying to influence the decision that the military bases should be removed from Diego Garcia and that there should be no military bases in the Indian Ocean. When we read such news, it naturally comes to our mind whether it is not an entry by one of the super powers into the Indian Ocean *via* Iran. It is of the utmost importance. Iran being a regional power, we would not like such tendencies by the super powers to encourage regional tension. And Iran being a friendly country, we naturally have to take up this matter diplomatically and with tact. The Indian Government should not be accused of foregoing the principles and values of our foreign policy for any temporary gain. We know recently how Iranian students were lathi-charged. And there have been other cases. Whether it is the CIA or the KGB or the SAVAK, we would not like that it should come into the Indian Ocean and create trouble or tension. It is a matter which should not be taken lightly. There was a calling attention notice over this matter which was not accepted. Sir, you have permitted mention of this and I would like the Minister of External Affairs to ease the minds of hon. Members of this tension which naturally causes great preoccupation.

I. THE APPROPRIATION (RAILWAYS) BILL, 1978.

II. THE APPROPRIATION (RAILWAYS) NO. 2 BILL, 1978

III. THE APPROPRIATION (RAILWAYS) NO. 3 BILL, 1978.

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): Sir, I beg to move:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1978-79 for the purpose of Railways, as passed by the Lok Sabha, be taken into consideration."

"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 1977-78 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1976, in excess of the amounts granted for those services and for that year, as passed by the Lok Sabha, be taken into consideration."

The questions were proposed.

SHRI JAHARLAL BANERJEE (West Bengal): Mr. Chairman, Sir, I want to bring to the notice of our Hon. Railway Minister a very delicate point, that is the language issue.

I come from West Bengal. I am utterly surprised to see that at the Burdwan Railway Station it is written in Hindi and English, "If you want quick service, please write it in Hindi."

At the Khana Junction Station which is only six mile from Burdwan, near the cabin it is written in Hindi and English, "Link cabin for loopline." Bengali has also appeared. Moreover, I had the misfortune to be at the Allahabad Railway Station for several hours on the next day of the fateful Naini accident. The train was detained for three hours. Several things were announced—in those three hours over the mike, but I did not hear the announcer speaking in English. He was always speaking in Hindi as if there were no other passengers except those speaking Hindi.

Then, Sir, regarding the Service by the scavengers, I travelled by the Delhi-Kalka Mail for three days, no sweeper was generally found in the train and the attendant told me that the scavenger had not turned up for several days.

Another thing is regarding the food that is served by the contractors in the Delhi-Kalka Mail. I was in the Petitions Committee and yourself and your Ministry were good enough to consider the cases of the commission bearers, but these commission bearers serving under contractors in the said train are not getting any advantages from the contractors. The food that is served by these contractors is too poor when compared to the food served by the Railways. Therefore all contract system of serving food to the passengers in the train should be replaced by direct railway caterer. But these bearers are not getting any benefit from the contractors. Moreover the food is very bad.

Then I want to mention only two small things. Formerly the Burdwan, Katwa, Katwa-Ahmedpur and Burdwan-Damodar railways were being run by Macleod Company. Later they were taken over by the Government. Though they were taken over 10 years back, they have not shown any improvement. The same old engines are still in no improvement

has been made, though I was assured in the Consultative Committee that diesel engines will be introduced to draw those trains and more trains would be introduced.

Another thing I want to point out is that there are many steam engines still used in the railways. But the production of steam engines is not to our expectations. As a matter of fact, I think—I may be wrong—the Railway authorities have ceased to produce steam engines, and so there is a dearth of steam engines, on account of which the small lines sometimes suffer. I do not want to say anything more. Thank you.

श्री नागेश्वर प्रसाद शाही (उत्तर प्रदेश) :

श्रीमन्, मैं केवल एक मामले की ओर माननीय मंत्री जी का ध्यान दिलाऊंगा। इस विधेयक का समर्थन करते हुए पहले तो मैं मंत्री जी को धन्यवाद दूंगा कि उन्होंने अपने बजट में पिछड़े हुए क्षेत्र के लिये विशेष ध्यान दिया है और उस क्षेत्र में रेल के काम को आगे बढ़ाने के लिये जितनी अधिक व्यवस्था वह कर सकते थे, उन्होंने व्यवस्था की है। मगर पूर्वोत्तर रेलवे में श्रीमन्, एक छितौनी बगाह पुल जो अंग्रेजों के समय का बनाया हुआ था, वह आज से लगभग 50 वर्ष पहले नदी की बाढ़ में बह गया था। उस पुल को अंग्रेजों ने महज इसलिये नहीं बनाया क्योंकि उसी क्षेत्र में गांधी जी ने अपना किसान आन्दोलन चलाया था चम्पारन में। तो चूंकि वहां के किसानों और वहां की जनता ने गांधी जी का साथ दिया था और राष्ट्रीय आन्दोलन में बड़ी ताकत के साथ हिस्सा लिया था, इसलिये इसको ध्यान में रखते हुए उन्होंने इस पुल को बनाने का काम नहीं लिया। उस पुल के न बनने से पूर्वी उत्तर प्रदेश का उत्तरी हिस्सा और पश्चिमी बिहार का पश्चिमी उत्तरी हिस्सा एक दम में कटा रहा। श्रीमन्, वहां नदी की धार इतनी तेज है कि नाव का चलना बहुत ही मुश्किल है। कोई साल ऐसा नहीं जाता कि जिस बाढ़ में नाव की 3-4 दुर्घटना न होती हों। कोई साधन

[श्री नामेश्वर प्रसाद शाही]

नहीं है और उस पुल के बह जाने से दोनों ओर लाइनों तो हैं, लेकिन आना जाना अस्त-व्यस्त रहता है। इधर के मुसाफिर छितौनी स्टेशन पर जाते हैं, फिर कई मील पैदल चलते हैं तब बगाह में जाकर अपनी ट्रेन में बैठते हैं। वहाँ की जनता को महान कष्ट है। वहाँ की जनता जब से अपना शासन हुआ तभी से भारतीय संसद् में और असेम्बली में बार-बार पुल बनाने की मांग कर रही है। 1974 के शुरू में जब यू०पी० असेम्बली का चुनाव होने वाला था, तो उस चुनाव को मद्देनजर रख कर भूतपूर्व प्रधान मंत्री श्रीमती इन्दिरा गान्धी ने उस पुल की नींव डाली। बगहा-छितौनी पुल की नींव श्रीमती इन्दिरा गान्धी ने 1974 में रखी थी, जिस समय तमाम उद्घाटनों का जोर चल रहा था। उस समय उसकी नींव डाली और वहाँ की जनता को बड़ी प्रसन्नता हुई कि अब यह पचासों साल का कष्ट दूर हो जायेगा। मगर वह नींव का पत्थर अपनी जगह पर पड़ा हुआ है। आज तक लगभग चार साल पूरे हो गये, उस पर कोई काम नहीं हुआ। पिछले कई वर्षों से लगातार हम लोग मांग कर रहे हैं कि उस पुल को बनाया जाए और मंत्री जी ने भी पिछले साल आश्वासन दिया था कि पुल को बनाने का काम शुरू होगा। जिस समय राप्ती का ब्रिज कंवर्सन की वजह से उसके ढाँचे को हटाया जा रहा था, तब भी यही बताया गया कि यह ढाँचा उठा कर बगहा जाएगा और वहाँ पर पुल बनेगा। मगर इस साल के बजट में भी उस पुल के लिए कोई अलॉटमेंट नहीं देखा। इससे हमको लगता है कि इस पुल पर इस साल भी काम शुरू नहीं होगा। मैं मंत्री जी से कर बढ प्रार्थना करता हूँ कि जनता की उस भावना और कष्ट को देखते हुए ऐसा प्रयास करें और इस साल उनको और ज्यादा मुनाफा हुआ है और होने वाला है, उसमें से प्रावधान करके इस साल उस पुल पर काम शुरू करा दें। पुल के बनने में 3-4 साल लगेंगे। इस साल आपके सप्लीमेंट्री बजट में भी हो सकता है,

आपके आदेश से भी हो सकता है। बाद में रेगुलराइज हो जाता है। तो वह काम शुरू करा दीजिए और शुरू हो जाएगा तो दो तीन साल में बन जाएगा।

श्रीमन्, पिछली बार भी कहा गया था कि आपका जो कंवर्सन का काम हो रहा है बाराबंकी से सोनपुर तक उस कंवर्सन के काम में सोनपुर तक बड़ी लाइन बन चुकी थी। सोनपुर से पलेजाघाट तक जो एक मील का हिस्सा है उसका कंवर्सन न होने की वजह से सारे मुसाफिरों को बड़ा कष्ट होता है और सोनपुर में आकर सभी लोग रुक जाते हैं और फिर बड़ी लाइन की गाड़ी से छोटी लाइन की गाड़ी में जाना पड़ता है। हालांकि यह काम भीष्म बाबू का काम है और हमारे सिन्हा साहब का काम है, मगर मैं यह कह रहा हूँ कि बिहार की जनता के कष्टों को दूर करने के लिए यह कंवर्सन छोटा सा है, करीब दस किलोमीटर का यह एरिया है। इसे तुरन्त कर देना चाहिए ताकि इससे जो परेशानी हो रही है वह न हो।

जहाँ तक नई लाइनों के निर्माण का सवाल है, मंत्री जी ने आश्वासन दिया है कि उसके लिए कोई विशेष विकास फंड बना रहे हैं। हमें आशा है कि प्लानिंग कमीशन, फाइनेंस, मिनिस्ट्री और कैबिनेट से उनको जल्दी क्लियरेंस देगी और उनके प्रयास सफल होंगे ताकि नई लाइनों का बनना भी शुरू हो जाएगा और पिछड़े हुए इलाकों का काम तीव्र गति से चल कर उनका विकास हो।

आखीर में, हमारे मित्र ने याद दिलाया कि बस्ती-गोंडा में बड़ा जंकशन है। बस्ती डिस्ट्रिक्ट हेडक्वार्टर है। वहाँ पर प्लेटफार्म नहीं है। मेल गाड़ी खड़ी होती है तो आधी गाड़ी प्लेटफार्म के बाहर खड़ी होती है और लोग अपना गिलास बोटो लेकर उतरते हैं तो दौड़ कर प्लेटफार्म पर जाते हैं तो वहाँ पानी मिलता है। ऐसे लोग कई उतर कर दौड़ कर आते हैं और उस दौड़ने में गाड़ी

छूट गई तो प्लेटफार्म पर ही यात्री छूट जाते हैं। तो उसकी ओर भी मंत्री जी का ध्यान दिलाना चाहता हूँ कि हमारे यहां पीने के पानी का भी इंतजाम नहीं है गाड़ी में। बम्बई और मद्रास की गाड़ियों में तो अन्दर ही पानी का इंतजाम होता है और इस लाइन में अगर कोई स्टेशन पर दौड़ कर पानी की टूटी पर पानी लेने न जाए तो उसे पानी नहीं मिलता। यही नहीं कि जाते ही पानी मिल जाए बल्कि वहां लम्बी लाइन लगी होती है, इसलिये दो-तीन मिनट के बाद नम्बर आता है। नम्बर आते-आते यह डर लगा रहता है कि कहीं ट्रेन न छूट जाए। इसलिये मेरा निवेदन है कि वहां प्लेटफार्म पर ही या गाड़ी के अन्दर ही पानी की ऐसी व्यवस्था कर दी जाए, जिससे उन्हें किसी प्रकार की दिक्कत न हो। साथ ही मैं मंत्री जी से यह भी निवेदन कहूंगा कि गौंडा और बस्ती के रेलवे स्टेशन के प्लेटफार्म को बढ़ाने की भी व्यवस्था की जाए। इससे वहां की जनता को लाभ होगा। इतना ही कहना चाहता हूँ। अन्यवाद।

श्री महेन्द्र मोहन मिश्र (बिहार) : सभापति जी, यह एप्रोप्रिएशन बिल सदन में विचार-विमर्श के लिये मंत्री जी ने प्रस्तुत किया है। श्रीमान्, खास कर मैं रेल मंत्री जी का ध्यान आकृष्ट करना चाहता हूँ कि भूतपूर्व हमारे रेल मंत्री पंडित जी एवं ललित बाबू जी थे, वे खास कर पिछड़े, बैकवर्ड क्षेत्रों में रेल का विकास कैसे हो, रेल यातायात कैसे ठीक हो, इस नजरअन्दाज से हमारी जो मेजर स्कीमें चलाते थे, उन स्कीमों की ओर वर्तमान रेल मंत्री जी ने ध्यान नहीं दिया है। श्रीमान्, आप जानते हैं बिहार और चीजों में बहुत खूणहाल है, लेकिन फिर भी यातायात के संबंध में हमारा उत्तरी बिहार बहुत पिछड़ा हुआ है। इसकी चिन्ता हमारे भूतपूर्व रेल मंत्री पंडित जी को और भूतपूर्व मंत्री मिश्र जी को

बहुत थी। इसी सिलसिले में हमारे मित्र शाही जी ने समस्तीपुर-बाराबंकी और बगहा-छितौनी का जिक्र किया है। सचमुच यह बहुत ही शर्म की बात है कि नेपाल से हमारा बिहार और यू०पी० जुड़ा हुआ है, लेकिन इन क्षेत्रों में रेलों के यातायात की सुविधा वर्षों से लंबित पड़ी हुई है। गत अक्टूबर में बंगलौर में रेलवे कंसल्टेंटिव कमेटी हुई थी, उसमें इन मुद्दों पर विचार किया गया था और मंत्री जी हमारी इन भावनाओं से सहमत थे, लेकिन उसको इम्प्लीमेंट करने के लिये अभी तक जागरूकता नहीं दिखा रहे हैं। मैं रेल मंत्री जी का ध्यान आकृष्ट कहूंगा कि जिस तत्परता से उस क्षेत्र के पिछड़ेपन को दूर करने के लिये आपकी इच्छा है; उस तत्परता से पैसों का आवंटन आप करते तो जल्दी से जल्दी उस क्षेत्र की सुविधाएं लोगों में पहुंचती।

इसी तरह से एक छोटी सी स्कीम रोसरा और सकरी के बारे में है। जिस समय पंडित जी रेल मंत्री थे उस समय उन्होंने यह कहा था कि वहां जमीन के अर्जन में जो पैसा लगेगा अगर उसको बिहार सरकार वहन करेगी तो उस क्षेत्र में रोसरा-सकरी लाइन बना दी जाएगी। अर्जन में जो पैसा लगता था उस सारे पैसे का बिहार सरकार ने भुगतान कर दिया है, लेकिन फिर भी वर्षों से हमारे रेल मंत्री जी का ध्यान उस ओर नहीं गया है, यद्यपि बंगलौर में इन मुद्दों पर बात हुई थी। उन्होंने आश्वासन भी दिया था कि अगर जमीन के अर्जन में लगने वाले पैसे को वहां की सरकार देगी तो उसकी प्रिओरिटी दी जाएगी, लेकिन इस सब के बावजूद भी आज भी वह रोसरा-सकरी लाइन के मामले में कोई दिश-निर्देशन दिया नहीं गया है।

इसी तरह से सोनपुर का मामला है जैसा हमारे शाही जी ने बताया उस क्षेत्र से जहां से जनता सरकार के एक मंत्री आते हैं वहां से एक मील या डेढ़ मील होगी सोनपुर और पहलेजा की लाइन। हम चाहते हैं सोनपुर-

[श्री महेन्द्र मोहन मिश्र]

पहले जा की लाइन को मीटर गेज से ब्राड गेज में बदला जाए। हमारे राज्य मंत्री श्री शिव नारायण जी अभी हाल में पटना गये थे। उन्होंने इस बात की घोषणा की थी कि जल्दी से जल्दी यह काम शुरू किया जाएगा। मैं निवेदन करना चाहता हूँ कि आप इस क्षेत्र को इतनी सुविधा जरूर देने की कृपा करें। एक मील के क्षेत्र में ब्राड गेज की सुविधा न होने के कारण वहाँ के लोगों को बड़ी असुविधा होती है। मैं समझता हूँ कि इस पर पैसा भी अधिक नहीं लगेगा। मंत्री महोदय ने दिसम्बर की बैठक में यह घोषणा की थी कि जल्दी से जल्द यह काम शुरू कर दिया जाएगा। लेकिन चार महीने हो गये हैं, इस डेढ़ मील की लाइन को ब्राड गेज में परिवर्तित करने का काम अभी तक पूरा नहीं हुआ है।

इसी प्रकार से हमारे उत्तरी बिहार में एक ही ट्रेन 'जयन्ती जनता ट्रेन' चलती है। इसको हमारी सरकार ने चलाया था। इस ट्रेन से हमारे उत्तरी बिहार के 16 जिलों के लोग राजधानी आते हैं। लेकिन दुर्भाग्य से इस ट्रेन में इतनी भीड़ होती है कि कुछ कहा नहीं जा सकता है। इसलिए मैं माननीय रेल मंत्री जी का ध्यान इस ओर आकर्षित करना चाहता हूँ कि वे कृपया इस ट्रेन की तरफ भी ध्यान दें। इसमें केवल 14 सौ आदमियों के लिए सफर करने की सुविधा है, लेकिन इसमें 19 सौ या दो हजार तक आदमी बैठ जाते हैं। जहाँ तक इसके मैनटेनेन्स का सवाल है, हमारे भूतपूर्व रेल मंत्रीगण खासतौर से इस ट्रेन की तरफ निगाह रखते थे। लेकिन अब इस ट्रेन की तरफ कोई ध्यान नहीं दिया जा रहा है। इस ट्रेन में आजकल एक पैट्री कार भी नहीं चलाई जा रही है। ऐसा कहा जाता है कि यह पैट्री कार डैमेज है, इसलिए इस ट्रेन से हटा दी गई है। अभी हाल में जब मैं इस ट्रेन से यात्रा कर रहा था तो मैंने ट्रेन के सुपरिन्टेन्डेंट से इस बारे में पूछा। उसने हमें बताया कि यह पैट्री कार कालका

मेल में जोड़ दी गई है। मेरे कहने का यह अर्थ नहीं है कि इस पैट्री कार का अन्यत्र इस्तेमाल नहीं किया जाय। लेकिन मैं यह कहना चाहता हूँ कि इस जयन्ती जनता गाड़ी में केवल एक ही पैट्री कार थी उसको भी हटा दिया गया। जैसा मैंने बताया है, इस ट्रेन से उत्तरी बिहार के 16 जिलों के लोग राजधानी में आते हैं। इसलिए उनको इस सुविधा से वंचित नहीं किया जाना चाहिए। मैं चाहता हूँ कि लोगों की जो इस प्रकार की छोटी-छोटी मांगें हैं उनकी तरफ आपका ध्यान जाना चाहिए।

इसी प्रकार से एक आसाम मेल नाथ बिहार से चलती है। मैं दावे के साथ कहना चाहता हूँ कि इस ट्रेन में पिछले छः महीनों के अन्दर 50 से लेकर 100 तक चोरियाँ हो चुकी हैं। चाहे बोगी फर्स्ट क्लास की हो या सेकेण्ड क्लास की हो, सभी में चोरियाँ हो चुकी हैं। आप इस संबंध में अपने विभाग से जांच करवा सकते हैं। इन बोगियों में लैचिंग इस तरह की है कि जो बड़ी आसानी से खोली जा सकती है। अभी पिछले दिनों इस ट्रेन से चार डाक्टर यात्रा कर रहे थे। उनका सारा सामान चोरी चला गया। इसलिए मेरा यह निवेदन है कि मंत्री महोदय इन बातों की तरफ भी ध्यान देने की कृपा करें और इस प्रकार की व्यवस्था करें कि ये चोरियाँ न होने पायें।

दूसरी बात मुझे यह कहनी है कि उत्तरी बिहार के लोगों के लिए मुजफ्फरपुर और समस्तीपुर में रिजर्वेशन का जो कोटा है, वह बहुत कम है। जैसा मैंने कहा, उत्तरी बिहार के 16 जिलों के लोग इन स्टेशनों से राजधानी के लिए सफर करते हैं। मेरे कहने का मतलब यह नहीं है कि बनारस और कानपुर के लोगों के साथ हमारी कोई हमदर्दी नहीं है। उनके लिए भी इस प्रकार की अधिक से अधिक सुविधा होनी चाहिए। लेकिन आप जानते हैं कि बनारस और कानपुर से बहुत सी गाड़ियाँ दिल्ली को आती हैं। इसलिए

मेरी यह प्रार्थना है कि मुजफ्फरपुर और समस्तीपुर में रिजर्वेशन का कोटा बढ़ाया जाना चाहिए ताकि इस ट्रेन में ज्यादा लोगों को बर्थ मिल सके।

मैं एक अन्य समस्या की तरफ भी रेल मंत्री जी का ध्यान आकर्षित करना चाहता हूँ और वह समस्या रेलवे में जो टी० टी० ईज० होते हैं उनकी कठिनाइयों से संबंधित है। मैं रेल मंत्री जी से यह निवेदन करना चाहता हूँ कि इस चैकिंग स्टाफ को भी रनिंग स्टाफ के रूप में ट्रीट किया जाये और जो सुविधाएं रनिंग स्टाफ को उपलब्ध हैं, वही सुविधाएं चैकिंग स्टाफ को भी दी जायें। यह बात मेरी समझ में नहीं आती कि कुछ ट्रेनों में गाड़ को तो रनिंग स्टाफ में ट्रीट किया जाता है, लेकिन चैकिंग स्टाफ को रनिंग स्टाफ के रूप में ट्रीट नहीं किया जाता है। इसका नतीजा यह होता है कि जब ट्रेन किसी जंक्शन पर रुक जाती है तो उनको रेस्ट करने के लिए वे सुविधाएं प्राप्त नहीं होती हैं जो रनिंग स्टाफ को उपलब्ध हैं। उनके लिए वैटिंग रूम आदि की सुविधा नहीं होती है। उन्हें किसी थंड क्लास वैटिंग रूम में या सैकेन्ड क्लास वैटिंग रूम में आराम करना पड़ता है। इसलिए मेरी यह प्रार्थना है कि चैकिंग स्टाफ को भी रनिंग स्टाफ की तरह ही सुविधाएं दी जानी चाहिए। इसलिये मैं चाहूंगा कि चैकिंग स्टाफ जो आपका है उसको भी रनिंग स्टाफ की कैटेगिरी में रखा जाये ताकि उनकी सुविधा बढ़ सके।

दूसरी बात जो मैं खास कर रेल मंत्री जी से कहना चाहता हूँ, हमारे पंडित जी जब रेल मंत्री थे, उस वक्त भी उनसे कहा था कि डीलक्स कोच ए० सी० स्लीपर में साइड बर्थ अनकम्फर्टेबल है, उससे लोगों को बहुत कष्ट होता है, इसलिये उसमें से 6-7 बर्थ आप हटा लें तो मैं समझता हूँ कि उस स्लीपर में चलने वाले यात्रियों को काफी सुविधा होगी, आने जाने में सुविधा होगी श्रीमन्,

उसमें कौच अटैन्डेंट होते हैं, उनके पास बेड होते हैं। वहां 48 व्यक्तियों के लिये सोने की व्यवस्था है, लेकिन रेलवे प्रशासन उन्हें केवल 8-9 बेड ही देता है, बहुत से यात्री अपना बेड लेकर नहीं आते हैं; क्योंकि उन्हें यह मालूम रहता है कि हमें स्लीपर में बेड्स मिल जायेंगे, लेकिन पहुंचने पर उनको नहीं मिल पाते हैं। इसलिये इस ओर मैं रेल मंत्री का ध्यान आकृष्ट करना चाहता हूँ और निवेदन करता हूँ कि आप कर्मचारियों के लिये काफी चिन्ता प्रकट करते हैं, लेकिन जहां सुविधा मिलने की बात होती है, वहां कहने और करने में बहुत फर्क मालूम होता है।

एक दूसरी बात श्रीमन् जनता मील के बारे में कहना चाहता हूँ। आजकल जनता शब्द का दुरुपयोग हो रहा है। वहां जनता मील के नाम पर जो खाना दिया जाता है, मैं चाहता हूँ कि रेल मंत्री किसी दिन खुद वह मील खाकर देखें। उसमें क्वालिटी नाम की कोई चीज नहीं है। 3.25 रुपये में अमूमन जो खाना मिलता है आम लोगों को उसकी क्वालिटी बिल्कुल खराब है। चाहे 3.25 रुपये का खाना 4 रुपये में दें परन्तु अच्छा खाना दें। ताकि लोगों को संतोष हो। जो व्यक्ति 3.25 रुपये दे सकता है वह 4 रुपये भी दे सकता है। लेकिन क्वालिटी पर कन्ट्रोल, नियंत्रण आपकी तरफ से होना चाहिए। लोग ट्रेन में पूछते हैं कि चपाती क्यों नहीं मिलती तो कहा जाता है कि चपाती खिलाने का प्रावधान नहीं है। आप पराठे खा सकते हैं। ऐसी सुविधायें दिलाने के लिये भी आपके विभाग को ध्यान देना चाहिए। जनता मील कह करके लोयस्ट इनकम ग्रुप की सुविधा के लिये जो सस्ता खाना एक रुपये में दिया जाता है उसकी कोई क्वालिटी नहीं है, उसमें बिटामिनों की और सारी बातों की कमी है, इसलिये जनता शब्द और जनता मील चला कर आप इसमें अपनी ख्याति को बढ़ाना, चाहते हैं तो उसके लिये यह जरूरी है कि उसमें स्टाफ भी होना चाहिए। केवल

[श्री महेन्द्र मोहन मिश्र]

स्वाति प्राप्त करने का ही दृष्टिकोण इसमें नहीं होना चाहिए।

एक अन्य बात जो मैं कहना चाहता हूँ वह यह है कि इलेक्ट्रीफिकेशन बिहार के मुगल-सराय से आसनसोल तक का ट्रैक मेन लाइन इलेक्ट्रीफाइड नहीं है। इसलिये मैं चाहूँगा कि दिल्ली से हावड़ा का एक ट्रैक हो जाये और इसके इलेक्ट्रीफिकेशन के सम्बन्ध में जल्दी से जल्दी प्रावधान किया जाना चाहिए। इससे बहुत सी लम्बी-लम्बी गड़ियाँ जो इस ट्रैक में जा सकती हैं, जो हमारी कैपिटल को जा सकती हैं, ओनली आन एकाउन्ट आफ नान-इलेक्ट्रीफिकेशन आफ ट्रैक्स, वे हमारे ग्रान्ड कोर्ड से निकल जाती हैं। मैं चाहता हूँ कि रेल मंत्री महोदय इन मुद्दों पर ध्यान दें।

अगली बात जो मैं कहना चाहता हूँ वह बोनस के सम्बन्ध में है। हमारे रेल मंत्री जी और हमारे फर्नेन्डीज सौभाग्य से जनता सरकार में हैं। बोनस का जहाँ तक प्रश्न है, मैं चाहता हूँ और हम लोगों की भावना है कि जो हमारे कर्मचारी हैं, उन्हें बोनस निश्चित रूप से दिया जाना चाहिए। मैं यह भी कहना चाहता हूँ कि अभी सुप्रीम कोर्ट ने एक इंडस्ट्रीज कैटेगरीज के बारे में डिसीजन दिया। इसके माध्यम से हमारी रेलवे जो लारजेस्ट अन्डर-टेकिंग इन दि कन्ट्री है, इस इंडस्ट्री कैटेगरी में आ जाय, इसके लिये आपको घोषणा करनी चाहिए। मैं पूछना चाहता हूँ कि इसको इंडस्ट्री डिक्लेयर करने में घाटा क्या है? मैं रेल मंत्री जी से निवेदन करना चाहूँगा कि आप एक बहुत बड़े सोशललिस्ट लीडर हैं, आप समाजवादी विचार धारा के हैं, जो हमारे कर्मचारी हैं उनकी सुविधा बढ़े, उनकी सर्विस कन्डीशंस अच्छी हो, आप इस मुद्दे पर लड़ाई लड़ रहे हैं। इसलिये मैं चाहूँगा कि आप रेलवे अन्डरटेकिंग को इंडस्ट्री डिक्लेयर करें और बोनस का ऐलान करें, जिसके लिये आपने 1974 में बड़े पैमाने पर लड़ाई लड़ी थी।

मैं एक अर्ज यह भी करना चाहता हूँ कि हमारे रेलवे प्रशासन में बहुत से ऐसे अधिकारी हैं जो बरसों से एक ही डिविजन में पड़े हुए हैं। मैं आपके सामने विशेषकर एक उदाहरण देना चाहता हूँ। रघुनाथ प्रसाद श्री वस्ताव के विरुद्ध 1975 में एक पब्लिक कम्प्लेंट हुई थी। उनके ऊपर मिस यूज आफ मनी का चार्ज था। उस वक्त वे सरहारा में याई मास्टर थे और अब असिस्टेंट सुपरिन्टेंडेंट सोनपुर हैं। विजीलेंस रिपोर्ट में उन्हें दोषी पाया गया, लेकिन दुर्भाग्यवश उस रिपोर्ट को अभी तक नहीं रखा गया। इसलिए अब उन्हीं के एक प्रोटेक्टर मिस्टर के० सी० वर्मा जो डिप्टी सी० ओ० पी० एस० गोरखपुर में 14 साल से वहाँ पर बैठे हुए हैं। विजीलेंस और करप्शन की शिकायत 1975 में रेलवे मंत्रालय के समक्ष दी गई थी। दो-दो जांच हुई, दोनों में यह सही पाया गया कि मिस यूज आफ मनी है। लेकिन अभी तक रिपोर्ट को प्रकाशित नहीं किया गया। मैं यह चाहता हूँ इसी के आधार पर समुचित कार्यवाही हो। इन्हीं शब्दों के साथ मैं रेल मंत्री का ध्यान इन मुद्दों की ओर आकर्षित करता हूँ। धन्यवाद।

SHRI LAKSHMANA MAHAPATRO (Orissa): Sir, when the first Railway Budget was presented by Prof. Dandavate, he said that he has the greatest concern for the backward areas and he shall be doing a lot to bring them at the level of other parts of the country which have developed. In the new budget, that is, this budget, he has said that he has come out with a new deal for the workers, I shall just be telling you that he has done nothing regarding the first thing which he promised about bringing up the backward areas to a higher level. The second thing that he said was about giving a new deal. I will say that he has not given a new deal, but he has given a raw deal to the workers. Therefore, may I ask him at the outset what he is doing

about the demand? He met the N.C.C.R. They presented so many problems. He promised that they will be fulfilled. But he has not been able to do anything so far. The second thing that I want to know is this. The other day, in this House, in reply to Question No. 282 put by Mr. Ibrahim Kalaniya and Mr. Dhabe, he gave us a list of all those demands which the N.F.I.R. had made. Even those things are not being attended to. Then, in answer to Question No. 290 in this House, he gave us three different recommendations of the A.R.C. I am referring only to that part of the recommendation of the A.R.C. which the Railway Ministry has rejected. I am not able to understand what made him not to accept even the setting up of a parliamentary committee. That was one of the recommendations for proper and purposeful scrutiny of the working in the transport sector including the railways. The other recommendation was about the *ex-officio* status of the Chairman and Members of the Railway Board.

PROF. MADHU DANDAVATE: The Planning Commission has already set up a Commission.

SHRI LAKSHMANA MAHAPATRO: You have told us that you have not been able to accept that recommendation. That is your statement. One recommendation in full and eight recommendations in part were not accepted by the Government. That is what you said. I am reading from that. This is also something which he has not been able to look into. Now, I come to the second part, i.e., the cases which need immediate attention. So far as backwardness of the States is concerned, as you know, the eastern zone is the most backward. There has not been even a single railway line laid during the last 40 years in some areas. During the 30 years of Congress rule, only 18 miles of railway line was laid in Tripura, the State capital. None of the eastern regions States except Assam has been

connected so far. They have been agitating for it. You had a unanimous resolution passed in Tripura Assembly the other day. A Tripura *bandh* was also observed. I do not know how you react to these things. The eastern zone which is the most backward zone, is still very backward. It needs immediate attention. All the State headquarters should be immediately connected.

Coming to Orissa itself, it is also a backward zone. That is what he said in his first Railway Budget speech. And there also you find in Banspani-Talcher and many other places railway lines, and they have only goods traffic but they do not have any passenger traffic. For example, there is the Barbil mine area. It is not having the passenger traffic. The railway lines have been laid as far back as 60 years. Therefore, I want these things should be attended to so that he is able to fulfil his promise of attending to the backward areas.

Now, Sir, I come to certain other questions. Cannibalism is still in vogue in his Ministry in the loco shed and diesel staff. Then you find the parts being taken away from one engine and fitted on to the other engines. They are eating away the people who are working there. Ten-hour work is still there. And nothing less than that is meant for them. Then you come to the few people who are working on the amenities of the passengers, the conductors and the coach attendants. Whenever I happen to travel on the De Luxe train. I have seen that many of the coach attendants are required to work for four days at a stretch. I have never seen any other model employer of the Government talking so sweet about the industrial relations and the harmony that should be there between the worker and the employer and yet employ them for four continuous days. For full 24 hours, he has to come with the train and he is not changed after every 8 hours. Then,

[Shri Lakshmana Mahapatro.] Sir, they are not made the running staff. Why? What is the reason? You make the break-van man, and you make everybody a running staff except the coach attendant and the conductor who look after the passenger amenities. The composition of the train is such that he has to get down and go from one end of the train to the other. Yet you do not make him a running staff. I don't find any reason for this thing.

Then, Sir, there are poor bearers who are still working on commission basis. Fortunately for us, the Petitions Committee of Rajya Sabha has gone into it and they have recommended certain things. I hope the Railway Minister does not hesitate to implement the recommendations at the earliest possible time.

PROF. MADHU DANDAVATE: We have announced that all of them will be Railway employees.

SHRI LAKSHMANA MAHAPATRO: Thank you for that. Then, Sir, I come to the case of the people who die while in service in the Railways. I wish somebody in their family is accommodated so that the whole family does not starve. I pointed out one case, and I have been writing letters. Unfortunately, simply because this is an old case, simply because this person died when the MSM Railway was there, they are not attending to that particular case. One Mrs. Sundaramma, the wife of one Mr. Chandrasekhar who died while serving the MSM Railway, is a trained teacher. She has been serving as a teacher and she is not taken into the Railways, she has not been regularly employed. If she had been taken into the Railway employment, the family would not have been starving. She being a Brahmin widow, she is not able to go in for a second marriage because of conventions and customs.

Sir, now I come to the Bhubaneswar coach unit that was promised to

be established. I hope it will be done very early and the manufacturing unit comes up early. Then, Sir, there are two other things on the Railways. This decasualisation of casual labour should be put to an end and they should be regularised. Then the other thing is that if you want the tracks to be well maintained and looked after and the rolling stock should be there in good shape, then you shall have to increase the number of gangmen and that will also provide some employment for some poor people.

Lastly, Sir, I will just point out one thing and I hope he will bear this in mind. When we put this Appropriation money in his hand, let him assure the country that there will be a seat for every passenger if he is a short-distance passenger and a berth for every passenger if he is a long-distance passenger.

MR. CHAIRMAN: Shri V. V. Swaminathan—not here. Now Shri Kumbhare.

SHRI N. H. KUMBHARE (Maharashtra) : Sir, our hon. Railway Minister, Shri Madhu Dandavate, is a known socialist, and he has said that like him his other colleagues are following certain policies and programmes which represent their outlook and concept of socialism and they are reflected in the limited sphere, in a small way, so far as the Railway administration is concerned. In his Budget Speech the hon. Railway Minister has assured us that he will have long-distance classless trains, with only second class of accommodation. He has further assured us that on all major long-distance trains food packets at the cost of Re. 1 per packet will be made available to passengers. This, as I have stated earlier, has a socialist touch.

As regards the long-distance trains, I must congratulate him for introducing the Geetanjali Express from Bombay to Howrah. But the timings of the train are not convenient to

those who board the train at Nagpur. At present the timings are such that the journey from Nagpur to Bombay can be covered only during day. But the Nagpur people would like to go to Bombay by night. I would, therefore, request the hon. Minister to see if he can have the timir, is changed in such a way that the Nagpur people could travel on this train from Nagpur to Bombay during night.

As regards the one rupee food packets, I would like to make a request to the hon. Minister to supply, what we call in Maharashtra, *jhunka bhakar*. It is a very simple meal. It consists of two big jawar chappatis and some vegetables. It is not the question of price. It is a question of giving to poor people an equitable return for the money that they spend. This is what they would like to have, namely, *jhunka bhakar*. Now we spend 30 paise for a cup of tea, but we know the quality. It is not even worth 20 paise. For every cup of tea a profit of 10 paise is earned. So the question is both of quality and quantity. Therefore, my suggestion is to introduce, what is called *jhunka bhakar* packets.

Sir, the railway employees seem to be on a war-path. The other day we came to know that the workers have decided to launch a strike and they may take recourse to agitations also. It is true that the hon. Minister has been promising that he is trying to find out a workable solution to the problem of bonus. But it seems that a solution is not in the offing. I do not know how much time he will take. But the time factor is important. You cannot delay these matters. Therefore, what is needed is to see that some workable solution is arrived at and the impending strike, that is likely to jeopardise and disturb the entire Railway Administration, should be put an end to. No doubt, the problem is difficult. They are probably waiting for the report of Bhootalingam committee which will be perhaps recom-

mending the rationalisation of wages, prices and incomes structure. But that will take its own time. Even after the report is received, the Government will take a lot of time to decide and formulate its policy, it is imperative that before that something has got to be done. This is one of the important outstanding problems and this should be dealt with as expeditiously as possible. This is my request from the railway workers.

Sir, as I have said earlier, Dandavateji is there from the erstwhile Socialist Party though he is now very much a part and parcel of the Janata Party, his decision and that of some other friends in the Janata Party represent only a silver-lining in the otherwise dark clouds of the Janata Party administration.

Now, Sir, the other matter relates to the cases which are pending in various courts, including High Courts and Tribunals. A large number of claims from the workers side are being filed in courts. I do not know why the Railway administration could not formulate a new policy to see that all these claims or disputes are settled at its own level instead of forcing the employees to take recourse to courts and file claims. Sir, it has also been found that even for a small claim—I know of a case which was a claim of Rs. 500 where the authority under the Payment of Wages Act decided in favour of the worker and the Railway administration went to the High Court—the Railway administration spends so much money, and in this particular case the Railway administration would have spent another Rs. 2,000. I would like to know from the hon. Minister as to how much amount is spent in defending the administration against claims of the workers. I am only on the amount that is being spent. If that amount is given to the workers, I think most of these claims would be settled. That is what we call a progressive policy. When we say that we have to follow a progressive policy, we should as well follow it in case of these small claims of the workers.

[Shri N. H. Kumbhare.] For that, we require a change in the policy and I hope the hon. Minister will see to the number of cases pending and the possibility of coming to some compromise in settling them at the administrative level.

Now,, Sir, I would deal with the problems of the Scheduled Castes and the Scheduled Tribes. I was very unhappy to note that in the long speech of the hon. Minister which covers 32 pages and 72 paragraphs, there is not even a touching reference to the problem of the Scheduled Castes and the Scheduled Tribes. I may recall to the hon. Minister when he said that so far as the problem of the Scheduled Castes and the Scheduled Tribes is concerned, it was not merely of academic interest to him. I know it for a fact that he has been under the influence of Dr. Ambedkar and he had his long association with him and I also know that he has lived among Scheduled Caste and during his long tenure of social service, he has been one of the persons who had been respected by the Scheduled Castes people because of the help he has rendered to them. But that, Sir, is not reflected in so far as the Railway administration is concerned.

SHRI LAKSHMANA MAHAPATRO: He is a prisoner in the glittering cage.

PROF. MADHU DANDAVATE; I am not a free man like you; but I have seen your freedom.

SHRI N. H. KUMBHARE: Sir, the Railway administration published a report which is said to give the progress made in the intake of the Scheduled Castes and the Scheduled Tribes. I have carefully gone through the report and I find that it does not,, in fact, give the progress made, it does not show exactly what has been done. Sir, the report must show what is the progress made in the sense, what has been the back-log in the past and to what extent the Railway administration succeeded in removing or reduc-

ing the back-log. That relevant information is not found in the report. The figures show that the number of vacancies that come to the share of the Scheduled Castes and the Scheduled Tribes are not fully subscribed. In such cases, an explanation should be appended to the report to show the reasons. It should also be mentioned what steps are being taken to ensure that all these posts are filled in. It seems that the rule of exchange of vacancies between the Scheduled Castes and the Scheduled Tribes is not being followed. Sir, the present scheme of reservations is that in a case where a Scheduled Tribe person is not available for a particular vacancy, that vacancy is to be filled up by a Scheduled Caste person. That is the rule of exchange and that is not being followed by the Railway administration. That rule should be strictly followed so that the intake of the Scheduled Castes and the Scheduled Tribes, as the case may be, could be further improved. It is, in fact, a report on the progress made in the intake of the Scheduled Castes and the Scheduled Tribes. The report should, therefore, contain the progress by showing how much the back-log was, and how it is being wiped out. It is possible only when not only the reserved quota of maintenance vacancies is filled up fully, but there should also be additional intake towards the back-log of vacancies. Sir,, the Railway Administration had adopted a policy of special recruitment. Special recruitment was being made. The object of the special recruitment is to wipe off the backlog. Now, the report shows that in almost all vacancies, there is backlog. There is not a single category where there is no backlog. Even in Class IV, in regard to promotions within Class IV as well as in respect of Class III posts, there is backlog. Therefore, it should be the concern of the Railway Administration to see that not only the Scheduled Castes and the Scheduled Tribes are fully represented in the maintenance vacancies, but that some additional appointments are also made to-

wards wiping off the backlog. This is not being done. Therefore,, my request to the hon. Minister would be that specific instructions should be issued. I would like to know specifically from the hon. Minister whether the policy of special recruitment has been given up. If it has not been given up, why has it not been indicated in the report. Then, Chapter, I and II of the report enumerate the reservation policy and show what extra concessions are being given to the members of the Scheduled Castes and the Scheduled Tribes. I think, it is not necessary that this should be given in the report. On the other hand, more relevant information could be furnished.

Then, Sir, we have got a special cell which is working and it is expected of this special cell that all the complaints or grievances which are being referred to it - would be dealt with by it expeditiously. It is true that the Administration tries to give replies earlier. But sometime, this is being delayed. Therefore,, it is suggested that sufficient labour should be employed so that the grievances which are being referred to this special cell are dealt with as early as possible.

Then, Sir, I would like to refer to a judgement of the Allahabad High Court. Recently, the Allahabad High Court has given a judgement. According to this judgement, there is a distinction between posts and vacancies. It interprets the existing service regulations and the High Court has said that the reservation should be only in respect of posts and not in respect of vacancies. That means, if a certain number of employees retire and those vacancies are there, in those vacancies, the Scheduled Castes would not have any share. This is how the judgement is. The judgement has given an interpretation of the existing rules. I think, the Railway Administration would certainly file an appeal against his judgement because it will take away the valuable right of reservation in services. I do not

understand the rationale in making a distinction between posts and vacancies. There should be no such distinction and there is no such distinction. But nonetheless, the judgement is there. It is of a binding nature and it should be challenged. There is a lot of agitation over this issue. My submission is, that the Railway Administration should not depend upon the appeal and the decision that would follow. They should now examine the orders and take necessary action so that the effect of the judgement is nullified. It should be seen that in all vacancies, the Scheduled Castes continue to get representation. My only request is that the Government should not wait for the decision of the Supreme Court. Pending that decision, they can certainly make suitable modifications in the existing rules so that the Scheduled Castes continue to have the right of representation and the right of reservation in respect of vacancies.

Then, Sir, lastly,. I would like to bring to the notice of the hon. Minister that in the recent past, there has been a mounting propaganda against the reservation policy. I am not referring to Bihar where there is a lot of agitation going on against the Government's decision to provide reservation for backward classes. But here, the agitation is against the reservation policy in respect of the Scheduled Castes and the Scheduled Tribes. Here, Sir, I display for your information the big posters which have been brought out, that too, by the railway employees. They say that it goes against equality. They say:

‘जातिवाद का नंगा नाच,’ They brand

this reservation as a fraud with casteism. I will read a few lines:

“आजादी के बाद केन्द्रीय सरकार और
प्रदेशीय सरकारें हमेशा ने समाजवाद व

[Shri N. H. Kumbhare]

बराबरी का ढोल पीटती रही
12 NOON हैं। संविधान भी सभी भारतीय
नागरिकों को बराबरी के
दर्ज से देखता है। लेकिन सरकार ने हमेशा
अपना उल्लू सीधा करने के लिए सर्वज व
हरिजन कहकर तमाम भारत को दो भागों
में बांट दिया। आज भी सरकार जातिवाद
का यह तंगा नाच खेल रही है और आम आदमी
इस नाच में पिसकर मर रहा है। इस विषय
में आप कुछ सोचिये। कुछ आंकड़े हम देने हैं—
क्या घना-पेठ हरिजन सरकार द्वारा दी
गई सुविधाओं का लाभ उठाने का हक रखता
है?

I have no objection if a person better off from Scheduled Caste was not given the benefit of reservation. I entirely agree with it. But to a large, the society as a whole, they are all subject to social backwardness and poverty. They must, therefore, get this reservation. My only regret is that this agitation is being carried out mostly by the railway employees.

SHRI K. K. MADHAVAN (Kerala); May I know whether these things are inspired by the Government, whether any association or any section of the community in India can question the validity of the provisions of the rights of the Scheduled Castes incorporated in the Constitution?

SHRI N. H. KUMBHARE: I was just trying to point out that this agitation is being carried out mostly by the railway employees. They have formed associations. Now the question is whether such activities are permissible. I know that every citizen has freedom, but there should be restricted freedom. It cannot go and even touch the provisions made in the Constitution. It is something unconstitutional. So, I would like to make a very specific request to the hon. Railway Minister that he should make an enquiry as to the persons who are indulging themselves into such unconstitutional activities and if it is not

permissible, such persons should be dealt with departmentally. If it is permissible, then he should make an amendment in the Conduct Rules so that such activities could be covered and that those people could be dealt with departmentally. Such activities are to be curbed and I am confident that the Railway Minister will see to it that such activities are brought to an end.

SHRI N. G- RANGA (Andhra Pradesh); I find, Sir, that during these two years the Government seems to be rather too liberal in sparing too much money for working expenses. In the past, there used to be special care taken by the Railway Ministers to assure Parliament that so far as the working expenses are concerned, they are trying to economise as much as possible, but on the other hand, in these two years, more than Rs. 152 crores have come to be allotted for working expenses alone. The Budget Estimates are there. The actual expenditure is much more than Rs. 52 crores within one year. Now I would like my friend to give special attention to this particular factor that as far as it is possible, efforts should be made not to allow these working expenses to have a run-away effect.

Then, Sir, the other day I mentioned the special need of agricultural labour. I would like my hon. friend to take into consideration their need for additional coaches, for janata meals, for cheap return tickets for groups of ten to fifteen when they move from one place to another during agricultural seasons. The return tickets should be given in the same manner as the students, tourists, pilgrims and all these people are being given during Christmas and other holidays. Facilities from where they start and for their stay at other places should also be made available. They know the stations from which they start in agricultural season and also the stations to which they go and for their night halts, security and shelter should be provided. Certainly

it should be possible for the railway staff to maintain some *shamianas* and provide these *shamianas* and shelters to them during the agricultural season when the crops are to be planted, or transplanted, or harvested. This is a problem which arises all over India. From State to State, from district to district, thousands and thousands of agricultural labourers are moving every year in every season. No special attention has been paid till now to their convenience.

Then, Sir, every one knows that so far as the passenger earnings are concerned, the second class passengers have given the railways more than Rs. 82 crores in addition to what they were getting during the last two years. The first class passengers would be giving only Rs. 12 crores. And yet commensurate attention is not being paid for improving the conditions and comforts of travel for the second class passengers. The most important need of these people is for more and more carriages to be placed on the lines for the second class passengers. Special attention has got to be paid to this. Similarly, when it comes to the agricultural labour and their seasonal movement, steps should be taken to provide additional coaches during those seasons for these people. Otherwise, as at present, they are obliged to somehow or other squeeze themselves in between the ordinary passengers, causing inconvenience to themselves as well as to others and the suffering arising therefrom is something which ought to be avoided.

The last point I would like to make is, there is need for more and more over-bridges at all these manned level crossings. They are very costly. So I would like to suggest to my hon. friend that investigations should be made to find out how many sub-ways there are which are now being utilised for seepage water or drainage water which can be converted into multi-purpose sub-ways so that they 2135 RS—2

would be used for the present purposes as well as for traffic purposes. Once earlier also I made this suggestion with regard to the need for a sub-way at Kuppam station between Madras and Bangalore to be converted in this manner for road transport purposes also, because the railways could not provide a railway over-bridge at that place. In the beginning, they were hesitant. But they have converted that sub-way now with great convenience and profit, both for the public as well as the Government. Similar efforts should be made, wherever there are these sub-ways, to convert as many of them as possible into road-ways also so that these would be beneficial to everybody and the Government's need to construct these over-bridges can be minimised as much as possible without at the same time causing any inconvenience to the railways and providing necessary convenience for the general public. Thank you, Sir.

PROF. MADHU DANDAVATE: Sir, in the course of my reply to the first stage of the debate, I had extensively dealt with most of the important policy issues. Some of those have been raised again and some local problems also have been stressed in the course of this debate at this stage. I may remind all the hon. Members that I have been following the practice of meeting the criticism on policy issues on the floor of the House, trying to meet the various points that are raised in the debate. About the number of local complaints or grievances regarding the working of the railways which are made on the floor of the House, I have made it a practice, during the last Budget, to address to every Member who speaks on the floor of the House a detailed memorandum or a letter giving the response of the railway administration to the concrete suggestions that have been made over here.

SHRI N. G. RANGA: These should be consolidated and a report submitted here.

PROF. MADHU DANDAVATE: Anyway, I would submit what I have told a number of other Members that that particular information might not be found very interesting for Prof. Ranga but it might be interesting for some one else. And, therefore, I will take care to see that each one of the Members who have raised particular issues and complaints gets a detailed memorandum to know what exactly is the responsibility of the Railway Administration, what are the difficulties, what we propose to do, and as far as possible give a time-bound programme to further remove the difficulties that have been raised on the floor of the House. But, Sir, in spite of that some of the issues that are raised on the floor of the House even today are of general importance and, therefore, I would like to deal with them briefly.

The hon'ble Member who initiated the discussion today has raised a very important issue regarding the language problem. Sir, the House knows it very well that personally myself I am always careful about the sensitivity of the language problem. Just as importance has to be given to one particular language it has also to be given to all other languages. One of my friends and a colleague—do not want to name him—once said that as far as the question of language is concerned what is forced is not enforceable and, therefore, the question should be voluntary. Once he had said that rather than having a country divided into two by forcing one language it is better that we have one, two or more languages but have a united country. That is a very important approach and has to be maintained. I can assure the hon'ble Member who initiated the debate that we are adopting certain policies which will not touch any sensitive part of the people as far as any issues are concerned.

What is the policy which we propose to follow? Recently, we have

given instructions for all stations throughout the country that as far as possible three languages should be used. At the top the name of the station in the regional language should be mentioned. The second priority would be given to Hindi and the third will be given to English. Of course, if some hon'ble Members want the priority to be altered they may look at the plaque in a reverse manner and satisfy themselves. Anyway, all the three languages will be used and we will maintain the personality of every language. We will not harm the susceptibility of any language group, and I am sure this priority, regional language first, then Hindi and then English, will meet the requirements of the people travelling in all parts.

AN HON'BLE MEMBER: Make it a national policy..

PROF. MADHU DANDAVATE: Railways are not a regional undertaking but they are a national undertaking and, therefore, this is the national policy..

SHRI N. G. RANGA: The reservation charts should be put in English. Now it is given only in Hindi which we cannot follow.

PROF. MADHU DANDAVATE: We shall do it. Instructions will also be given.

A number of points have been raised regarding new lines, restoration works and conversions. I want to assure all the Members of this House—I have done it in the other House—that we must try to understand what are the financial constraints within when we have to function today. I myself am not satisfied.

श्री कल्पनाथ राय : (उत्तर प्रदेश)
श्रीमान्, मेरा एक व्यवस्था का प्रश्न है। रेल
मंत्रालय ने कहा था कि बाराबंकी-समस्तीपुर
रेलवे लाइन...

(interruptions).

SHRI K. K. MADHAVAN: This is no point of order. The Minister is speaking about conversion. Instead, Mr. Kalp Nath Rai is making another point. I want your ruling whether Mr. Kalp Nath Rai should raise this point at this moment.

PROF. MAI HIT DANDAVATE: Although it is not a point of order I would like to reply to his point.

श्री कल्पनाथ राय : श्रीमन्, मेरा निवेदन यह है कि रेलवे मंत्रालय में बाराबंकी-समस्तीपुर रेलवे लाइन के बारे में यह वचन दिया था कि हम इसको सन् 1977 तक पूरा कर देंगे, लेकिन यह काम अभी तक पूरा नहीं किया गया है ।

SHRI K. K. MADHAVAN: This is no point of order. May I know whether this sort of opportunity will be made available to every one of us? You have to give your decision and not anybody else.

SHRI KALP NATH RAI: Do not quarrel, please.

SHRI K. K. MADHAVAN: Some people take an - opportunity to make their point while others stand at a disadvantage. You have, please, to take note of this. Obviously, he has been speaking for several minutes together.

MR. CHAIRMAN: The Minister wants to reply to his point. Please finish, Mr. Kalp Nath Rai.

श्री कल्पनाथ राय : समापति महोदय, मैंने कहा था कि रेलवे मंत्रालय ने वचन दिया था कि अपने बजट में हम 1977 तक इसको पूरा करेंगे । मगर बाराबंकी-समस्तीपुर लाइन, 1977 बीत गया और अभी आधी भी पूरी नहीं की गई है । इसी तरह बाराणसी भटनी लाइन के लिए सरकार ने इस साल

एक करोड़ रुपए का प्रावधान किया था परन्तु इस पर कोई भी रुपया खर्च नहीं किया गया । मैं आदरनीय दण्डवते जी से पूछना चाहता हूँ कि क्या वे जो उन्होंने पिछड़े उत्तरी बिहार और पूर्वी उत्तर प्रदेश में छोटी लाइनों को बड़ी लाइन में बदलने का वचन दिया है, उसको पूरा करेंगे ?

PROF. MADHU DANDAVATE: Sir,...

MR. CHAIRMAN: You have heard Mr. Madhavan also.

PROF. MADHU DANDAVATE: I have heard, Sir. We had a lot of time and therefore I wanted him to intervene. I had already made a reference to this in my speech, but I will refer to it again ...

Firstly, let me say something about the general problem of life. I am myself not satisfied with the progress that has to be made in the construction of new lines, especially in the backward areas, because of financial constraints.

SHRI KALP NATH RAI: Bara-banki-Samastipur...

PROF. MADHU DANDAVATE: I am coming to that. Just as we had the patience to listen to you, why don't you also have the patience to listen to us? I am coming to that. If you feel that ten lines can be talked about within one second, I have not got the scientific method by which there can be a correlation between all these things.

SHRI P. RAMAMURTI (Tamil Nadu): You have a microwave system in your mouth.

PROF. MADHU DANDAVATE: I am myself a physicist, but it is too much even for nuclear physicists.

I was telling you that there are certain financial constraints. I do not want to blame the Planning Commission because the Planning Commission has to take cognizance of all

[Prof. Madhu Dandavate], the projects under the various Ministries. Somewhere captive plants have to be set up; at some places generation stations have to be set up; sometimes railway lines have to be laid; certain allocations have to be made to other projects also. Therefore, they have to take financial constraints also into account. So, I am not quarrelling with the Planning Commission. Therefore, knowing the difficulties of the Planning Commission, I have made certain constructive proposals which, if backed up by the Members of this House and also accepted by the Finance Ministry, we can at least solve the problem to some extent. Sir, what is happening today? Our estimate up to the end of 31st March is that we will be able to mop up Rs. 89 crores of surplus—this financial year. For the next financial year it will be Rs. 65 crores. But what happens to that surplus today? The entire surplus is used up in repaying the debts that are accumulated over the years because the past Administration has not been able to meet the dividend liabilities to the general Revenue and, as a result of that—when more than Rs. 360 crores of debts are there—even if we generate Rs. 89 crores of surplus, that is utilised in paying back the debts which are already accumulated for years. Now I have suggested that there can be two changes here. One change that can take place is that substantial portion of the surplus which we have generated by monitoring the Administration and with the help and co-operation of the workers and officers, should be allowed to be kept as a development fund, and if that portion of the development fund is available for constructing new lines, especially in the backward areas, then substantial allocations will be there and then only the problem will be solved. It does not matter whether X or Y happens to be the Minister of Railways. When the allocations themselves are low, we must try to find, in a constructive way, how the allocations can be increased. This

is one way. The second proposal is that the entire debts can be converted into capital-at-charge and on that we can pay 6 per cent dividend. One of our Members, Mr. Khan, had gone a step further, and during the Question Hour the day before yesterday, suggested that there should be even a moratorium on the payment of dividend. As yet there is no question of...

SHRI SHYAM LAL YADAV (Uttar Pradesh): That cannot be done.

PROF. MADHU DANDAVATE: That is what I said. There is the question of converting debts into capital-at-charge at this stage. He wants to go a step ahead and demanded that dividend should be abolished. Of course, that is not possible. But these are two constructive proposals and if they are implemented, I am sure, certain amounts will be available for the development of backward areas.

Sir as far as the Barabanki-Samastipur conversion work is concerned, the total cost is Rs. 69 crores. But has been spent already is Rs. 39 crore. The allotment for 1978-79 is Rs. 12 crores. We have deliberately stepped that up and I have not remained silent on Barabanki and all that. I have already stated in my first speech during the debate that high priority is being given to the conversion of the Barabanki-Samastipur section in Uttar Pradesh and Bihar, and Viramgam-Okha section, etc. I have mentioned it in my speech. During my reply to general discussion debates in the Rajya Sabha, I have already mentioned this point. Since the hon. Member was very keen to raise the issue and I did not want him to go dissatisfied from the House, I have clarified the position and I want to tell him that, on the basis of whatever funds are available and whatever allocations we have been able to make for the next financial year to achieve the targets, we should be able to complete the conversion work by 1980. That is the categorical information I give to the hon. Member and

I 3m sure that he will be satisfied with that.

SHRI KALP NATH RAI: What about the Bha ni-Varanasi line?

PROF. MAJ iHU DANDAVATE: Does he want 1 ie to read about each and every line' Although I had referred to thi; also, since he was very much agitated, I wanted him to have the peace t>f mind in this House. And that is tr e only reason why I have referred 1 J this.

Sir, there h; ve been suggestions that at certain places diesel engines are required aid they are not available. I would ike the hon. House to know that, as far as the existing conditions are 1 concerned, the position of dieselisation and electrification is different in the passenger services and in the goods i ervices. What is the position in the passenger, mail and express service-;? Sixty per cent of our trains are lauled by steam traction, 20 per cen by diesel traction and 20 per cent by electric traction. As far as the good trains are concerned, 22 per cent are hauled by steam traction, 54 per c-nt by diesel traction and 24 per cent by electric traction. Our friends should remember that, since 54 per cent of the goods traffic is by iiesel traction, there is not adeq tate availability of diesel locome tives, for running the passenger services. When the position slight y changes, we will have more die; si engines for passenger trains. I have repeatedly said in this House thai, even from the point of view of furl consumption, the cheapest consumption is that of electric traction, next is diesel traction and then comes steam traction. Therefore, we are alio interested in seeing that gradually iteam traction is converted into diesel traction; but these are the constrj ints which are placed before this Ho.ise in terms of the figures for goo Is traffic and also for passenger traffi;.

Sir, one que; tion which was raised by our friends from Bihar and other

areas is that some of the old pending works which were promised have to-be completed. I will assure them; that as far as the programmes are concerned, whatever work has already begun, we will see to it that due priority is given to it and that it is completed. Our new strategy is that, rather than spreading our net very-wide and having only a paltry allocation for different projects, we will try to complete the projects that are' in hand; and once we complete them, we will try to take up the new works. That is what happened last time. Twenty-eight projects were taken in' hand. Out of them, seven were completed, one was cancelled. Once those projects are completed,, we will not: have to spend any pie on the seven projects and, to that extent, those resources will be available for something else. So this is the strategy we' will follow so far as the new lines-and the conversion of lines are concerned.

Then there was one more point, f am happy to place the facts and figures. I am myself aware of the fact that the reservation for the Scheduled Castes and Scheduled Tribes must not toe tampered with. The hon. Member referred to one leaflet, a poster. Some Members asked me whether this poster was inspired by someone in the ruling party. If you. read that poster carefully...

SHRI K. K. MADHAVAN; I stand* corrected. I Aid not impute any motives to the Railway Department or the Railway Minister.

PROF. MADHU DANDAVATE: I am glad.

SHRI K. K. MADHAVAN: I was only asking whether it is inspired by the Government.

PROF. MADHU DANDAVATE: So' I want to point out that from A to Z that poster is a canard against the present policy of the Government. Whenever we go to various railway centres, we do come across such;

things. Even some of the local trade union members who tried to persuade us told us that if priority is given to the Scheduled Castes and Scheduled Tribes—preferential treatment is given to them—they would lose seniority. In one of the meetings in Lucknow, I told the trade union workers that those who have lost their social seniority for thousands of years must get the seniority in the Railways and I was not going to listen to that argument. I want to give an assurance to this hon. House that, as far as the national policy is concerned, the entire Government is committed to the policy of preferential treatment to the Scheduled Castes and Scheduled Tribes.

AN HON. MEMBER: Is it the policy of the Janata Government alone?

PROF. MADHU DANDAVATE: I did not say that it is the policy of the Janata Government. I said that this is the national policy to which the entire nation is committed. So long as there are social lags in the society, as far as social life is concerned, preferential treatment will continue to be given. May be that after 50 years or 100 years when the social lags between the Scheduled Castes and others disappear, probably the Scheduled Castes people may themselves come forward and say that they do not want preferential treatment at all. But so long as the social lags remain, preferential opportunities will continue to be given. I am very happy to indicate here as to what exactly the progress has been in the last several years. I can point out to you that as far as Classes I, II, III and IV are concerned, the filling up of the vacancies by the Scheduled Castes and the Scheduled Tribes continues to be on the increase.

The position of Class I was:

Z'3#915	• •	'45 Scheduled Castes 22 Scheduled Tribes
31-3-1976	»	176 Scheduled Tribes 84. Scheduled Tribes

31-3-1977 . . 237 Scheduled Castes
32 Scheduled Tribes

SHRI M. R. KRISHNA (Andhra Pradesh): What is the percentage? The percentage is the lowest in Classes I and II.

PROF. MADHU DANDAVATE: I have worked out the percentage, I will give that.

The Scheduled Castes :

Up to 31-3-1975	. 5.1%
„ 31-3-1976	. 6.0%
„ 31-3-1977	. 6.1%

The Scheduled Tribes :

Up to 31-3-1975	. 0.8%
„ 31-3-1976	. 0.8%
„ 31-3-1977	. 0.8%

Then in Class II:

<i>The Scheduled Castes :</i>	No	Per- centages
Up to 31-3-1975	. 265	4.9
„ 31-3-1976	. 414	7.8
„ 31-3-1977	. 436	9.6

The Scheduled Tribes :

Up to 31-3-1975	. 29	0.5
„ 31-3-1976	. 61	1.2
„ 31-3-1977	. 76	1.6

Then in Class III:

The Scheduled Castes

Up to 31-3-1975	. 58622	9.5
„ 31-3-1976	. 63937	10.2
„ 31-3-1977	. 68598	10.8

The progress in respect of the Scheduled Tribes is again low

The Scheduled Tribes :

Up to 31-3-1975	. 7984	1.3
„ 31-3-1976	. 11220	1.8
„ 31-3-1977	. 12730	2.0

These are the percentages. I have placed these facts before the House so that the House should know that with a concerted effort we are trying to fill the vacancies by the Scheduled Caste; and the Scheduled Tribes. We have opened certain training centres for some of the competitive jobs.

SHRI PARBH R SINGH (Har-
yana): A point of order, Sir.

MR. CHAIRMAN: Let him complete.

श्री प्रभु सिंह : कम्प्लीट होने के बाद वह
बात ही खत्म हो जाएगी ।

मंत्री महोदय के खयाल का बहुत बहुत
धन्यवाद है । मेरे एक साथी ने एक पोस्टर
दिखाया था—आपकी बातों से हमें बड़ा संतोष
है—लेकिन जिन रेलवे कर्मचारियों ने सर्वे
सर्वेंट होते हुए भी, पोस्टर छपाये, जिनका
नाम भी इस पोस्टर के बीच में है इसीलिए
में मंत्री महोदय से सिर्फ एक ही चीज पूछना
चाहूंगा कि क्या आपका मंत्रालय उन सरकारी
कर्मचारियों के खिलाफ सी० एस० आर०
एल के अन्तर्गत डिस्प्लिनरी एक्शन
लेने को तैयार है या नहीं ?

प्रो० मधु दण्डवत : पहले यह पोस्टर
किसने पब्लिश कराये और जिन्होंने पब्लिश
कराये वे कर्मचारी हैं या बाहर के लोग हैं,
इसके बारे में इन्क्वायरी करनी होगी । फिर
जांच करने के बाद जमा आपने कहा कार्य-
वाही करने के लिए तो जैसी कार्यवाही करनी
होगी वह हम जरूर करेंगे, यह हम आपको
यकीन दिलाना चाहते हैं ।

I was just trying to point out that as far as
the Scheduled Castes and "Scheduled Tribes"
are concerned, sometimes they come across
genuine difficulties. Since I have taught in
an institution founded by Dr. Ambedkar and
70 to 80 per cent of my students happened to
belong to the Scheduled Caste; I know what
their difficulties are. Merely judging their
examination marks does not suffice. The
cultural background in their family, the
atmosphere in their family, whether they can
study at home, all these aspects are very im-
portant. Sir, though it may mean a

slight digression, I may reveal one
interesting example. At the first year
science stage, I saw one caste Hindu student
coming to my class who had scored 60 per
cent marks in the matriculation
examination. There was also a Scheduled
Caste student having the same 60 per cent
marks. When they spent four years in the
B.Sc. and took the B.Sc. examination, the
Scheduled Caste student scored 42 per
cent marks and the caste Hindu student got
67 per cent marks*. I tried to find out what
happened. We set up a students' group
and we went to the colonies where the
Scheduled Caste students were living. We
found out that the Scheduled Caste
students had no room to study. They were
just sitting below the staircase and studying.
Their parents had no understanding.
The father was going out as a sweeper
and the mother was also doing the scavenger's
job. So the parents were not able to look
after the study of their children. As a result
of that, because of the uncongenial cultural
atmosphere, he was not able to do well.
Then we made an experiment. We offered some
of the Scheduled Caste students free
accommodation in the Ambedkar Hostel in
Bombay and we subsidised their food charges.
Some students, after a better cultural
atmosphere, were able to give a better
performance than at the B.Sc. examination.
This has been our experience. This is what
we experienced in the educational field. The
same we are experiencing in the railway field.
Therefore, we have given instructions
whereby for certain competitive jobs if the
Scheduled Caste and Scheduled Tribe candi-
dates appear and their academic standards
fall short and their performance is not
good, we conduct separate training
classes to train them once again. It has
been our statistical experience that when they
appear next time, their performance is far
better than it was without training. That is
how we are trying to fill up important
vacancies where there is recruitment through
competitive-

[Prof. Madhu Dandavate]. tion. That is how We are trying to concentrate on this question.

Sir, I do not want to take much of your time, but there is one aspect to which our friends have referred and that is the commitment to labour. I was told that what we have given to the labour is not a new deal but a raw deal, I would like the workers to decide whether this is a new deal or a raw deal. Sir, I do not function only in the office. Whenever I go to any railway installation or a railway station, we also organise a rally of the workers. I know that there is discontentment on the question of bonus, but I would like this House to note that there are a number of things that have been done in the course of the last 10 months which reveal a new orientation in the attitude to labour. Sir, the Railways were started in 1853 and they have already completed 125 years. I want to remind this House that in the 125 years of the Indian Railways, Class IV employees were never given a selection grade. For the first time, after 124 years, 50,000 class IV employees have been given a selection grade. Our friends have said that for years together the commissioned bearers on the train are working only as commissioned "Bearers and they are not assured of a minimum income. I have already announced while replying to the debate in the Lok Sabha that we have already taken a formal decision that those who are commissioned bearers in the catering service will be converted into full-fledged railway employees and they will be getting the Railway scales.

SHRI KALP NATH RAI: On a point of order, Sir. It is most important.

आदरणीय अध्यक्ष महोदय, दण्डवते जी और जार्ज फर्नांडेस साहब ने 1974-75 में देश के सारे रेलवे मजदूरों को बोनस देने का वचन दिया था ...

PROF. MADHU DANDAVATE: I am coming to that.

श्री कल्प नाथ राय : 1200 करोड़
हो और क्या अपने वचन को भंग नहीं किया ?
क्या आप वचन को पूरा करेंगे ?

PROF. MADHU DANDAVATE: Is it a point of order?

MR. CHAIRMAN: There is no-point of order. Now at least do not yield.

PROF. MADHU DANDAVATE: It is very unfortunate that under the garb of point of order, issues are being raised. At least the Hon. Member could have listened to my speech. I am coming to that point. I have already taken note of it. Three Members have raised that point. Probably whatever good things we have done to the workers are a great embarrassment to some Members and, therefore, they say these things. That is the tragedy. Therefore, we have at least done 18 to 19 things which have been mentioned, and I do not want to repeat them. As far as the scales of pay of the railway drivers are concerned, as far as the scales of pay of the firemen are concerned, as far as facilities to the commission-bearers are concerned, as far as salaries to Class IV employees are concerned, we have in fact made improvements. A number of promotions or upgradations are available to Class III employees; a number of upgradations are available to Class II employees. All these things I am merely mentioning to say that in the course of the past ten months we have done all that.

And then there is the ticklish problem of bonus. I do not refuse that there is an important and ticklish problem like bonus. Right from the first day when I assumed the reins of power in the railways, I have been* saying, and I said as early as 29th March, 1977—I became a Minister on 24th March—in a mass rally of the

railway workers that we would be tackling the problem of bonus in a phased manner. And I told the workers that in the course of the Emergency the pre-Emergency Bonus Act was completely nullified as a result of which far from the railwaymen getting bonus, even those workers who were entitled to bonus in the pre-Emergency era, all of them were robbed of bonus. Therefore, we want to go step by step and the first act of the Janata Government on the question of bonus was to reinstate the pre-Emergency Bonus Act and pay bonus to the workers who were entitled to bonus in the Emergency days. That was the first stage. And what is the next stage?

SHRI K. K. MADHAVAN: Sir, one thing; in Kerala. . .

PROF. MADHU DANDAVATE: I am not talking of my particular State. I do not want to take away anybody's due. They did it voluntarily. I am talking of the national policy. We tried to reintroduce the original Act which entitled by statutory provision payment of bonus. But when the Act was there, the workers did not get the bonus. So we tried to restore the original position where there was a statutory provision for payment of bonus to the workers. Then we will come to the next stage. There are a number of other industries and undertakings which are not covered by the provisions of the pre-Emergency Bonus Act. As early as 29th March I told the worker-; "you will have to wait; we will have to examine in depth the question of national wages and prices and emoluments; and after that indepth study has been made, in that context, the question of bonus will have to be reviewed, and then the necessary attitude will be taken." The Bhootalingam Committee has been told to complete its work in six months. We were asked the question: Will you implement all the recommendations of the Bhootalingam Committee? Whether any commission is appointed, it is not compulsory,

it is not obligatory for the Government to accept all the recommendations made by that commission. They only give the basic data. As far as the Government is concerned, it has the freedom to change the recommendations, it has the freedom to change or reject the recommendations, it has the freedom to modify the recommendations, that freedom is always there. And in the past that was what happened when recommendations of the commissions or committees were received. There is a difference between the award of a court and the recommendations of a commission—There are a number of recommendations which were modified. Therefore, in the light of the situation existing in the country, the interests of the workers as also the recommendations made by the Bhootalingam Committee—we will study all these aspects—we will take final decision in the matter of bonus. This will be done only after the receipt of the Bhootalingam Committee's report.

Then, Sir, I think all other points have been replied to. There is one point which Prof. Ranga has raised.

(interruptions)

SHRI KALP NATH RAI: One clarification..

PROF. MADHU DANDAVATE: Other Members have also raised certain points. Let me deal with them also. Please do not disturb me. One Member alone should not try to monopolise the entire House...

SHRI KALP NATH RAI: Do not get angry.

PROF. MADHU DANDAVATE: If I do not yield, you have no right to interfere or interrupt my speech at all.

Then, Sir, Prof. Ranga rightly raised a very significant point. He said that in the scheme of things the working class is given a certain position; the middle class is given a certain position; but very often the

[Prof. Madhu Dandavate] interests of the agriculturists are completely neglected. Some time back in both the Houses I clarified that when we try to assess the backwardness of a particular State, a particular province or a particular region, or when we decide where a halt should be introduced,—formerly —the only consideration for deciding the halts of trains was what the requirements of the traffic were—we have set up a number of norms. One of the norms is facilities should be made available to the agriculturists - in the vicinity of the station; then the needs of the population, the needs of education, and also the traffic. While setting up new routes, all these things are taken into consideration. Therefore, while deciding on the halts we do take into account the interests of the agriculturists as well. I will give you one interesting instance. There was a controversy whether the Maharashtra Express train should be made more fast by cancelling certain stops. Those who did not come from the rural areas, they were demanding that the number of halts of the Maharashtra Express should be reduced. On the contrary, the rural population demanded that this is the only prestigious train which passes through a number of rural areas, that there are a number of halts which are available to the rural, agricultural population and therefore the number of halts should not be reduced. We took a policy decision not to change the number of halts of the train and to safeguard the interests of the rural population. Therefore I welcome the constructive suggestion made by Prof. Ranga. He can rest assured that if he point;) out any difficulty of the . agricultural population, we are here to cater to their needs.

SHRI J. H. KUMBHARE; I referred to th» question of...

MR. I.-HAIRMAN: What do you want ti rsy?

SHRI ?IALP NATH RAI: One ; point...

MR. CHAIRMAN: Please resume your seat.

SHRI KALP NATH RAI: One point I want to ask him.

MR. CHAIRMAN: Why do you get up unnecessarily?

SHRI KALP NATH RAI; Only one point.

सर एक क्लेरिफिकेशन । वाराणसी से भटनी रेलवे लाइन के लिए 50 लाख रुपया सरकार ने इस फाइनेन्शियल वर्ष में दिया था । उस पर एक भी रुपया खर्च नहीं हुआ है । इसका क्या कारण है और आप वाराणसी-भटनी लाइन के लिए क्या कर रहे हैं ?

PROF. MADHU DANDAVATE: I have already given a general reply to that.

MR. CHAIRMAN: That will do. There are now three Bills before us.

SHRI P. RAMAMURTI: I want to ask him...

MR. CHAIRMAN: I am putting this to the vote of the House.

SHRI P. RAMAMURTI: I would only ask the Railway Minister for some information. He said he had made two suggestions to the Government and he wanted the support of the entire House for that. May I know from him what is the form in which he wants our support? We are prepared to support him. He said he made some suggestions to the Planning Commission and the Government and wanted the support of the entire House. I would like to know the form in which he wants our support. Should it be in the form of a memorandum with all our signatures on it? What should be the form?

PROF. MADHU DANDAVATE: All that I said was, if there is unanimity and goodwill of both the Houses of Parliament, then I can go before the

Planning Commission and plead with "them.

SHRI P. RAMAMURTI: How do we express our support?

PROF. MADHUSANDAN DANDAVATE: Nobody has opposed it and I take it for granted that there is support.

MR. CHAIRMAN: There are three Bills and I will put each one of them to the vote of the House. The question is;

"That the Bill to authorise payment of appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1978-79 for the purpose of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN: We shall now take up clause by clause consideration of the Bill.

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

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

PROF. MADHUSANDAN DANDAVATE: Sir, I beg to move:

"That the Bill be returned." *The question was: proposed.*

SHRI KALP NATH RAI: This is the third reading. One point...

MR. CHAIRMAN: That is enough. The question is:

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

MR. CHAIRMAN: I will now take up the second Bill

SHRI KALP NATH RAI: One point.

MR. CHAIRMAN: What is it? Are you the only person in the whole House?

SHRI KALP NATH RAI: Only one point.

MR. CHAIRMAN: You are always coming in the way.

SHRI KALP NATH RAI: One point. सभापति महोदय, बाराणसी-भटनी लाईन

(Interruptions) मेरी बात सुन लीजिये

MR. CHAIRMAN: That will do. Do not take down.

(Shri Kalp Nath Rai Continued speaking)

MR. CHAIRMAN: Now, I am coming to the second Bill. 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 1977-78 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN: We shall now take up the clause-by-clause consideration of the Bill.

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

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

PROF. MADHUSANDAN DANDAVATE: Sir, I beg to move:

"That the Bill be returned."

The question was put and the motion was adopted.

MR. CHAIRMAN: Now, I am coming to the third Appropriation Bill.

The question is:

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund, of India to meet the amounts

[Mr. Chair-man.]

spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1976, in excess of the amounts granted for those services and for that year, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN; We shall now take up the clause-by-clause consideration of the Bill.

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

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

PROF. MADHU DANDAVATE; Sir, I beg to move:

"That the Bill be returned."

The question was put and the motion was adopted.

RE. THE REPEAL OF THE MISA BEFORE THE END OF THE CURRENT SESSION OF THE RAJYA SABHA

SHRI BHUPESH GUPTA (West Bengal): Sir, before you return home after this session, I have a submission to make to you. I want to make a submission before you go home because, Sir, as the Chairman, only you can help us. Today is the last day of the session.

MR. CHAIRMAN; No, we are sitting tomorrow also.

SHRI BHUPESH GUPTA: Tomorrow is the last day of this session. We have no shortage of business anyhow and we can carry on the business also. But I have a submission to make. I find that the Deputy Leader of the ruling party in this House, Shri Sunder Singh Bhandari, has made a public statement that the Bill which proposes to incorporate preventive detention in the Cr. PC will be dropped. He has made a

statement and it has been reported in the papers.

SHRI SUNDER SINGH BHANDARI (Uttar Pradesh): I did not say so.

SHRI BHUPESH GUPTA; Sir, he is very close to the treasury benches and I think that he has some basis for saying so. Anyway, he should make the position clear. If this Bill could be dropped, it would be very good. Now, what happens is this: Many of our esteemed colleagues here will be retiring soon, one-third of them will be retiring practically the day after tomorrow and they may not be in a position to take part in the proceedings here except those who get re-elected. It is only for those Members who are retiring and who may not come back that I am requesting that they be given an opportunity to take part in the discussion when the MISA is repealed. Therefore, my suggestion will be that, in deference to their urges and wishes and in view of the fact that they have been here for six years or so and they are retiring and some of them may not be coming back, it will be meet and proper for the Government to bring forward that Bill before this House to repeal the MISA so that those colleagues of ours who will not be coming back could take part in one of the noble acts of this Parliament namely, the act of repealing MISA.

I do hope that Mr. Advani will not deny our colleagues this grant opportunity as a gesture, as an appreciation of their services to this House and that he will deny them a chance so that when they go back, they can be happy over the fact that their last day in the Rajya Sabha was the day on which MISA was repealed. I do hope that this opportunity would be given to them. Sir, The Bar Council of India has also passed a resolution calling for the repeal of the MISA. Everybody has asked for the repeal of MISA. I do not wish to say as to how this should be