

नष्ट किया गया था या वचे हुए डायनामाइट स्टिक के उपयोग से यह धमाका हुआ है। उपसभाध्यक्ष जी, देश में जो आजकल दुर्घटनाएँ हो रही हैं, उसकी हम पूरी तरह से निन्दा करते हैं और कांग्रेस दल का भी रवैया हमेशा यह रहा है। आनन्दमार्गियों ने यह स्वीकार किया है कि देश में हो रहे धमाके, रेलवे एक्सीडेंट, आल इंडिया रेडियो में लगी आग और जो विदेशों में भारतीय राजदुतावासों के जिम्मेदार अधिकारियों की हत्या की कोशिश वगैरह में उनका हाथ है। उनकी तरफ से प्रधानमंत्री तथा गृह मंत्री को पत्र भी लिखे गए हैं। एक पत्र की कापी राजस्थान के एक दैनिक पत्र में प्रकाशित हुई है, जिसमें कहा गया है कि श्री प्रकाशवीर शास्त्री, जो इस सदन के सम्मानित सदस्य हैं, उनकी रेलवे एक्सीडेंट में हुई मौत, आल इंडिया रेडियो में लगी आग तथा वाशिंगटन में इंडियन डिप्लोमेट पर किये गये हमले में उनका हाथ है। इस बात को देखते हुए यह साबित होता है कि पिछली कांग्रेस सरकार ने आनन्द मार्ग पर जो प्रतिबन्ध लगाया था, वह सही था। क्या प्रधानमंत्री महोदय यह बताने की कृपा करेंगे कि इसके बारे में आपका क्या निर्णय होगा जिससे ऐसी दुर्घटनाएँ भविष्य में रोकी जा सकें।

श्री मोरारजी आर० देसाई : सम्माननीय सदस्य ने यह बताया नहीं कि इसका डायनामाइट केस के साथ क्या सम्बन्ध है। मगर कहा। हर एक के दिमाग में कुछ न कुछ तो सिलसिला चलता ही रहता है। ऐसा सिलसिला अभी भूले नहीं, ऐसा मालूम होता है, मगर इसका यहां कोई सम्बन्ध हो ही नहीं सकता है।

श्री इब्राहीम क्लानिया : क्योंकि बड़ीदा से ही इसका सम्बन्ध है।

श्री मोरारजी आर० देसाई : क्योंकि बड़ीदा से है, इसलिये इसका संबंध है, आप गुजरात के हैं, इसलिये आपका भी संबंध आता है, मैं भी वहां का हूँ, मेरा भी संबंध आता है।

इस तरीके से क्या कोई संबंध लगाया जा सकता है ? आनन्द मार्गियों का सवाल ले आते हैं। आनन्द मार्गी क्या करते हैं और क्या नहीं करते, वह एक दूसरी बात है। यहां हमारे लिये काफी घमकियां आ रही हैं, रोज एक खत। तीसरे चौथे दिन एक आता ही है। ज्यादातर बाहर से आते हैं, यहां के मुकाबले में। मगर इससे कोई छूटने वाला नहीं है। इसमें मेरे दिल में कोई शंका नहीं है। इससे यह सिद्ध होता है कि वह जमात क्या कर रही है। यदि उनके ऊपर प्रतिबन्ध लगाया था तो निकाला जाते जाते आपने ही, मैंने नहीं निकाला। इसलिए यह सब कहने से क्या फायदा। हम सोचेंगे कि क्या होना है। इसीलिये यह सारी बातें हम सोच रहे हैं। मगर चाहे किसी का भी होगा, कितना ही हार्डन्ड क्रिमिनल हो, और भी दूसरे काम उन्होंने किये हों, ऐसा कुछ भी नहीं किया जा सकता, जब तक कि सबूत नहीं मिलता। इसलिये सारी जांच हम कर रहे हैं, हर एक ढंग से कर रहे हैं, हर एक तरीके से हम कर रहे हैं। इतना ही मैं सम्मानित सदस्य को कह सकता हूँ।

STATUTORY RESOLUTION RE. THE RATE OF DIVIDEND PAY- ABLE BY THE RAILWAY UNDER- TAKING TO GENERAL REVENUE

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

"That this House approves the recommendations made in paras 5, 6, 7, 11, 14, 17 and 18 contained in the First Report of the Committee appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance which was presented to Parliament on the 17th November, 1977; and

[Prof. Madhu Dandavate]

That this House further directs that the action taken by Government on the other recommendations made in this Report, should be reported to the Committee."

Sir, by a resolution passed by Parliament on the 15th January 1976 in the Fifth Lok Sabha and on 20-1-1976 in the Rajya Sabha the recommendations contained in paras 4, 5, 15, 16, 17 and 23 of the Eleventh Report of the Railway Convention Committee constituted in 1973, in the matter of dividend payable by the Railway undertaking to General Revenues as well as ancillary matters in connection with the Railway Finance and General Finance, were approved by Parliament with the further direction that the action taken by the Government on the other recommendations made in that Report as well as in the Eighth and Ninth Reports should be reported to the said Committee. The action taken on these reports has been duly advised to that Committee. The recommendations made in the Eleventh Report of the Railway Convention Committee as approved by Parliament determined the rate of dividend payable by the Railway undertaking to General Revenues and other ancillary matters in respect of the financial year 1976-77.

With the dissolution of the Fifth Lok Sabha, the Railway Convention Committee constituted in 1973 became *functus officio*. On the constitution of the Sixth Lok Sabha, a resolution was passed by the Lok Sabha on 2nd August, 1977 and by this House on 4th August, 1977 constituting a new Railway Convention Committee consisting of 12 Members from the Lok Sabha and 6 Members from the Rajya Sabha. As the recommendations of this Committee in the matter of dividend payable by the Railway undertaking to General Revenues and other ancillary matters duly approved by Parliament in respect of

the current financial year (1977-78) were not available at the time the budget estimates were framed on the basis of the arrangements approved by Parliament in respect of the financial year 1976-77.

In then: First Report, the Railway Convention Committee 1977, have recommended that the financial arrangements between the Railway undertaking and General Revenues in the matter of dividend payable and other ancillary matters, as approved by the Fifth Lok Sabha in respect of the financial year 1976-77, may be continued in respect of the current financial year (1977-78) and the next financial year (1978-79) also.

As observed by the Committee, during the year 1976-77 the financial performance of the railways registered a marked improvement over the previous two years. The Committee have also noted with gratification that the budget estimates presented by me in June 1977 for the year 1977-78 envisaged a net surplus of Rs. 32.50 crores as against the net surplus of Rs. 26.45 crores projected in the interim budget presented by me in March 1977. I am happy to say that during the period April—October 1977, the Railway's earnings have shown a further improvement, in that our gross earnings are Rs. 82.5 crores more than the earnings for the corresponding period last year and the net working results are also better than the budget proportion for the current year by about Rs. 43 crores. Unfortunately, in the recent past there have been a few serious accidents and I can assure this House that every effort is being made to ensure maximum possible safety of travel for the public.

As the Convention Committee have pointed out in their Report under consideration, the Railways' indebtedness to the General Revenues under the Development Fund and the Revenue Reserve Fund continues to be substantial notwithstanding the maric-

ed improvement in the Railways' financial performance. I agree with the observation of the Convention Committee, it would need several years of sustained effort on the part of the Railways to wipe out these liabilities.

SHRI N. G. RANGA (Andhra Pradesh);
How much?

PROF. MADHU DANDAVATE: That will depend upon every year's progress. This year we will give you substantial surplus.

It shall, however, be the constant endeavour of the Railway undertaking to augment the earnings and to keep the working expenses under strict check in order that the loans taken from the General Exchequer may be repaid as quickly as possible.

With these few words, I commend the resolution for the consideration of this House. Before I sit down, I would like to express my grateful thanks to the Chairman and other Members of the Convention Committee for the arduous labour undertaken by them, for their sympathetic consideration of the Railways' problems and for the expedition with which they have finalised their recommendations in this regard for the years 1977-78 and 1978-79.

The question was proposed.

SHRI KHURSHED ALAM KHAN (Delhi);
Mr. Vice-Chairman, Sir, the Report of the Railway Convention Committee (1977), which is the first report, is in our hands. The present Railway Convention Committee has been charged with the great and basic responsibility, namely, "to review the rate of dividend which is at present payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with Railway Finance vis-a-vis the General Finance and make recommendations thereon." This was also stated by the hon. Minister in his statement. We quite appreciate the fact that the

Committee was constituted only about four months back and has not been able to devote much time to consider the problems of the Railways or to take a definite view about those problems. However, I would like to point out here that the recommendations of the Committee with regard to the dividend payable for the years 1977-78 and 1978-79 have been expedited only to enable the Ministry to prepare their revised budget estimates for the next financial year. Otherwise they have done nothing about it; they have not applied their mind and made any special recommendations.

Now, Sir, I would like to mention that it is a known fact that the Railway finances have been in bad shape for a long time except for the last two years when they showed some signs of improvement. But I must say that my hon. friend, the Railway Minister, should not take credit for the performance in these last two years because the credit for the improvement achieved during the last two years should go to somebody else. Here, I would like to mention that the Railways, and particularly their finances, are not still out of the woods and you are still not out of the tunnel.

PROF. MADHU DANDAVATE: What about the six months?

SHRI KHURSHED ALAM KHAN: Well, you gained the momentum in the last two years and you are pushing on with this momentum. Once you lose the momentum, you will come to a grinding halt. I agree that the surplus during the last two years is there. But what about the indebtedness to the General Revenues which continues to be very substantial and is causing great concern to all, including, I suppose, the hon. Railway Minister? Here I would like to utter a word of caution to the hon. Railway Minister that the shape of things to come, as indicated by recent events, is not very cheerful, is not very hopeful. And if things are allowed to continue as they are today—I am sure this is in the knowledge

[Shri Khurshed Alam Khan] of the hon. Minister—I am afraid things will be completely out of hand and it will not be possible for you to run the Railways and win over the confidence of the travelling public in regard to their safety and security and in regard to the safety and security of the consignments which they book. This being so, and the financial picture being dismal, it is a matter of regret that the Railway Convention Committee has not shown a greater sense of urgency while making these recommendations, although I admit that they had very limited time at their disposal. Apparently, it seems, the Committee has taken the line of least resistance, that is maintaining the *status quo* in regard to the differential rate of dividend as was recommended by the previous Committee. In fact, the existing financial situation of the Railways has been inherited from the past and needs special attention and special consideration. Here the problem is, on the one hand—I must admit that this goes to the credit of the Railway administration that the railways are considered an essential utility service for the nation, including defence purposes and, on the other, they are supposed to be a commercial undertaking and to be viable also. This seems to me a sort of mixture of opposites. First; we have to clear our minds and take a definite view on the role of the Railways in our developing economy, whether they are going to be treated as an essential service or whether they are going to be treated as a commercial enterprise. Only then would you be able to take a definite view. Once a view is taken on this issue, I am sure it would be possible for us to make a realistic approach to the financial problem, to the financial structure of the Railways. I would also like to submit that after taking a decision we have to act. And this action is that the decision should not only be implemented but implemented in a realistic manner. I would like to tell the honourable Minister that the situation is such, that the condi-

tions prevailing are such, that a minor surgery will not do. A major operation is called for and unless you do the major operation, you will not be able to achieve your objectives. Here I should also mention in fairness to the railway administration that it has to carry a lot of social burden both in regard to passenger traffic and goods traffic. This social burden should be examined to see how far it is justified, how far this burden on the railways should continue and why the concerned Ministries should not share this social burden so that the burden on the railways is reduced. Besides the operating results of the strategic lines, opening of new lines in new areas also need a special review and special consideration. We know that some time back when air services were introduced in certain areas which were not viable, which were not paying, the State Governments at that time were reimbursing the losses to a certain extent. I do not understand why a similar kind of arrangement or understanding is not arrived at with the State Governments in the case of opening new railway lines, that if new lines are to be opened in certain parts, then for a certain period of time somebody should come forward to help the railways because they are very bad as far as their own....

SHRI N. G. RANGA: Why do you want the State Governments to have this burden also? They are already having too much.

SHRI KHURSHED ALAM KHAN: This is my view. When you get a chance you may please explain your own view.

Sir, similarly I would like to tell you that the suburban services are known for incurring losses year after year. Some device has to be found to ensure that the suburban services pay for themselves, because unless the suburban services pay for themselves, I am sure the railway authorities will not agree to giving more facilities

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undertaking

which are essential for the suburban services.

Then, the contribution to the Reserve Fund for the years 1977-78 and 1978-79 of the order of Rs. 285 crores appears to be appropriate as seen today. But as we know the cost of replacement is increasing every-day. Therefore, it will be necessary to provide more liberally for contribution to the Reserve Fund.

In spite of the tremendous increase in passenger traffic and goods traffic it is a matter of deep regret that there is still a big gap between revenue and expenditure particularly when we take the overall operating cost and the dividend which are payable by the railway administration to the Government. Now this has to be considered, and while considering this fact we have to take into consideration the cost of fuel because a lot of fuel is wasted in the railways; ticket-less travel has to be checked—this is on the increase these days—and we have to take into consideration the inventory control. Indeed a colossal amount of money is locked up in this process. Now, when we are not importing accessories and spares from outside, the lead time can be reduced and inventory control can be exercised in a more rigid manner.

I would like to mention in this connection that a Working Group has been appointed by the Planning Commission also. In this Working Group there are very eminent persons and they will naturally consider all the aspects of the Railways. But I am sorry to say that in the terms of reference no mention about the present financial structure of the Railways has been made. Perhaps the Railway's 15 years corporate plan can be considered by this Group and while submitting their recommendations they should make a special recommendation about these two matters.

The Committee's recommendation for temporary borrowing to meet the

full dividend liability is a normal thing. But you have to pay a lot of interest on these temporary borrowings also. Therefore, something has to be done to cut short or reduce these borrowings, or rather to give up this habit as far as possible.

On page 1 of the report, under 'introduction', it is mentioned that at their first meeting on the 20th September, 1977, the Committee decided to take up the following subjects for detailed examination;

- (i) Personnel Policy and its administration in the Indian Railways;
- (ii) The role of Railways in Indian Economy;
- (iii) Corruption and malpractices;
- (iv) Passenger booking and Reservation.

I am surprised to find that such an important matter as the financial structure of the Railways has not been included in the subjects for detailed examination. I suppose this should get the highest priority because unless your financial structure is well, you cannot do anything about it. (*Time bell rings*). I will take a few minutes more before I conclude.

Since 1971-72 to 1977-78 staff and fuel consumption have gone up by 60 per cent, as already admitted by hon. Minister in this House. How can you really meet the situation if there is no control on this increase? You are increasing fares and freight rates. But I am afraid this will not meet the situation and unless you exercise more rigid control, it will not be possible for you to achieve your objective.

Before I sit down, I would like to say that in the last paragraph something has been mentioned about staff quarters. If you want to construct them, we have no objection about it. But I would like to mention that the allotment of big bungalows to certain Unions is not justified. I would

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[Shri Khurshed Alam Khan] request the hon. Minister to consider and find out as to how this has been done and who has done it. Similarly, I would like to point out here that the project of fabrication of sleepers in Allahabad at the cost of Rs. 1.5 crores has been given up and about Rs. 30 lakhs have been incurred as infrutuous expenditure. I believe that about EG. 10 lakhs will have to be paid to the foreign collaborators. Why has this project been given up? Is it a fact that a certain person was interested in this and he was really the prime mover and now who has managed to see that this is given up? Before I sit down, I have a word more to say. The hon. Minister has issued a very nice diary of events for the last six months. I congratulate you for this impressive document which you have issued. But there are two very important missing links in this. One is that there have been more than 500 accidents during this 6-month period and no mention has been made about that in this impressive document. Apart from this there is another very important missing link also and it is this that you have been appointing commissions of inquiry for everything, but it is not known why you have not appointed a commission to see why there were 500 accidents during this period. So, I would like to say that unless you take a realistic view of these things, nothing can be done. I would also like to mention that you should have consulted an astrologer and mentioned the last date on which you would depart from here so that we will know ____ (Time bell rings)

THE VICE-CHAIRMAN (SHRI U. K. LAKSHMANA GOWDA): You want a commission to be appointed and also an astrologer to be consulted?

SHRI KHURSHED ALAM KHAN: Yes. I say this because if he continues in the way in which he is doing

undertaking

now, he will go, unwept, unsung and unhung. Thank you, Sir.

THE VICE-CHAIRMAN (SHRI U. K. LAKSHMANA GOWDA): Yes, Mr. Nageshwar Prasad Shahi. Ten minutes only, Mr. Shahi.

श्री नागेश्वर प्रसाद शाही : श्रीमान, किसी को 30 मिनट और किसी की 10 मिनट भी न दीजिये तो कैसे तौल पायेंगे ।

THE VICE-CHAIRMAN (SHRI U. K. LAKSHMANA GOWDA): You better start now. Otherwise, you will lose one minute.

श्री नागेश्वर प्रसाद शाही : उपसभाध्यक्ष जी, मैं पहले अपने लायक दोस्त को धन्यवाद देता हूँ कि उन्होंने बहुत अच्छी फारसी में अपने ख्यालात का इजहार किया जिसकी मैं तारीफ करता हूँ ।

श्री खुरशीद आलम खान : मुझे क्या पता था कि जो मैं ख्यालात जाहिर कर रहा हूँ उनको मेरे दोस्त समझ नहीं पायेंगे ।

श्री नागेश्वर प्रसाद शाही : श्रीमान् मैं दूसरी बात यह कहना चाहता हूँ कि मेरे लायक दोस्त ने कहा मंत्री महोदय के बारे में कि वह ऐस्ट्रालाजर से पूछ लें कि वे कब जायेंगे । मैं अपने दोस्तों से कहना चाहता हूँ कि हिन्दुस्तान में आजाद होने के बाद और कम से कम पिछले 15-20 साल के अन्दर अगर रेल को कोई योग्यता और ईमानदार मिनिस्टर मिला है तो आज का मिनिस्टर है जिसके सम्बन्ध में जिस दिन श्री प्रकाशवीर शास्त्री की दुखद घटना हुई उसके बाद यह समाचार प्रसारित हुआ कि शायद मंत्री महोदय ने प्रधान मंत्री से कह दिया है कि हम इस्तीफा दे देंगे, मेरे लायक दोस्तों ने जो अपोजिशन पार्टी के लोग हैं, जिम्मेदार हैं, उन लोगों ने मुझसे कहा —

—why this? Can you get a better man?

SHRI N. G. RANGA: Why don't you switch over to English?

श्री नागेश्वर प्रसाद शाही : रंगा साहब आप शान्त रहें। ये जिम्मेदार अपोजिशन पार्टी के नेताओं के ख्यालात हैं कि ...

—You can't find a better man. This is what I have explained. He can go at any time. He is not very keen to remain there.

कुछ माननीय सदस्य : कछवाय है, उसको बना दो।

श्री नागेश्वर प्रसाद शाही : आपकी तरफ पिछले सालों में जो लोग मंत्री रहे हैं मैं उनमें से किसी का नाम नहीं लूंगा, बड़े सम्पन्न लोग हैं, पिछले दो तीन रेलवे मिनिस्टर जो रहे हैं उनके क्या कारनाम रहे हैं ...

(Interruptions)

श्री कल्पनाथ राय (उत्तर प्रदेश) : रेलवे ऐक्सीडेंट नहीं हुए।

श्री नागेश्वर प्रसाद शाही : रेलवे ऐक्सीडेंट की बात छोड़ दीजिए, देश का ऐक्सीडेंट हो गया है। .. (Interruption)
श्रीमन्, मैं कहना चाहता हूँ कि क्या मंत्री महोदय इस बात की जांच करायेंगे कि जो कमीशन वह मांग रहे हैं, हम भी मांगते हैं कि 20-6-1975 को लखनऊ, कानपुर और बनारस से जो स्पेशल गाड़ियां चलाई गई थीं दिल्ली में प्रदर्शन करने के लिए वह किसने चलाई। कमीशन इसकी भी जांच करेगा? ...

(Interruption)

श्री खुरशीद आलम खान : ऐक्सीडेंट्स की जांच कराओ पहले।

श्री नागेश्वर प्रसाद शाही : वह गाड़ियां किसके आदेश से आई थीं और रेलवे का

कतना नुकसान हुआ था। गाड़ियां फ्री आई थीं या टिकट लेकर लोग आये थे?

श्री कल्पनाथ राय : आप तो थे उसमें ...
(Interruptions)

THE VICE-CHAIRMAN (SHRI U. K. LAKSHMANA GOWDA): Mr. Shahi you better concentrate on the Convention Committee's recommendations.

SHRI NAGESHWAR PRASAD SHAHI: I am concentrating. But I must reply to them also.

श्रीमन्, मैं यह कह रहा था कि मंत्री महोदय ने कहा कि करीब 40 करोड़ रुपये से ज्यादा की आमदनी हुई है। अब एक विशेष मिसले की ओर मंत्री महोदय का ध्यान आकर्षित करना चाहता हूँ। बाराबंकी समस्तीपुर लाइन के कंवर्जन का काम अभी तक पूरा नहीं हुआ है। श्रीमन्, पैसों की कमी के कारण इस प्रोजेक्ट के पूरा होने में डिले हो रहा है। यह प्रोजेक्ट मार्च, 1976 में कम्प्लीट हो जाना चाहिए था। इस सदन में जब इस प्रोजेक्ट के लिए एस्टीमेट एक्सेप्ट हुआ तो रेल मंत्री जी की तरफ से यह घोषणा की गई थी कि मार्च, 1976 में यह प्रोजेक्ट पूरी हो जाएगा, मगर पैसों की कमी के कारण यह काम अभी तक पूरा नहीं किया जा सका है। इसके लिए अभी तक केवल 30 करोड़ रुपये सेंक्शन हुए हैं। इसका ओरिजिनल एस्टीमेट 41 करोड़ रुपयों का था, लेकिन अब यह 67 करोड़ का हो गया है। अभी 30 करोड़ रुपयों की कमी है। यही कारण है कि यह प्रोजेक्ट जो 1976 में पूरा होने वाला था वह अब 1981 में पूरा होगा। सन् 1981 में अगर यह काम पूरा किया गया तो इसका एस्टीमेट 67 करोड़ से बढ़ते-बढ़ते 87 करोड़ तक पहुंच जाएगा। ऐसी स्थिति में मैं करवद्ध प्रार्थना करना चाहता हूँ कि इस कंवर्जन के काम के पूरा न होने के कारण इस सारे क्षेत्र का विकास रुका हुआ है। उस क्षेत्र के

[श्री नागेश्वर प्रसाद शाही]

उद्योगपति कलकत्ता में जाकर अपनी इंडस्ट्रीज को लगाते हैं। कोई भी वहां पर अपनी इंडस्ट्रीज लगाना नहीं चाहते हैं। बस्ती, गोरखपुर, देवरिया और छपरा आदि ऐसे क्षेत्र हैं जिनमें कोई भी पूंजीपति अपना कारखाना नहीं खोलना चाहता है क्योंकि वहां पर इंडस्ट्रीज लगाने से उसको उतना फायदा नहीं होता है जितना अन्य स्थानों पर लगाने से होता है। उसका मूल कारण यह है कि वहां पर तीन ट्रांसिपमेंट पाइन्ट हैं जिनसे होकर माल को लाना ले जाना पड़ता है। ये ट्रांसिपमेंट पाइन्ट हैं—बाराबंकी, मरादी और दरारा। इन तीन ट्रांसिपमेंट पाइन्टों की वजह से वहां पर न तो कोयला आ सकता है और न ही कोई बड़ी मशीनरी आ सकती है और कच्चा माल लाने में कास्ट बढ़ जाती है और तैयार माल बेचने में भी कास्ट बढ़ जाती है। इन तमाम कारणों की वजह से कोई भी वहां पर इंडस्ट्रीज लगाना नहीं चाहते हैं और इस तरह से सारा विकास का काम रुका पड़ा है। अब तक तो यह कहा जाता रहा कि पैसे की कमी है। लेकिन अब हमारे नये मंत्री महोदय आए हैं। उनके प्रयास से रेलवे की आमदनी 40 करोड़ रुपये बढ़ गई है। इसलिए मैं मंत्री महोदय से बहुरह निवेदन करना चाहूंगा कि वे प्लानिंग कमिशन से स्वीकृति ले करके 30 करोड़ रुपये इस कंवर्जन के नाम में लगा दें ताकि यह प्रोजेक्ट सन् 1979 में पूरा हो जाय। अभी उसके 1981 में पूरा होने की बात कही जा रही है। मंत्री महोदय इस क्षेत्र को अच्छी तरह से जानते हैं, वहां की गरीबी को जानते हैं। वे पिछले दिनों वहां गये थे। वे वहां की कठिनाइयों से वाकिफ हैं। जैसा हम सब लोग जानते हैं, वे बड़े प्रगतिशील विचारों के व्यक्ति हैं और गरीबों की सहायता करना चाहते हैं। मैं उनसे उम्मीद करता हूं कि वे इस रुपये को इस कंवर्जन के काम में लगाएंगी और इसको जल्दी से जल्दी पूरा करने का कोशिश करेंगे।

श्री कल्पनाथ राय : श्रीमन्, इस संबंध में मैं एक बात कहना चाहता हूं . . .

THE VICE-CHAIRMAN (SHRI U. K. LAKSHMANA GOWDA): Mr. Kalp Nath Rai, why do you interrupt? You will have your time.

श्री कल्पनाथ राय : मैं यह कहना चाहता हूं कि प्लानिंग कमिशन ने रेलवे मंत्रालय के लिए सन् 1978 तक समस्तीपुर-बाराबंकी लाइन को पूरा करने के लिए [पैसा देने की व्यवस्था कर दी थी।

श्री नागेश्वर प्रसाद शाही : श्रीमन्, मैं यह कह रहा था कि अगर मंत्री महोदय इन रुपयों में से 30 करोड़ रुपये इस प्रोजेक्ट पर खर्च कर दें तो यह काम जल्दी पूरा हो सकता है और इससे उस क्षेत्र का बहुत कल्याण हो सकता है। अभी तक 3 P.M. रेलवे के स्टोर के परचेज में और खासतौर पर जो माल परचेज होता है, उसमें इतनी लापरवाही होती है और स्टॉक इतनी ज्यादा मात्रा में परचेज होता है कि 8 साल या 10 साल के बाद उसमें बिगाड़ पैदा हो जाती है। इतना ज्यादा परचेज होता है कि उसका एक अंश बकार बन जाता है। क्योंकि हमेशा डबलपमेंट होता रहता है और इस तरह के परचेज की एक अवधि के बाद कोई उपयोगिता नहीं होती। अगर एकचुअल नीड को देखकर स्टोर की परचेज की जाये तो जो वेस्टेज पर चेंज में होता है, वह न हो। यह वेस्टेज करोंड़ों में होता है। स्टोर के संबंध में, आज से करीब तीन साल पहले गोरखपुर के रेलवे सेंट्रल स्टोर में जो करीब 13 लाख रुपये का गोलमाल हुआ था, उसके संबंध में मैं इस हाउस में मामला उठाया था। जब जांच-पड़ताल हुई तो यह कहा गया कि वहां 3-4 लाख रुपये का शार्टेज है, चोरी नहीं है। श्रीमन्

रेलवे स्टोर में स्टील के, पीतल के तांबे के पाट्स होते हैं, वहां इस तरह का सामान होता है। वह कोई ग्रेन नहीं है कि कोई कहे कि उसे मूष खा गया और कुछ हो गया। इसके लिये कहते हैं कि शाटर्ज हो गई। मंत्री महोदय, कृपया इस बात को देखें कि थ्रेफ्ट और शाटर्ज में कैसे फर्क किया जाये। स्टोर में अगर 4 लाख रुपये की चोरी हो जाये और उसके लिये डिपार्टमेंट के लोग यह कह दें कि इतनी शाटर्ज हुई, तो यह बहुत गम्भीर बात है। मैं जानता हूँ चूकी मैंने उस मामले में यह देखा है कि शाटर्ज और थ्रेफ्ट में बहुत ही फर्क होता है परन्तु फिर भी थ्रेफ्ट को शाटर्ज की संज्ञा दी जायेगी, तो यह भ्रष्टाचार बढ़ता ही जायेगा।

(Time bell rings)

श्रीमन्, मैं खत्म कर दूंगा।

मंत्री जी ने जो एक चीज जो रेलवे के एचीवमेंट के रूप में बतलाई, उसके बारे में मैं चाहूंगा कि फोर्थ और फिफ्थ फाइव इयर प्लान के जो टारगेट्स हैं, उनसे यदि इस अचीवमेंट को कम्पियर किया जाया तो मालूम होगा कि हमने जो इनवेस्टमेंट किया है, रेलवे के ऊपर, उसके मुकाबले में यह अचीवमेंट बहुत अच्छा नहीं है। जो टारगेट हमने अपनी चौथी और पांचवीं पंचवर्षीय योजना में रेलवे के लिये निश्चित किये थे और जितने फण्ड का हमने इसमें इनवेस्टमेंट किया, उसके मुकाबले में यदि इस अचीवमेंट को देखा जाय तो यह अचीवमेंट बहुत ब्राइट नहीं दिखलाई देता। मैं इस पर ज्यादा न कहकर केवल मंत्री जी को कहना चाहूंगा कि वे जरूर इनवेस्टमेंट के साथ अचीवमेंट को कम्पियर करने का कष्ट करें।

श्रीमन्, कुछ क्षेत्र की लाइनों पर यात्रियों को सुविधा देने की बात को रेलवे बोर्ड इग्नोर करता है। आप दिल्ली से मद्रास जायें तो यहां लम्बी दूरी की गाड़ियों में

यात्रियों के भोजन का प्रबंध है परन्तु इसी तरह की गाड़ियां जो दिल्ली से कलकत्ता जाती है, उन गाड़ियों में इसका प्रबंध बहुत ही खराब है। जो गाड़ी लखनऊ से गोहाटी जाती है, यह एक बहुत ही इम्पोर्टेंट गाड़ी है "बन अब और टू डाउन", लम्बी दूरी की गाड़ी है, यहां मुझे याद है कि पिछले 30 सालों से इसमें डाईनिंग कार की व्यवस्था थी। मगर रेलवे बोर्ड के लोगों से पता नहीं क्यों यह उचित समझा कि इस डाईनिंग कार को उसमें से हटा दिया जाय और हटा देने के बाद उसका कोई सर्विस्ट्यूट नहीं दिया, कोई डाईनिंग कार अरेंजमेंट नहीं किया। इस की ओर मैं विशेष रूप से मंत्री महोदय का ध्यान आकर्षित करना चाहता हूँ। जो सुविधा पहले से थी उस सुविधा को हटा देना और उसके बदले आलटरनेटिव सुविधा देना, यह बहुत ही गलत बात है। श्रीमन्, चाहे वर्ल्ड बैंक से लोन लेना पड़े, चाहे जो कुछ भी हो लेकिन रेलवे के इलेक्ट्रीफिकेशन और डीजलाईजेशन का काम जो से चलना चाहिए। रेलवे की जन्युन प्रगति, असली प्रगति इसी में होगी जितनी जल्दी हम रेलवे का इलेक्ट्रीफिकेशन और डीजलाईजेशन का काम आगे बढ़ायेंगे, उससे ज्यादा तरक्की होगी। मैं यह भी कहना चाहता हूँ कि आप रेलों की केवल एक गाज पर चलाएं जब तक रेलवे में सारी दिक्कतें, चोरी की दिक्कतें, ट्रांसशिपमेंट की दिक्कतें समाप्त नहीं होंगी जब तक तरक्की नहीं होगी। वित्तमंत्री महोदय ने बताया कि वर्ल्ड बैंक 1100 करोड़ों रुपये का लोन दे रहा है दो मैं यह चाहता हूँ कि रेलवेको इसमें ज्यादा से ज्यादा शेयर मिलना चाहिए ताकि यह प्रोजेक्ट कम्पलीट हो सके। अंत में श्रीमान मैं बैठने से पहले मंत्री महोदय को रेलवे बोर्ड के रिआर्गनाइजेशन के लिए पुनः बधाई देना चाहता हूँ। मैं यह भी चाहता हूँ रेलवे कर्मचारियों के वोनस के मामले को बहुत

[श्री नागश्वर प्रसाद शाही]

दिनों तक नहीं टालना चाहिए इस पर कोई न कोई निर्णय शीघ्र होना चाहिए। जो कमेटी प्राईस और सैलरी वगैरा के बारे में बनी है, उसको रिपोर्ट भी जल्दी आनी चाहिए। मैं एक बार फिर यह अनुरोध करता हूँ कि बोनस के मामले में शीघ्र निर्णय होना चाहिए क्योंकि रेलवे कर्मचारियों को देश के हितों को दूर रखने वाले तत्वों द्वारा भड़काया जा रहा है, उनका भड़काने की कोई गंजाईश नहीं रहनी चाहिए। इसलिए, इस मामले पर जल्दी निर्णय होना चाहिए।

SHRI S. W. DHABE (Maharashtra): Mr. Vice-Chairman, Sir, we are discussing a report of the Railway Convention Committee where it is shown at page 4 that the year 1975-76 had a nominal surplus of Rs. 8.9 crores and that during the year 1976-77 it has risen to the order of Rs. 87.33 crores. Sir, it is also further stated at page 5, para 5(3)(i), and I quote:

"Out of the amount of additional 1 per cent dividend on the Capital invested in the Railway. . . a cum of Rs. 16.25 crores may be passed on to the States as payment in lieu of passenger fare tax and the balance utilised to assist the States in providing their portion of the resources required for financing safety works..."

Sir, there was a statement by the hon. Minister about accidents and to which a reference was made by my hon. friend in the beginning. Sir, when we were discussing about accidents in our country and also the reasons why more precautionary and safety measures are necessary one of the reasons given for the accidents was unmanned level crossings. A large number of unmanned level crossings are there. Not only that. Sir, in the city of Nagpur from which I come, there are also railway level crossings

without any over-bridges and the result is that there are not only bottlenecks of traffic but also more chances of accidents. Sir, it had been found necessary to construct over-bridges in the city. The State Government comes into the picture as also the Central Government. Though the money is provided, unless the State Government and the Municipal Corporation authorities make a joint recommendation, the money which is budgeted by the Railway Ministry is not utilised.

I would suggest to the hon. Minister to take this opportunity to have over-bridges not only in big cities like Nagpur but also to have arrangements for over-bridges at many other places in order to tackle the problem of unmanned level crossings. Unless, we take some basic steps to tackle this problem of unmanned level crossings, it will be no use punishing some members of staff here and there and saying that we have found out the solution.

Secondly Sir, in regard to the safety measures, it has been found that there is no automatic warning system introduced on our trains. In Japan, where there are very fast trains, there are automatic warning signals by computerisation if there is any break in the railway lines or if there is any danger or anything else of that sort. Therefore, in the present-day modern world we should take advantage of the technology in regard to railway safety systems which has developed in other parts of the world where the speed of trains is much higher, say, 200 kilometres per hour or so. But, even then the number of accidents taking place in those countries is much less. Therefore, Sir, one of the things which I would like the hon. Minister to consider is to have automatic warning signals and computerisation on our railway systems also in order to prevent the large number of railway accidents which are taking place.

Before I go to another matter, I would like to mention one more thing

in the same connection for his consideration. In cities like Pune and Nagpur, where we have got more than one million population, there is a demand for local trains just as we have connections in Bombay connecting Ajni and Itware. If there are any demands for providing local train connections of this kind. I would like the hon. Minister to consider them favourably.

I would also request the hon. Minister to provide amenities to railway passengers who are contributing to the large revenues of the railways.

The other thing that I want to mention—this I have already mentioned to my friend, Mr. Dandavate—is that there is a train called the Maharashtra Express from Nagpur to Kolhapur which though called an express train, is just like a passenger train as it takes 30 hours to cover the distance. It starts in the morning from Nagpur and reaches Kolhapur on the second day in the evening. This train has got only third-rate compartments and there are no dining car facilities. I do not think there is any other train in India which covers such a long distance and yet does not have the dining car facility. I would request the Minister to kindly look into it and provide the necessary facility and see that the train is made up-to-date and all the facilities are provided to the passengers.

In the 1973 Report of the Railway Convention Committee regarding Social Burdens on Indian Railways, it is stated at page 3, para 1.9:

"In keeping with the Government's policy of price restraint, the fares have been only partially realigned, and often after a considerable time lag, to the steep rise in wages and prices. This has resulted in the increase in the unit earnings per passenger km. trailing far behind the rates of increase in the major components of railway costs. The table below compares the in-

dices of average revenue per passenger km. with the average cost per employee and the price level of fuel. It may be explained here that the staff cost accounts for 60 per cent of the Railways' working expenses (excluding Appropriation to Depreciation Reserve Fund and Pension Fund) and another 20 per cent of the working expenses is spent on fuel.

It will be seen that while unit costs have gone up by about 62 per cent to 136 per cent over the period 1961-62 to 1973-74, the unit earnings have increased by only 47 per cent during the same period."

Therefore, Sir, one of the considerations which the Railways should bear in mind is that in proportion to the cost percentage the earnings have not gone up. I will not go into the other aspects of the question as to why the earnings of the railways have not gone up but one of the major reasons why it has been so is because there is industrial unrest among the railway workers. Job satisfaction of the workers and a proper decision at the proper time alone will give more motivation and more earnings to the railways. It has been found that very important recommendations of the Miabhoy Tribunal in regard to eight hours working and so on have not been implemented. Section 71 of the Indian Railways Act has not yet been amended so as to implement the recommendations of the Miabhoy Tribunal. The complementary and preparatory period which is required by the employees to go to work has not been paid for. Not only that. There is another point, namely, the non-filling up of vacancies. Now, there are two Federations, the National Federation of Indian Railwaymen and the All-India Railwaymen's Federation, with which the hon. Minister was associated for a long time. Their spokesman had in a Press Conference statement mentioned the reasons why the earnings are not going up. This has appeared in the 'Economic Times' of 1st December, 1977. Very impor-

*Dividend**undertaking*

[Shri S. W. Dhabe]

tant and interesting reasons have been given. I quote:

"Referring to the increasing number of accidents on the railways, the spokesman said that the Railway Accidents' Committee in its recent report had highlighted the increase in the workload on the railwaymen and stressed the need for augmenting the staff. The passengers per km. carried increased from 66517 in 1950-51 to 148916 in 1975-76. Likewise, freight carried increased from 44,117 net tonnes per km. to 148219 net tonnes.

It was pointed out that if the maintenance of the rail tracks was inadequate, it was because the gang-men working on the track have to maintain the longer ranges resulting in inefficiency. More gangs with more workers in each gang are needed to maintain the tracks, he said. He refuted the charge made in certain quarters that the railway-men are engaged in sabotage recently witnessed on the railways."

This very clearly shows that on account of the inadequacy of staff, there is fatigue. Even though the freight traffic has increased, the number of passengers carried has increased and the workload has increased, there is no attempt made by the Railways to find out what complement is required. On the other hand, whenever there is a circular for economy measures, the persons to be axed are the railway employees and the persons to be blamed or removed are also the railway employees. In this connection, I would like to point out what the National Federation of Indian Railway-men have stated in their memorandum dated 29.11.77. They have given very important reasons as to why there is dissatisfaction and why all these things are happening. One might say that some of these are overstatements. But if the regular vacancies are not filled up, if vacancies of gangmen and other operational staff are not filled up on the pretext of

economy, what else will happen except accidents? Not only that. They have given some more reasons which I would like to refer. One reason is the non-provision or prescribed percentage of leave reserves. Leave reserves are not provided for. Therefore, the persons who have to work overtime are over-fatigued. When a person is operating a machine and when he is over-fatigued, he will not be able to operate the machine properly. Another reason is that the operational staff are not provided with even quarters. The staff quarters are not maintained properly and they are not even white-washed. This is one of the reasons given. Other reasons are huge accumulation and piling up of nonpayment and arrear cases, denial of the benefit of the Railway Labour Tribunal, 1969 (Miabhoy Tribunal), non-provision of proper yard-sticks for provision of staff and non-provision of increased staff even when justified and consequent increase in workload. Sir, one of the things which I would like the hon. Minister to consider, if he is really interested in improving the working of the Railways, is the manpower ratio. Manpower planning should be done and we should find out what should be the workload for the staff, at least for the operational staff who have to run the trains. I do not want to quote the figures, but we have got all the depreciated railway lines with the workload increasing. The policy of 10 per cent retrenchment and not filling up the vacancies has resulted in big losses of revenue.

Lastly, I would like to make one or two suggestions. In this connection, Sir, it has been stated by the Minister and he was champion of the cause that the bonus being deferred wages workers must be paid. There cannot be any disputes. As you know, even ordinary bus drivers of a private company or a State transport corporation or private operators are getting the bonus. The major reason for not giving bonus to the railway employees is said to be that about 14 lakh employees are involved and it will involve more money. But that is no

reason. You have to give them incentive to work. I have always said that unless there is emotional involvement of workers in running the industry, unless we accept the principle of workers' participation in management of industry, not only at the lower level but at the top level also, there is no chance of getting any improvement in the working of the industry.

The hon. Minister referred to the Bhoothalringam Committee. I have read the terms of reference of that Committee and there is no terms of reference about bonus. I would like the Minister to say whether the question of bonus is being referred to the Bhoothalringam Committee or not. We should be clear on this aspect. Let us not give wrong hopes, let us not give wrong impressions to the public.

Sir, the other day there was a very large demonstration by the railway-men coming to Delhi from all over India. This was a demonstration by N.F.I.R., led by its president Shri A. P. Sharma. Today also there is a large demonstration of the All India Railwaymen's Federation. I am certain that if the demand of the rail-waymen is acceded to—all the railwaymen are unanimous that their demand should be acceded to—the improvement of railways is possible.

SHRI JAGJIT SINGH ANAND (Punjab): Mr. Vice-Chairman, Sir, we are today discussing the Railway Convention Committee's Report. As far as the recommendations of the Committee are concerned, I agree with the basic principles underlying the recommendations. I was on the last Railway Convention Committee, before the Lok Sabha was dissolved, and I know what has gone in making those recommendations. While I am all for avoiding wasteful expenditure and there are many places where wasteful expenditure still persists and which could be plugged, it is correct that unlike the colonial period when they used to take away the railway revenues to finance the general revenues, so long as the Railways do not come up to the standards befitting

our country, we will have to rely on the General Budget and on the general revenues for bringing our railways upto the standards both in terms of making them a better public utility service, opening of backward areas, economy of our country, defence and also for automation, renovation, die-selisation, electrification, etc.

But at the same time I must say that we have to seriously see that there are many many things which had gone into making the railways' deficit all along. My hon. friend Shri Khurshed Alam Khan, was referring to a point that there was a plus trend during the emergency. Now I only want to say that the plus trend had to be maintained after the emergency and when I quoted a certain figure, the hon. Minister corrected me to say that it has further gone up to Rs. 54 crores. It would be very good, it would be in consonance with the spirit of democracy if this plus trend is kept up. But here I would like to say, without insinuating anything that the hon. Minister will have to look more deeply into the question of accidents, whether the accidents are due to sabotage, or due to the prevailing discontent or they are due to any other reasons. If the accidents continue to persist...

PROF. MADHU DANDAVATE: You do not cast aspersions on the working class.

SHRI JAGJIT SINGH ANAND: I am not casting any aspersions on the working class. You know it very well and I have made this point earlier that after all the human element has failed. I do not want to waste the time of the House. The human element has failed. It has contributed to 52 per cent of the accidents and the equipment to 27 per cent. In this situation, the human element has to be better looked after. While I am looking at it in the same spirit, I am really pained that the hon. Minister does not seem to appreciate the way I am making my point. Whatever be the reasons, if the accidents

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continue to persist, then the trend that was initiated during the Emergency and which has been continued—all credit to the Minister—in the post-Emergency period in the first six or eight months will not necessarily last. It will only last if people are assured of a safe travel on the railways. That is all I am saying just now.

Then I want to go to the other matter. The hon'ble Minister was kind enough to place before the House the statement regarding the re-structuring of the Railway Board. It is a fact that the statement was on the lines promised by him during his Budget speech. But I am only partially satisfied because I do not think that the Administrative Reforms Commission's recommendations made in 1970, or even earlier, and not implemented for 7 long years will be implemented by the same bureaucrats of the Railway Board who went on making misleading statements. I was a member of the Committee and I know the replies that we got. I do not think if the Railway Board is not radically reorganised, if at least one thing is not introduced, it is going to help. And that thing is that all the persons who constitute the Railway Board should not be drawn from the railways alone. Let the majority be from them. Let technical experts be from them in various fields. Let experienced people in different Railways be from there. But so long as the Railway Board, which is also a Ministry, which has also a Secretariat and where all the Members are of the rank of Secretary, continue to draw its officers from only the railways, the Railway Board will continue to function in the same despotic bureaucratic way which they have inherited from the British times. We were nearly unanimous in the last Committee, but the Committee could not deliver its report before it was dissolved, that the hon. Minister should see to it that apart from people from the railways, other competent officers

from other Ministries are also integrated like the inter-change of officers that is going on in other Ministries.

SHRI N. G. RANGA: Let IAS people be drafted into Railway Board.

SHRI JAGJIT SINGH ANAND: Please don't interrupt. All I am suggesting is that the necessary expertise, necessary experience, necessary efficiency should be brought in. I would not say that you confine yourself to people within the administration. You can have at least one person who is a very able administrator and very able person in management affairs and also has an enlightened outlook regarding the interests of the working class in the railway, which is the biggest working class. He can also be brought into the Railway Board. For the rest, as far as devolution of responsibilities is concerned, I would only request the hon. Minister that we have ourselves been asking, first of all, that younger people should be brought in the Railway Board through selectivity at an age where they can devote at least five years to the Railway Board and in the case of Chairman at least three years. But I want to say, please do not pass on your responsibility to the Railway Board and let the Railway Board pass it on to the General Managers and let the General Managers pass it on to the Divisional Superintendents. The Railway Board is a strong horse, an obstinate horse and an enlightened Minister like Shri Dandavate should really ride this horse. Upto now, my experience is, I am very sorry to say, that in the matters of details I am getting less justice than I was getting before for the simple reasons that as Shri Qureshi told us in the Railway Convention Committee that he sent our letters and representations to the Railway Board, they drafted the replies and he passed them on. Something like that is persisting. The hon. Minister can have his own secretariat strengthened. With that strengthened secretariat, he should be able to intervene more if that routine structure has to be broken and new lines

have to be laid, especially when he has taken the position that he will fully implement the administrative Reforms Commission Report which was held back for 7 years. For that he needs to be congratulated. In that he has really acted dynamically because there was nothing in the way of the old Government also implementing those recommendations. In regard to the Railway Board, that is the main thing that I want to suggest.

Apart from the membership of the Railway Board where the Additional Members have been abolished and all that, in the Railway Board establishment there are 379 people working as technical staff and 1297 people as nontechnical staff. Railways is a highly technical body but I feel that when a man like Shri Dandavate is heading that department, many non-technical people should be dispensed with. Why should there be peons outside the rooms? Why should flies be carried from one office to another necessarily by people who have nothing except this to do four or five times a day. I am not saying create unemployment. I said the other day also, send the computers to watch the stations from the Railway Board and employ people to man the posts which the computers are manning so that the accidents are stopped. Don't create unemployment. Find alternative employment for the time period. But please try to cut down the nontechnical staff at the central level because the Railway Board has become more and more of a white elephant and its expenses have become more and more with the passing years. And the present suggestions alone will not be sufficient though they are partially suggestions in a good direction and it is well that he has gone forward to implement them.

Then, Sir, about the railway employees. I must say that the Railway Minister was very prompt in his promise and its implementation in taking back the victims of the 1974

strike. But there were other problems. One of the problems is, to my mind, treating them as on duty. The hon. Minister should agree that they should be considered to be on duty for the period. If that is not at all possible—I think it should be possible under his supervision—then treat it as leave due and pay the emoluments for that period. Satisfy them on that score. About bonus I do not think my hon. colleague is right. The Bhootalingam Committee's terms of reference actually exclude the bonus issue. And appointing a Committee is an old formula of all the Governments to postpone the issue. Now the Bhootalingam Committee is for six months. After some time it will be one year. We know how the time is extended and the work is not done. About Shri Bhoothalingam I do not want to say anything. There were many things in Parliament earlier. He is not a very enlightened person to head such a Committee. When the question of bonus of the railway workers is going to be decided, he is not a very enlightened person to work for this, and Shri Dandavate will have to face the music later on when the recommendations of the Bhoothalingam Committee come up.

Then, Sir, I want to say certain things because I do not find another opportunity to say them. They may not be quite relevant to the debate but the condition of the aggrieved make me say so. I would request the Minister to examine the facts. There used to be informal meetings with Members of Parliament during sessions in the past. They were not members of the National Committee; they were not members of the zonal committee, but Members of Parliament used to meet and the Railway Minister himself used to come and meet them and problems raised at those informal meetings used to be solved. I do not know why problems are not being solved like that now. Very important problems are there. I find that certain assurances that were

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given by the past Government are being gone back on. For example, to go from Delhi to Ferozepore, it takes more than 12 hours in the day time. The distance is less than that is between Delhi and Amritsar. When Shri Dhanna Singh Gulshan was not a Minister, he approached Shri Danda-vate and I also wrote to him. Shri Dhanna Singh Gulshan also gave it out in the Tribune that a day-time fast train will operate between Delhi and Ferozepore and back. I also had put in a question but it was stated that it was not possible. Then the Rajdhani trains were started. I am all with him not to start super delux trains and it is very good that the second class passengers should be brought more and more close to the amenities given to the first class passengers.

Sir, Chandigarh is the capital of two States and it is a Union territory. If you have to travel to Chandigarh, you have to catch a train at 11 O' clock in the night here and you will reach there before 5 O' clock next morning. For coming back you have to catch a train there at 12.50 and reach here at six O' clock in the morning, wasting the whole day. It is quite possible to attach two more bogies to the deluxe train which reaches Ambala at three O'clock these days and a special engine can take these bogies to Chandigarh which is only 26 miles away. But even On this it is said that it is not possible.

Then, Sir, the Tata-Amritsar (Golden Temple) Express is a very fast and very useful tram. It has got a lot of revenue. It is running only for four days in the week and not on all the seven days. We do not know why it is not possible to run this train on all the seven days in the week when it is drawing such crowds and making such profits.

Then, Sir, there is a train called Shan-e-Punjab. This train should be called Gard-e-Punjab which, I would

call in English, the Dust of Punjab. It is possible to send the Kalka Mail—Kalka Mail reaches Amritsar earlier from Kalka—to Ludhiana and back because it goes back in the night. But the Flying Mail which reaches in the night comes to Ludhiana and goes back Amritsar is full of dust when it returns. But it has not been accepted. There is so much more that I could go on like this. This super-fast train passes through Delhi between 1.00 and 3.00 both ways and it starts there at six in the evening. By starting it in the morning, it will reach Bombay in the morning instead of at night and some passengers from Delhi also could be picked up. The most important stations are between Jammu-Twail and Delhi. The reply given—the reply was perhaps to an unstarred question—was a stereo-typed reply, that it was meant for Jammu and Kashmir and, therefore nothing could be done about it. What I am trying to say is that the hon. Minister should look to it that some informal consultations are held during the session with the Members of Parliament, so that all these grievances can be talked over across the table because the replies do not satisfy; they are of the same type which Shri Qureshi used to pass on to us.

Then, I come to another matter. (Time bell rings). Sir, I am trying to be as quick as possible.

THE VICE-CHAIRMAN: (SHRI U. K. LAKSHMANA GOWDA): Your time is up.

SHRI JAGJIT SINGH ANAND: I am trying to finish. Sir, the Railway Minister replied to the memorandum of the National Federation of Indian Railways. In order not to take much time, I am just pointing out that the replies made out are not at all satisfactory. Much more needs to be done.

Then, Sir, when I was on the Railway Convention Committee, the peo-

pie who went to various factories—Perambur, Chittaranjan and others—were told by the managers in the very-face of the senior officers of the Railway Board that they were being inhibited from utilising their full initiative and that full capacities were also not being utilized. And one of the recommendations made at that time was to give them powers co-equal with the General Managers. I would even go a step further and say that you give them added powers which you take away from the Railway Board.

Then, the Project Equipment Corporation under the State Trading Corporation is a sheer duplication. Now the Perambur and Chittaranjan factories are only captive factories. The Middle East Market is opening up. There Mr. Dandavate can send some of the people from these factories to find out what they want by way of wagons, what they want by way of railway engines, and all that. This will lead to greater capacity fulfilment and production of engines and wagons at a lower cost. What I am saying is what the officers told us that it is absolutely useless to have the Project Equipment Corporation.

Then, Sir, the Railway Act was first framed in 1890. I do hope that the Railway Act will be recast in the spirit of the new policies and the requirements of the age and the new outlook which Prof. Dandavate is supposed to impart to it.

PROF. MADHU DANDAVATE: "We have already written to the Law Ministry regarding this.

SHRI J AG JIT SINGH AN AND: So I will not labour on this point.

Thank you very much for allowing me to speak on the Resolution.

SHRI NABIN CHANDRA BURAGOHAIN (Assam): Mr. Vice-Chair-man, Sir, just now Shri Shahi raised certain doubts about the capabilities and efficiency of our Railway Minister. We do not doubt his efficiency and capabilities to manage the affairs

of the Railways. Sir, the duties of the Railway Convention Committee are to fix the dividend to be paid...

PROF. MADHU DANDAVATE: Sir, just to set the record straight, I may say that if anything personal for or against me, or even about my resignation, is said, I am not at all disturbed. You can freely say that. You need not worry about, that. I am not so sensitive. That will not affect my arguments, rest assured.

SHRI NABIN CHANDRA BURAGOHAIN: Sir, as I was saying, the Railway Convention Committee has to fix the dividend to the General Revenues. The Railway Convention Committee has also to make recommendations in other ancillary matters for that overall welfare of the Railways. This Railway Convention Committee has expressed its anxiety about an abnormal increase in the indebtedness of the Railways to the General Revenues. The last Railway Convention Committee had also done that. This indebtedness has been rising continuously. In 1973 it was Rs. 208.1 crores, it rose to Rs 462 crores in 1976-77 and in this financial year also it will come to Rs. 477 crores. So, this amount has been increasing abnormally. That means that the indebtedness of the Railways has been increasing continuously. So, this Convention Committee has desired that the Railway Ministry should make out a programme by which this indebtedness can be minimised, decreased. I would ask the Railway Minister whether he has made out any programme or taken up any programme whereby the desire of the Railway Convention Committee can be honoured by minimising the railway debts.

Secondly, Sir, I find that the last Railway Convention Committee recommended that the multiplicity of the gauges in India is the worst bottleneck in the Indian Railways and that it should be minimised. Further, this Railway Convention Committee has strongly urged that all the on-going capital works/schemes should be com-

[Shri Nabin Chandra Buragohain] pleted expeditiously according to the schedules. I would like to draw attention of the Hon. Minister to the fact that the Rs. 32 crore project for the conversion of the meter-gauge into the broad-gauge from New Bongai-gon to Gauhati has taken a long time. It was taken up three years back. First year Rs. 1 crore were spent and next year Rs. 2 crores were spent though it was a Rs. 32 crore project. Even now I do not know whether the Railway Minister would appreciate the need for speedy conversion of this line. The Zonal Railway this time has demanded about Rs. 10 crores of the speedy implementation of the programme. I hope the Hon. Minister will honour the desire of the Railway Convention Committee too.

Sir, in the last budget session, the Railway Minister was pleased to assure the House that he would take speedy measures to settle the claims. I am sorry to draw the attention of the Hon. Minister that in this field there is no much improvement. There are a good number of cases for settlement, and due to the callous attitude of the employees increased to negotiation with the claimants, the expectation of the Railway Minister has not come to be true. As regards action on claims, I personally know that a good number of claims are pending since a long time. I would draw the attention of the worst catastrophe at Tezpur. Many people died there. Many more of the people were involved in the accident. Their claims have not been settled. Yet, I hope that the Railway Minister would see that these claimants do have relief. Sir, in spite of the honest desire of the Railway Minister to improve the Railway administration, many worse things have happened recently. The number of accidents has increased due to sabotage or due to the cutting of the rails or due to the obstructions placed by unsocial elements. The Chairman of the Railway Board, Mr. K. S. Rajan has stated that during the period from April to

November 25, 70 incidents of a serious type have happened. I think his record has surpassed all the past ones. I would like to ask Prof. Dandavate whether he holds the same view as our External Affairs Minister, Mr. Vajpayee, who stated in a news conference at Patna that there was organised sabotage, that there was an organisation behind all these incidents of sabotage. Further he condemned the Congress people saying that they had not condemned these activities? But in which way are we to condemn the activities? There was a Calling Attention Notice here and there was a discussion in this House and in the other House, and leaders have expressed their disgust and also their disapproval of all these activities. So I would like to say that this is a national catastrophe and it should not be politicised. The co-operation of all is needed for the safety of the railway lines because, you see, our railway lines extend to 61,000 kilometres. I am convinced that the Railway Minister alone or his administration alone, without the co-operation of all the parties, the public and the States, cannot do it. So I shall be very glad to know what steps the Railway Minister has taken to encourage all the States to take safety measures. The States cannot say that they are not paid for the safety measures. I find from the Railway Convention Committee Report that some share of the revenue of the Railways goes to them for safety measures to be taken by them. So they are to be persuaded with sympathy, with humanness, to take care of the railway lines running through all those States. For example, I would like to draw the attention of the hon. Railway Minister to non-official, Government-sponsored organisations like the village defence committees or home guards existing in Assam. If he takes the initiative, I think those non-official, Government sponsored organisations can be vitalised, can be encouraged, to see that the railway lines are secure. So, Sir, I hope the Railway Minister will attend to all these problems and do good for the welfare of the nation.

SHRI SUJAN SINGH (Haryana): Sir, our Railway Minister's performance to earn more profit deserves our congratulations and we give the credit to him. But there are some complaints of a simple type from the railway passengers who travel daily and if they are removed—the Government or the Railway will not have to spend much—a strange type of frustration among the passengers would be removed. For example, overcrowding has become a problem. Overcrowding sometimes creates law and order problems at certain railway stations. People, when they travel in overcrowded conditions sometimes abuse the Railway authorities or the Department also.

This is a very small matter which the railways can deal nicely and remove the grievance. For example, Sonapat railway station needs a little attention. Sonapat is only 30 miles from Delhi. Seventeen thousand commuters travel daily from Sonapat to Delhi to attend to their offices and business. They leave at about 8 a.m. to reach Delhi around 10.00. But there is no suburban train for them. They have to travel by Srinagar Express which usually come very crowded. Therefore, if a suburban train is provided, the people of this area can get a lot of relief. For this purpose I approached the honourable Minister with a deputation. But the honourable Minister disposed of the deputation in less than five minutes without applying his mind to our representation. If only he had a mind to listen to us he could have studied the representation and called us back to discuss the matter so that our problem could have been satisfactorily solved. Instead of that, by saying that this thing was not possible, that thing was not possible, he disposed of. Crores of rupees are there in his hands. If these small matters cannot be dealt with nicely, it does not give a good impression to the people. I would, therefore, request the honourable Minister to spend a few lakhs of rupees and provide this suburban service by which they can remove the

inconvenience to the thousands of passengers and also earn profit

Then I come to providing of sheds at small railway stations from where farmers have to transport their produce to other places. There are no sheds at many railway stations with the result that the foodstuffs are always damaged. This sort of damage to food articles can be stopped by providing small sheds. This grievance of the traders and farmers in the rural areas should be attended to.

Then about corruption in the railways. Of course, corruption is prevalent everywhere. Corruption of the small type pinches the common man most. There is corruption of the small type in booking foodstuffs. The picture in this regard is really awful. I know personally that in the railways small officials, the small booking clerks, have got their agents who provide booking by taking bribe. This does not give a good impression to the people. The people are really fed up with this evil. The farmers and traders have to pay something extra, though in a small quantity, by way of bribe to the booking clerk for booking their product. Something back I personally went to the railway station and I requested the booking clerk, "Please make a reduction in your bribe." I dared not say. "Please do not demand bribe." I could only request him to accept less, because if I had asked him not to insist on bribe, I would only have invited trouble for my goods. I went there on behalf of the poor farmers of my area. Those poor farmers would have been put to a lot of harassment and trouble in the transportation of their foodstuffs. The foodstuffs will get either damaged in transit or completely lost in such a way that there will be no scope left for claim or compensation from the railways. Of course, you can imagine the innumerable ways how the traders and the poor farmers can be troubled by the small officials of the

[Shri sujan Singh]

railways. Therefore, I asked that booking clerk, "Please reduce your demand." So, if the Railway Minister applies his mind and, if necessary, gets the help of his colleagues these grievances of the people can be removed. And this the Minister can do by spending only a little amount of money with better and strict control.

Then I have to say something about the inferior quality of the food served in the railways and the high charges made. It is a routine affair in the railways that the catering people do not care to give even bills; rates are not shown. They take advantage of the helplessness of the passengers in the train. While they are charging very high price, the food that is supplied is of the worst kind. There is great scope for increasing the revenue of the Railways still more by stopping the thefts and checking the dishonesty among the staff while purchasing the requirements of the Railways. There is still another avenue open to the Railways for increasing their earnings. There is great scope for the export of railway coaches and engines to foreign countries. If this proposal is given due consideration, the Railways can earn a good deal of money. Unfortunately, the Railway Minister is fully engaged in seeing to the day-to-day running of the Railways and he has no time to apply his mind for the production of more and more railway equipment for export purposes. In the end, before I sit down, I want to assure the Railway Minister that if he needs the services of Members of Parliament for improving the efficiency of the Railways, they are at his disposal. He can avail of their services. Let them be taken on to the Zonal Committees or State Committees. They can be put in charge of the railway stations in their constituencies. They are prepared to offer their services for removing the difficulties of the people. Thank you.

SHRI YASHPAL KAPUR (Uttar Pradesh): Mr. Vice-Chairman, it is good that the debate on the report of the Railway Convention Committee has given us another opportunity to go into the various problems facing the Indian Railways today. As far as this report is concerned, it is a matter of great satisfaction that the Committee, in paras 2 and 3 on page 4 of the report, have said that there has been a marked improvement in the working of the Railways during 1976-77, which year has been condemned by those in power today as the black period or black year in the history of the country. There is some light at least about which an admission has been made. I understand that even the Prime Minister, while addressing the Railway Officers a few days ago, said that in the year 1976-77 the Railways had worked at peak efficiency. That is a matter of congratulation to the railway staff and the workers. They have also admitted that there is improvement in the financial results. The contribution to the general revenues went up in that year and much more load has been lifted. There was higher earning and it is that push given to the Railways during that period which is responsible for better earning, better movement of passengers and freight, resulting in better financial results.

Then, Sir, in paragraph 3(i) on page 5, there is a mention about money being given to the States. It says that apart from the money given in lieu of the passenger fare tax to the tune of Rs. 16.25 crores, the balance may be utilised to assist the States in providing their portion of the resources required for financing safety workers as at present. Now, Sir, there has been no mention about this expenditure by the States on safety measures. It would have been better if the railway administration had been paying enough attention to this important question, which is becoming more important now in view of the increasing number of accidents,

of how this money is being utilised by the States to ensure safety on the railways. So, this is a point which should be considered. Though the Committee has not mentioned it, I would like to request the honourable Railway Minister to see that whatever money is given to the State is spent properly and spent in an efficient manner on the safety works.

Then, Sir, there is a mention on page 9—para 17 of the Report about the rate of interest to be charged from the railways. It says:

".....the Railways may be permitted to take temporary loans as at present from the General Revenues to meet the full dividend liability when the Railways' net revenue is not adequate to pay the dividend to the General Revenues and the Revenue Reserve Fund has no Or insufficient balance to make good the shortfall. The interest on such loans may be paid by the Railways at the current borrowing rate during 1977-78 and 1978-79."

Now, Sir, there seems to be a contradiction in this.. It seems that you have to take loans from the General Revenues to meet your dividend liability and then you are made to pay interest at the prevailing rate on the amount so borrowed. Now, this is a matter which I think the Railway Minister should consider because this is a matter in which we can also help him in reducing the charge on the railways and in showing a greater profit. I say this because this is an unnecessary burden on the railways and such a big amount of interest should not be charged on the railways and some concession should be given to the railways in this matter.

Then, Sir, in para 18 of the Report, there is a mention about the staff quarters. I would only say that it is a good thing that the present Conventions Committee has gone by and supported the recommendations made

by the previous Committee of 1973. But, Sir, here I would like to make a plea on behalf of the railway employees that at present only about forty per cent of the staff members have been provided with accommodation and more members should be provided with quarters. If we reach the target of sixty percent, then, Sir, I think that after that there would not be any need for a very large expenditure on the construction of railway quarters which will meet the requirements of those employees who find it very difficult to get accommodation elsewhere at a reasonable rate of rent. So, I would like to request the Railway Minister to see whether he could get more money for the construction of quarters. I do not know whether he will be able to do that, because his efforts to get bonus for the railway employees certainly failed. Now, talking of bonus, I would like to say something and I will not take much time. I would like to bring to his notice something. Perhaps, Sir, his Director of Public Relations would have already brought to his notice the editorial which appeared in the "Indian Express" of yesterday. Now, Sir, it is a surprise that the paper of an industrialist like Mr. Goenka, who has been exploiting the labour class, and others who have invested their money in his enterprises, has pleaded for giving bonus to the railway employees, the defence workers and the P and T workers. The paper says, "the payment of minimum bonus on the same basis as has been granted to all sectors of industry, public and private, except the departmental undertakings, is a must. The Railway Minister, Mr. Dandavate, who is known to be sympathetic to the demand, seems to have failed to carry the Government with him on this issue." This is what the paper says. I do not want to read the whole thing. But I would like to say that the paper has strongly said that there is no reason, no valid reason, why there should be arbitrary discrimination in the application of the right to minimum bonus to any section of workers.

[Shri Yashpal Kapur]

If this is not done, the Editor has given a warning to the present Government:

"Historically, disruption of peaceful and orderly industrial relations on the Railways, turns out the starting point of deterioration of industrial relations on a much wider scale."

This just demand of the railwayment should be met as soon as possible, so that on a wider scale this confrontation between the labour and the Government does not come about.

Sir, about economy measures, my friend Mr. Dhabe has also spoken. I will not take the time of the House for that. But it is a pity that in the name of economy, the recruitment specially of the staff who work on the track, in workshops, in junior posts, etc. has not been commensurate with the increase to the number of train. For better efficiency of the railways, for avoiding accidents, for providing better service to the travelling public and movement of goods, the Railway Minister should either himself go into this matter or, as he has been doing, he should appoint an expert group to go into the various aspects of railway working. It is high time that this matter is also looked into.

In the same context, Sir, during this morning's debate the Minister was pleased to say, and the Chairman also said, that restructuring would be discussed while we talk about the Railway Convention Committee Report. Sir, I think this is a very important matter: Restructuring of the Railway Board. It has happened after many years. So it is necessary that we should have a fuller debate. Separate time should be allotted to discuss this very important matter concerning the working of the Indian Railways. But, in short, I would say, Sir, that while recommending certain changes in the set-up as we see in the statement, there is no direction in the whole

thing. It only seems that certain posts have been abolished and three posts have been created. Those not being called Additional Members, are being called Advisors. Now, Sir, as far as the Additional Member, Staff, is concerned, the Member, Staff, was looking after the interests of gazetted officers and the Additional Member was looking after the interests of non-gazetted staff, which is a very large number. Now, by removing him, this proposal would put a much bigger burden on the Member, Staff, because the Advisor will only advise the Member. The Advisor will not have any powers, as it seems today, to take decisions. And if, the Minister is shaking his head and saying, no, it is not like that, then if the Advisor is going to have the same powers as the Additional Member was having, then why change the nomenclature? Continue to call him Additional Member.

Then, Sir, one post remains till the person retires. And that is the post of Additional Member, Transportation. Now, transportation is the main function of the Indian Railways whether it is human beings, or food stuffs, or heavy goods like coal, steel, etc. Would this add to the efficiency of the Railways? Everybody knows that it is such a huge system. I need not go into the details of so many thousands of miles of track, this and that. I would say that by transferring certain powers to the General Managers, it seems that the Minister will usurp some of the powers of the Rail-way Board. As I understand, the General Managers can spend up to a certain amount and if they want to spend more than that, they have to take the Minister's sanction and not the Board's sanction. I may be wrong. The Minister may clarify it.

Sir, there is another point which I would like to contest. The Minister told us in the morning that he had consulted all the trade unions about restructuring. I am sorry that Prof. Dandavate who claims himself to be a man of science and technology, an engineer, and who always believes in

talking straight as a scientist and a technologist, has made an incorrect statement in the House today. He never invited the N.F.I.R. to consult them about restructuring. On the 12th of August, the N.F.I.R. said, while making some other demands, that they should be taken into confidence. Their demand was that recognised federations should not only be consulted but should be taken into confidence before taking any final decision in respect of any administrative arrangement in the Indian Railways. Secondly, they demanded that effective voice should be given to recognised labour unions in determining the policies and programmes. They also demanded that the Indian Railways should be converted into an autonomous corporation. Again, after two months, on the 12th of October, the N.F.I.R. representatives met the Minister and inquired about this demand. But the Railway Minister was pleased to say that he had already finalised the scheme and taken a decision in the matter. So, there was no point in discussing that matter. Sir, I won't take more time of the House. An autonomous corporation is necessary for railways. They are being discriminated against about bonus and other things because the Railways are departmentally run. Why should the Railways continue to be department, ally run when gigantic new public sector industries such as steel and others have come up as corporations or limited companies? If the Railways are also converted into a corporation, it would certainly give more advantages to the workers and would also try to run more efficiently and show better results. Why should they always take shelter under the plea that they are paid from the General Revenues? I hope that this demand of the railwaymen especially represented by the N.F.I.R. would be met. They had a very big procession a few days ago, on the 29th of November. More than 60 thousand railwaymen came from all over the country. I am sorry for what Prof. Dandavate said

in the morning. Why should he condemn his own followers?

THE VICE-CHAIRMAN (SHRI U. K. LAKSHMANA GOWDA): You have clarified it.

SHRI YASHPAL KAPUR: I was referring to the reorganisation of the Board.

THE VICE-CHAIRMAN (SHRI U. K. LAKSHMANA GOWDA): Mr. Kalp Nath Rai. Only ten minutes. There is hardly any time.

श्री कल्पनाथ राय : आदरणीय प-सभाध्यक्ष महोदय, रेलवे कन्वेंशन कमेटी की रिपोर्ट, जो पेश है, इस पर मैं तो सर्वप्रथम यह कहना चाहता हूँ कि जनता सरकार नीतियों और सिद्धान्तों का कब्रिस्तान बन गई है, जनता सरकार दुर्घटनाओं की सरकार है, इस जनता सरकार की आर्थिक नीतियाँ दुर्घटनाग्रस्त हो चुकी हैं, इस सरकार की राजनैतिक दिशा दुर्घटनाग्रस्त हो गयी है, इस सरकार के मंत्रियों को अपने कामों की जानकारी नहीं है, इस देश के गृह मंत्री और पुलिस मंत्री को, जिसे कि ला एण्ड आर्डर के लिये काम करना चाहिए, वह कृपि नीती परभाषण देता है। इस देश का कृपि मंत्री रेल मंत्रालय का भाषण करता है, इस देश का स्वास्थ्य मंत्री दुर्घटनाओं पर वक्तव्य देता है, इस देश का विदेश मंत्री उद्योग नीति पर बातें करता है और इस देश का उद्योग मंत्री श्रम नीति पर बातें करता है। समझ में नहीं आता कि कैसे कैसे लोग कहां कहां से मंत्री बनने के बाद भी अपने मंत्रालय की जिम्मेदारी नहीं समझते। यह पहली बार केन्द्रीय सरकार के मंत्रियों का ऐसा व्यवहार हो रहा है। आदरणीय उपसभाध्यक्ष महोदय मैं प्रोफेसर दंडवते साहब से क्या कहूँ। मैंने इसी सदन में उनके इस्तीफे की मांग की थी क्योंकि इस बेचारे दंडवते साहब की देख रेख में 522 रेल दुर्घटनाएँ हो चुकी हैं। करीब 2500 लोग मर गये। यह आदर्शों की सरकार

[श्री कल्पनाथ राय]

है। यह खुद आदर्शों में विश्वास करते हैं। यह कांग्रेस पार्टी जो बहुत खराब पार्टी थी यह समाजवादी लोग आदर्शों वाले लोग हैं और इतने लोग मर गए। मैंने उस दिन इस्तीफे की मांग की थी उसके तत्काल तीन दिन बाद हिन्दुस्तान के महान नेता, भारत माता के सपुत श्री प्रकाशवीर शास्त्री की रेलवे दुर्घटना में मौत हो गई। इसके बावजूद उस दिन मैं इस सदन में नहीं था मैंने कहा दंडवते साहब का इस्तीफा अवश्य होगा लेकिन कोई और नहीं है कोई दिमाग पर या दिल पर कोई असर नहीं है क्या इस सरकार का, मंत्रियों का यह कोई एटीट्यूड है? दंडवते साहब का मैं बड़ा आदर करता हूँ लेकिन चूंकि जो बात सही है और देश के हित में और राष्ट्र के हित में जो बात सही है, उसकी मांग करता हूँ। रेल मंत्री को प्रकाशवीर शास्त्री के निधन के बाद एक सैंकड़ भी रेल मंत्रालय में नहीं रहना चाहिए और यदि यह नहीं हटते हैं तो मैं देश के प्रधान मंत्री श्री मोरार जी देसाई से प्रार्थना करूंगा कि उनको रेल मंत्रालय से हटा दें क्योंकि जब तक दंडवते साहब रेल मंत्री रहेंगे हिन्दुस्तान के रेल कर्मचारी उनका सहयोग नहीं करेंगे। ताज्जुब तो होता है, आज फर्नेन्डोज साहब और दंडवते साहब ने खुद प्रधान मंत्री के खिलाफ अपनी यूनियन का प्रदर्शन करवाया है। आज बोट क्लब में उनकी यूनियन के लोग उनकी सरकार के खिलाफ और प्रधानमंत्री के खिलाफ प्रदर्शन कर रहे हैं। टगुआ विधवा की कहानी मैंने बचपन में सुनी थी। यह खुद मंत्री हैं और अपनी ही यूनियन के लोगों से आज बोट क्लब में प्रदर्शन करा रहे हैं। आदरणीय उपसभाध्यक्ष महोदय, किसी देश को चलाने के लिए, किसी राष्ट्र को चलाने के लिए जो जिम्मेदारीपूर्ण भावनाएं होनी चाहिए वह नहीं हैं। मैं पूछना चाहता हूँ 1974 में जब देश के अन्दर एक हजार करोड़ रुपये का अनाज हिन्दुस्तान की सरकार मंगा रही थी, जब देश, की 30 प्रतिशत मद्रास्फीति हो चुकी थी

1300 करोड़ रुपये का कूड आयल हम विदेशों से मंगा रहे थे, हिन्दुस्तान की फारेन एक्सचेंज में एक रुपया नहीं था। यही दंडवते साहब लोक सभा के सदस्य थे। इन्होंने रेलवे हड़ताल करवाई। रेलवे हड़ताल यूनियन की संघर्ष समिति के यह एक सदस्य थे। सम्पूर्ण देश के अन्दर रेलवे हड़ताल कराई गई, 2600 करोड़ रुपये का नुकसान हुआ। सारे हिन्दुस्तान में बरबादी का आलम मच गया। उस जमाने में उन्होंने 600 करोड़ रुपये की मांग की थी। 600 करोड़ रुपये तो क्या इस समय मोरारजी देसाई की सरकार मजदूरों को बोनस की मांग स्वीकार करे तो केवल 75 करोड़ रुपये खर्च होंगे। जितनी मांगें उनकी थीं उन मांगों में 600 करोड़ रुपये यदि भारत की सरकार देती तो इन मांगों को हम पूरा कर सकते थे, देश की महान नेता श्रीमती इंदिरा गांधी ने लोकसभा में बोलते हुए कहा था :

"When we get less how can we give them more? When we shall have more, we can give them more. Therefore, I appeal to the Railway employees to stop the strike in the interest of the nation."

उस दिन बहुत जोरदार हंग से दंडवते साहब खड़े होकर श्रीमती इंदिरा गांधी से संघर्ष कर रहे थे। मैं पूछना चाहता हूँ आज हिन्दुस्तान एक रुपये का भी अनाज विदेशों से नहीं मंगा रहा है। आज हिन्दुस्तान 1300 करोड़ की जगह 500 करोड़ रुपये का कूड आयल मंगा रहा है। आज हिन्दुस्तान में मुद्रास्फीति जीरो है। आज 4000 करोड़ रुपये का हमारे पास फारेन एक्सचेंज है। हमारी साउंड इकानामी है, एक सुदृढ़ अर्थ-व्यवस्था को छोड़कर श्रीमती इंदिरा गांधी ने हकूमत जनता सरकार को दी है। तो मैं पूछना चाहता हूँ जब सुदृढ़ अर्थ-व्यवस्था आपने प्राप्त की तो फिर आप उनकी मांगों को क्यों नहीं पूरा करते हैं। यही नहीं बल्कि भूतपूर्व रेल मंत्री पंडित कमलापति त्रिपाठी की देख-रेख में रेलवे मंत्रालय, जो लास में

रहता था, वह प्रॉफिट में हो गया, जिसको व्हाईट एलीफेंट कहते थे वह मंत्रालय एक बहुत फायदे वाला मंत्रालय बन गया। लाभ का मंत्रालय बन गया था जिससे देश की अर्थ-व्यवस्था सुदृढ़ हो गयी थी। इसके बावजूद भी आज क्यों नहीं कर्मचारियों की मांगों को माना जाता है। आज सारे देश के रेलवे कर्मचारी रोज सुबह शाम हिन्दुस्तान के उद्योग मंत्री जार्ज फर्नेन्डीज और रेल मंत्री दण्डवते साहब की निन्दा किया करते हैं? वे कहते हैं कि इन धोखेबाजों ने हमें धोखा दिया है, सारे देश के अन्दर एक गृह कलह, की अराजकता की स्थिति उत्पन्न किये हुए हैं और आज खुद हुकूमत में बैठे हैं। हुकूमत के अन्दर गद्दी के मालिक बने हुए हैं तो क्यों नहीं हमारी मांगों को पूरा करते हैं। इससे साफ जाहिर है कि उन हड़तालों के पीछे राजनीतिक उद्देश्य था, हिन्दुस्तान में तोड़-फोड़ की स्थिति करना था, देश में जनघाती और राष्ट्रघाती प्रवृत्तियों को आगे बढ़ाना था, निहित स्वार्थों के लिए हिन्दुस्तान को बरबाद करने का उद्देश्य ही श्री जार्ज फर्नेन्डीज एवं दण्डवते का रह गया था। इसीलिए ऐसी स्थिति में मैं कहना चाहता हूँ कि जब रेल कर्मचारियों की मांगों को नहीं पूरा करते हैं तो रेल मंत्री जी को एक सेकण्ड भी नहीं रहना चाहिए। यों तो वे बोलने में बड़े विद्वान हैं, मेरी बातों का जवाब देंगे और बड़ी मुसुनैदी से देंगे और कहेंगे चाहे आप जितनी आलोचना करें मगर मैं रेल मंत्री पद पर रहूँगा।

आदरणीय उपसभाध्यक्ष महोदय, आज रेलों से खाने-पीने की व्यवस्था में कोई सुधार नहीं है, आज गाड़ी की सफाई की कोई व्यवस्था नहीं है, आज रेलों में सफर करने के लिए आदमी को सौ बार सोचना पड़ रहा है कि हम रेल में सफर करें या नहीं। इस मोर्चा सरकार, जनता की खिचड़ी सरकार के घटकों में सत्ता के लिए बहुत जबरदस्त आपसी संघर्ष है। ये राष्ट्र को,

समाज के, देश के हितों को भूलकर केवल अपने हितों के चक्कर में पड़े हुए हैं।

आदरणीय उपसभाध्यक्ष महोदय, रेल कन्वेंशन कमेटी की रिपोर्ट हमने पढ़ी है। इसमें पिछड़े इलाकों को विकसित करने के लिए रेलों की व्यवस्था की बात कही गयी है। श्री एल० एन० मिश्रा ने समस्तीपुर से बाराबंकी लाइन को बनाने को प्राथमिकता दी थी, प्लानिंग कमीशन ने इस रेलवे लाइन की इकनामिक वायेविलिटी को स्वीकार किया था और सरकार का उद्देश्य था कि सन् 78 तक हम दिल्ली से समस्तीपुर तक रेल को चलायेंगे, क्या कारण है कि जो रुपया समस्तीपुर से बाराबंकी लाइन पर लगना था उस रुपये को दण्डवते साहब ने साउथ में कोंकण लाइन को बनाने पर डाइवर्ट कर दिया। आज समस्तीपुर बाराबंकी लाइन पर बिलकुल काम नहीं हो रहा है। रेलवे मंत्रालय और रेलवे बोर्ड को कह दिया गया कि अगर रुपया आपको दिया भी जाय तो यह रुपया उधर लाइन पर खर्च किया जाय उधर खर्च करने की आवश्यकता नहीं है।

आदरणीय उपसभाध्यक्ष महोदय, आजादी की लड़ाई लड़ने वाले पूर्वी उत्तर प्रदेश के लोग जिन्होंने अंग्रेजों को हिन्दुस्तान से भगाने में सबसे पहले संघर्ष किया था उनके लिए एक रेलवे लाइन वाराणसी से भटौनी तक पंडित कमला पति त्रिपाठी जी ने मंजूर की थी, प्लानिंग कमीशन ने बहुत मेहनत के बाद श्रीमती इंदिरा गांधी के कहने पर उस रेलवे लाइन के मीटर गेज से ब्राड गेज बनाने को स्वीकार किया था। जो बजट में इसके लिए रुपया दिया गया उसका एक रुपया भी भटौनी वाराणसी लाइन पर खर्च नहीं किया गया। पूर्वी उत्तर प्रदेश की उपेक्षा, बिहार की उपेक्षा, मध्य प्रदेश की, राजस्थान के इलाकों की उपेक्षा करना ही इस मंत्रालय का काम रह गया है। इसलिए मैं साफ तौर से कहना चाहता हूँ कि रेल मंत्री को पिछड़े

[श्री कल्पनाथ राय]

हुए क्षेत्रों में जहां कि काफी जनसंख्या है, जहां कि कारखाने बन सकते हैं, लेकिन बड़े-बड़े पूंजीपति पूर्वी उत्तर प्रदेश में, बिहार में कारखाने बनाने को तैयार नहीं हैं क्योंकि जब तक छोटी रेलवे लाइनों में नहीं बढ़नेगी जब तक प्लानिंग की समस्या बनी रहेगी, तब तक कोई पूंजीपति अपने पैसे से पूर्वी उत्तर प्रदेश और बिहार में खर्चा नहीं कर सकता है और बिहार और उत्तर प्रदेश के लाखों-करोड़ों लोग अपनी रोटी-रोजी के चक्कर में बम्बई और कलकत्ता की सड़कों पर धूल चाटते दिखायी देने हैं। जब तक उस पिछड़े हुए इलाके की समस्या को हल नहीं किया जाएगा, पिछड़े हुए इलाकों की योजनाओं को प्राथमिकता नहीं दी जाएगी तब तक वहां कोई विकास नहीं हो सकता है। वर्तमान रेल मंत्री ने इस पिछड़े हुए इलाके को, पूर्वी उत्तर प्रदेश के इलाके को, बिहार के इलाके की बिल्कुल किमिनल नेग्लिजेंस से रखा है। इस इलाके में जो रुपया खर्च होना चाहिए वह खर्च नहीं किया है। आज इस रेलवे मंत्रालय में उस के साथ सौतेली मां का सा व्यवहार हो रहा है। जिस यूनियन के मालिक जार्ज फर्नांडीज हैं उसके वशिष्ठ जी को, उसके चौब जी को तो रेलवे के बंगले दिए गए हैं लेकिन जो आइ एन टी यू सी यूनियन के नेता है या जो सी पी आई यूनियन के नेता है, सी टी यूनियन के नेता हैं उनको वे सुविधाएं नहीं दी गई हैं और आज वह, वशिष्ठ और चौबे, 3 लोग रेलवे को चला रहे हैं। चार आना मंत्रालय दण्डवते जी के हाथ में है, चार आना मंत्रालय इस रेलवे यूनियन के नेता वशिष्ठ जी और चौबे जी के हाथ में है, चार आना यह मंत्रालय और कुछ और चलाते हैं—मैं उनके नाम नहीं लेना चाहता हूं। लेकिन आज रेलवे मंत्रालय का कोई एक व्यक्ति मालिक नहीं है। आज रेलवे मंत्रालय का संचालन स्वामी साहब, जिन के ऊपर जांच चल रही है, उनको—वशिष्ठ जी और चौबे जी की सिफारिश पर रेल मंत्री ने यहां जनरल

मनेज बना कर लाया हुआ है। मैं पूछना चाहता हूं : क्यों ? इलाहाबाद के अंदर स्लीपर की फैक्टरी जर्मन सहयोग से बन रही थी, 30 लाख रु० उस पर खर्च हो या था, फैक्टरी में काम हो रहा था लेकिन गुजरात के जन संघ के नेता मकरंद देसाई के दबाव में आ कर उस फैक्टरी का काम बंद कर दिया है। क्यों उस फैक्टरी में कोई काम नहीं हो रहा है ? इसलिए कि मकरंद देसाई के निहित स्वार्थों को पूरा करने का कार्य नहीं हो रहा था। यदि जर्मनी के सहयोग से यह कारखाना नहीं बनेगा तो हिन्दुस्तान की सरकार को करीब 20 लाख रु० जर्मन कंपनी को देना पड़ेगा।

आदरणीय उपसभाध्यक्ष महोदय, मैं आपसे दूसरी बात कहना चाहता हूं कि रेलवे मंत्रालय के अंदर आज तरह तरह की घांघलियां चल रही हैं। आप खाने की व्यवस्था को लें। इमरजेंसी के दौरान में खाने की व्यवस्था हर जगह सुधरी। आज लखनऊ के स्टेशन में आइए, कोई खाना नहीं खा सकते, आज आप गोरखपुर के, बनारस के स्टेशन में चले जाइए, दिल्ली के स्टेशन में चले जाइए, खाने की चाय की कोई अच्छी व्यवस्था नहीं है। आदरणीय उपसभाध्यक्ष (Time bell rings)

महोदय, मंत्री महोदय के इशारे पर घंटी नहीं बजाएं। मंत्री महोदय के लिए यह शोभा नहीं देता कि वे आपको इशारा करें।

PROF. MADHU DANDAVATE: Sir, I have a suggestion. I am prepared, to reduce my time for reply. Whatever time is required by the last speaker may be given to him. Treasury benches have no objection at all.

श्री कल्पनाथ राय : उपसभाध्यक्ष महोदय, कहीं रेलवे दुर्घटना है तो रेल मंत्री बयान देते हैं कि सबोटज है। राजनारायण जी कहते हैं इस रेलवे दुर्घटना को श्रीमती इन्दिरा गांधी ने कराया है, अटल बिहारी

वाजपेयी कहते हैं जो पार्टी चुनाव में हार गई वही पार्टी जनता सरकार को फेल कराने के लिए उत्सुक है और वही ताकत विदेशों में हिन्दुस्तान को बदनाम करा रही हैं। मैं कहना चाहता हूँ, रेल मंत्रालय अपनी नेग्लिजन्स को दूर न करके, बल्कि दुर्घटना को आड़ देने के लिए, यह कहता है और मंत्री महोदय कहते हैं कि नहीं साहब, इसके पीछे सेबोटज है। कांग्रेस पार्टी जन-पंथी पार्टी है, समाजवादी पार्टी है, कांग्रेस के लोग रेल क्या लूटेंगे जब एक चींटी भारत के लिए भी वे काम नहीं कर सकते। इसके ऊपर रेल मंत्री द्वारा यह कहा जाना कि इसके अंदर सेबोटज है, कम से कम रेल मंत्री को इस तरह की गैर जिम्मेदाराना बयान नहीं देना चाहिए। जब तक सेबोटज साबित नहीं हो जाता है तब तक सेबोटज कहने का कोई राइट नहीं है। मेरा कहना यह है कि रेलवे कर्मचारी हिन्दुस्तान के रेलवे मंत्री को सहयोग नह दे रहे हैं और वे रेल कर्मचारी उस वक्त तक सहयोग नहीं देंगे जब तक सन् 1974 की हड़ताल की मांगों को ये पूरा नहीं करेंगे। दूसरी बात मैं यह कहना चाहता हूँ रेलवे मंत्री को मिस-मैनेजमेंट दूर करने के लिये और रेलवे मंत्रालय में एफ़ीशियंसी लाने के लिये रेल मंत्रालय में चुस्ती लाने के लिये डिपार्टमेंटल कार्यवाही तेज करनी चाहिए और यदि वह इन कामों को नहीं कर सकते हैं तो मैं रेल मंत्री महोदय से मांग करता हूँ कि वे हिन्दुस्तान की जनता का समय बर्बाद करने की जगह सुप्रीम कोर्ट के रिटायर्ड जज की देख-रेख में रेलवे में तोड़ फोड़ की दुर्घटनायें क्यों होती हैं उस के लिये एक आयोग का गठन करें और तभी वे किसी सही निष्कर्ष पर पहुंच सकेंगे।

एक अंतिम बात कह कर मैं अपनी बात खत्म करूंगा। कांग्रेस गवर्नमेंट ने एड-मिनिस्ट्रेटिव रिफार्म्स कमिशन बनाया था और उस ने जो सिफारिशें की थीं उन सिफारिशों को श्रीमती इन्दिरा गांधी के मंत्रिमंडल ने

स्वीकार किया था और उन सिफारिशों को श्री दण्डवते जी ने लागू किया है। यह उन्होंने एक अच्छी बात की है। लेकिन इस के साथ ही मुझे कहना है कि इस रेलवे बोर्ड के अंदर जब तक एक या दो जनता के प्रतिनिधि और व्यापारियों के प्रतिनिधि और मजदूरों के प्रतिनिधि नहीं रखे जाते हैं तब तक वह रेलवे बोर्ड हमेशा व्हाइट एलीफेंट बना रहेगा और वह कोई ठीक काम नहीं कर सकता है। इस लिये मैं चाहता हूँ कि रेलवे की व्यवस्था को ठीक किया जाये। रेल की दुर्घटनाओं की जांच करने के लिये एक केन्द्रीय आयोग बिठाया जाये और रेल कर्मचारियों की 1974 की सभी मांगों को पूरा किया जाये। यदि दण्डवते साहब उन की सभी मांगों को पूरा नहीं करते हैं तो इस्तीफा दे कर अपने मंत्रालय से हट जायें ताकि देश की जनता को बार-बार दुर्घटनाओं में अपनी जान न गंवानी पड़े।

THE VICE-CHAIRMAN (SHRI U. K. LAKSHMANA GOWDA): Yes, Mr. Avergoankar, you have five minutes to speak.

श्री आर० डी० जगताप आवरगांवकर (महाराष्ट्र) : जनाब नायब सदर, रेलवे कंवेन्शन कमेटी की रिपोर्ट पर यहां पर बहस जारी है और मैं आप के हुकम के मुताबिक ज्यादा समय नहीं लूंगा। मैं चन्द चीजें ही यहां पर रखूंगा। रेल आम दोरपत का एक अहम जरिया है और विकास के लिये और मुक्त के फलानहवूदी के लिये एक प्रभावी साधन है और इस की वजह से जिस एरिया में रेल निकलती है उस एरिया का विकास होता है और उस एरिया में लोगों को रोजगार भी मिलता है और वहां का इंडस्ट्रियल डवलपमेंट हो जाता है और वहां के लोग खुशहाल नजर आते हैं।

[The Vice-Chairman (Shri H. M. Trivedi) in the Chair]

रेल में हाल ही में जो दुर्घटनाएं हुई हैं उन को बिल्कुल नजरअंदाज नहीं किया जा सकता।

[श्री आर० डी० जगताप आवरगांवकर]

दण्डवते जी की शराफत के बारे में हमें कोई शक नहीं है लेकिन वह इतने शरीफ हैं कि उन के अफसर उन को चलाते हैं और शराफत का नाजायज फायदा उठाते हैं ऐसा लगता है। अफसर टेडेंसी ही ऐसी है कि जो वहां जाता है, कोई भी मिनिस्टर हो, उस को वह चला लेते हैं। अगर दण्डवते जी अपोजीशन में होते जब यह दुर्घटनायें हुई होतीं तो मेरे ध्याल में वह हाउस में किसी को भी चैन से बैठने नहीं देते और मिनिस्टर को चैन से नहीं बैठने देते अब उनमें भी मिनिस्टर बनने से काफी परिवर्तन हो गया है। बिल्कुल सीधे आदमी बन गये लगते हैं। और आज वह बिल्कुल खामोश है।

श्रीमती सरोज खाण्डे (महाराष्ट्र) :
क्योंकि वह मिनिस्टर बन गये हैं।

PROF. MADHU DANDAVATE; Not with your grace and favour, Madam.

श्री आर० डी० जगताप आवरगांवकर :
मैं समझ रहा हूं कि दण्डवते साहब को काफी सोचना चाहिए।

ये जो दुर्घटनायें हो रही हैं उसकी जल्द से जल्द जांच करके कड़ी कार्यवाही करके उन्हें सख्त सजा देनी चाहिये।

जनाब नायब सदर साहब, एम० पी० को जो आइडेंटिटी कार्ड दिया गया है उसको आजकल लोक मजाक में आइडेंटिटी कार्ड नहीं उनको मृत्यु भय कार्ड कहते हैं। परसों मैं घर गया। जब घर में खबर लगी तो मेरे घर में सत्यनारायण का पाठ किया गया क्योंकि रेल के किसी ऐक्सीडेंट से बचकर वहां गया था इस वजह से खास करके भगवान की प्रार्थना करके सत्यनारायण का पाठ किया गया। ऐसी स्थिति रही तो रेल यात्रियों को हमेशा भय रहेगा मेरा कहना है कि रेल का जो एडमिनिस्ट्रेशन है उसको देखा जाए तो उसकी हालत बहुत खराब है। परसों मैं पटना से

दिल्ली आया। 10 जगह चैन पुलिंग हुआ। जहां तक कि दण्डवते जी की शराफत का सवाल है उसके बारे में कोई शक नहीं है। जहां-जहां रेलवे के कर्मचारियों के मकान होते हैं वहां नजदीक रेलवे के कर्मचारी और अफसर उतरते हैं और वहां पर गाड़ियां रुक जाती हैं। जब रेल कर्मचारी और रेलवे के अफसर ही चैन पुलिंग करके रेल को रोकते हैं तो आप लोगों को क्या कह सकते हैं? एडमिनिस्ट्रेशन का यह हाल हो गया है कि किसी किस्म का खौफ या डर नहीं है और लोगों के मन में ऐसे एडमिनिस्ट्रेशन के बारे में घृणा पैदा हो गई है और यह बुरी बात है।

दूसरी बात यह है कि रेलवे कंवेनशन कमेटी की रिपोर्ट में पिछड़े हुए क्षेत्रों के बारे में कहा गया है। ऐसी रिपोर्ट तो बहुत सी आती है, लेकिन उन के ऊपर अमल होना बहुत अहम है। रिपोर्ट पेश होना अलग है और उसके ऊपर अमल होना अलग बात है। मैं कहता हूं खास तौर से मराठावाड़ा, महाराष्ट्र का जो पिछड़ा हुआ इलाका है, उसके बारे में दण्डवते जी को काफी जानकारी है क्योंकि महाराष्ट्र में घूमने का उनको काफी मौका मिला है और वह महाराष्ट्र के हैं। हमें उनपर फर्र है कि वह महाराष्ट्र के रेल मंत्री हैं और आशा भी करते हैं कि उनके जमाने में वहां की रेल लाइन्स में कुछ सुधार होगा। हमने उनको मनवाने के लिए महाराष्ट्र की जनता पार्टी के अध्यक्ष श्री एस० एम० जोशी साहब को कहा और आज पार्टी एम० पी० मराठावाड़ा के लीडर गोविन्द भाई शरीफ जिनको मराठा वाड़े के लोग जयप्रकाश नारायण कहते हैं जिनको जनता पार्टी के लोग नेता मानते हैं वैसे ही महाराष्ट्र के अन्दर जनता पार्टी के एस एम जोशी को जयप्रकाश समझा जाता है। हम इतनी बड़ी ताकत, आल पार्टीज डेवलपेशन मराठावाड़ा विकास परिषद् की ओर से मेमोरेंडम दिया जो लाइन्स मराठावाड़ा में मनमांड परली जो पहले से मंजूर हुई है, पहली सरकार ने मंजूर की थी, उस

पर काम शुरू करने के बारे में उनको रिक्वेस्ट की। हाल ही में मुझे जवाब आया और वह जवाब सुनकर मुझे बड़ी मायूसी हुई, खुशी नहीं, क्योंकि वह जवाब ऐसा था कि इस का 30 करोड़ का प्राविजन करना पड़ेगा और वह प्राविजन करने के लिए हम सोच रहे हैं। यानी जो लाइन सैक्शन की गई है वह पिछले रेल मंत्री श्री कमलापति त्रिपाठी जी ने मंजूर करवाई थी। उन्होंने यह काम वहां के पिछड़े क्षेत्र को देखकर किया था। इस काम को पूरा करने के लिए हमने किसी प्रभावी व्यक्ति को लाने की कोशिश की और इस काम को जल्दी से जल्दी पूरा कराने की कोशिश की, लेकिन हम इस काम में नाकामयाब रहे।

दूसरी बात यह है कि मनमांड परली लाइन जिस इलाके में पड़ती है वह बहुत पिछड़ा हुआ इलाका है। मेरे डिस्ट्रिक्ट में रेलवे लाइन बिछाने के लिए बहुत बार मांग की गई है और यह भी कहा गया है कि कम से कम इसका सर्वे तो कर लिया जाय, लेकिन यह अभी तक नहीं किया गया है। रेलवे की पटरी बिछाने की बात तो दूर रही, अभी तक सर्वे भी नहीं किया गया है। श्री दण्डवते जी ने सर्वे कराने का आश्वासन दिया था। इस बारे में उनके मंत्रालय की तरफ से हमें जो उत्तर दिया गया है वह भी मैं यहां पर बताना चाहता हूं। इसमें यह कहा गया है कि मंत्री महोदय की तरफ से केवल मात्र सर्वेक्षण करने के प्रश्न पर विचार करने का आश्वासन दिया गया था। इस उत्तर को देखकर इस बात का पता चलता है कि आपके मंत्रालय और रेलवे बोर्ड के अक्सर किस तरीके से काम करते हैं। मैं समझता हूं कि अगर मंत्री महोदय अपनी काबिलियत, शराफत और कर्तव्यशक्ति का उपयोग रेलवे में अधिक से अधिक सुधार लाने के लिए करेंगे तो निश्चित रूप से रेलवेज के अन्दर काफी सुधार और विकास हो सकता है। मैं आपको प्रतिभा की तारीफ करूंगा कि पिछले बजट सेशन में रेलवे के बारे में हम लोगों ने यहां पर जो बातें कहीं थीं उन

पाइन्ट्स के बारे में आपके विभाग की तरफ से उत्तर आया है। आपने उन बातों का जवाब दिया जिनका जवाब आप अपने भाषण में नहीं दे पाये थे। यह देखकर हमें बहुत खुशी हुई।

मैं चाहता हूं कि सेक्रेटरी क्लास के जो यात्री हैं उनकी सुविधाओं की तरफ खासतौर से ध्यान देने की जरूरत है। आपने गीताजलि एक्सप्रेस जैसी गाड़ियां चलाई हैं, इसके लिये मैं आपको मुबारकबाद देता हूं और यह चाहता हूं कि आप इस प्रकार का उपक्रम चलाते रहें। हमारे बहुत से मित्र कह रहे हैं कि महाराष्ट्र के साथ अन्याय हुआ है। महाराष्ट्र में कोकण और मराठवाड़ा का इलाका बहुत पिछड़ा हुआ है। मराठवाड़ा का इलाका निजाम के मातहत रहा, इसलिए निजाम ने उसको पूरी तरह कुचलने की कोशिश की और उसका कोई विकास नहीं हो पाया। यह ही कोकण की भी हालत है। कोकण के लिए रेलवे लाइन पहले ही मंजूर की जा चुकी थी। कांग्रेस गवर्नमेन्ट के वक्त में जब श्री कमलापति त्रिपाठी जी रेलवे मिनिस्टर थे तब इसको मंजूर कर लिया गया था।

प्रो० मधु दण्डवते : मैं माननीय सदस्य की इत्तिला के लिए यह बताना चाहता हूं कि प्लानिंग कमीशन ने अभी तक इसका क्लीयरेंस नहीं दिया है।

श्री आर० डी० जगताप आवरगांवकर : आपने यह इत्तिला दी है तो हमको पता लगा कि इसकी मंजूरी नहीं हुई है। हम चाहते हैं कि आप महाराष्ट्र के हैं, इस लिए महाराष्ट्र के होने के नाते आप वहां के लिए कुछ कीजिये। हम यह नहीं कहते कि आप दूसरे इलाकों की तरफ कम ध्यान दीजिये, लेकिन जो पिछड़े क्षेत्र हैं उनकी तरफ विशेषरूप से ध्यान देने की जरूरत है।

आखिर में श्री दण्डवते जी से मैं कहूंगा कि वे मेरे दो प्रश्नों का जरूर उत्तर देने की कृपा

[श्री आर०डी० जगताप आवागंवाकर]
करें। एक तो मैं यह चाहता हूँ कि जो लाइन मनवाड़ में परली तक मंजूर हुई है उसका काम कब तक शुरू किया जाएगा और दूसरी बात यह जानना चाहूंगा कि रेलवे लाइन के लिए सर्वे करने की जो बात आपने मंजूर की थी और जिसको आपने श्री एस० एम० जोशी और श्री गोविन्द भाई के सामने कबूल किया था उसके बारे में आप क्या कर रहे हैं ? मैं समझता हूँ कि आप अपनी बात पर जरूर कायम रहेंगे और अपना वचन पूर्ण करेंगे। और इसी तारीके से मिरजापुर नेरोगेज में ब्राडगेज करने की प्रावलम है, उनको हल करने की कोशिश की जाये। इसके साथ ही यह जो मृत्यु भय सब लोगों के दिल में पैदा हो गया है, उसको निकाला जाये क्योंकि आप हमें रेलवे का फ्री पास देते हैं, इसलिये या तो इसे वापस लीजिये नहीं तो इन दुर्घटनाओं को कम करने के लिये कोई ठोस कदम उठायें।

इतना ही कहकर मैं अपना भाषण खतम करता हूँ।

SHRI U. K. LAKSHMANA GOWDA (Karnataka): Mr. Vice-Chairman, Sir, I would not have ventured to speak but for the fact that, though the scope of the Resolution is very limited, the representatives of different States have put in their claims regarding their own requirements of railways. I would just like to ask my friend Prof. Dandavate what he has done about the conversion of the Bangalore-Mysore railway line into a broad-gauge line. That is No. 1. Another one is about the extension of broad-gauge line from Miraj to Bangalore. These are two important lines about which I would like him to say a few words. And, also, I had suggested—I have been suggesting for years, ever since Mr. Hanumanthaiya was the Railway Minister—about a loop line from Kadur passing through Chigmalur and Saklespur to connect the Hasan-Mangalore line. At one time, they said that it was not a pay-

ing line and so it could not be taken up. But, now I understand that in respect of backward areas some policy review is to be undertaken, I would like him to consider this, line also as it is also a backward area.

Sir, so far the Resolution is concerned, this Railway Convention Committee has continued the recommendation of the earlier Railway Convention Committees and it is only a matter of acceptance by us of all these recommendations. Of course, the Railway indebtedness has increased and my friend Prof. Dandavate has done his best to see that efforts are made to reduce it by about Rs. 60 crores; I hope he will be able to do it.

Sir, Shri Kalp Nath Rai was complaining about another line and Mr. Avergankar said that Konkan line should also be there. We must have a dispassionate view and see that railways go to different lines. We should not say that it should be sanctioned in one particular sector and taken away from another. The same allegation was made against Mr. Tripathi at his last Budget—I am not a party to such allegations and I would suggest that we give up the idea of making any allegations that preference are given to new railway lines in places from which the Railway Ministers come from. They have the entire country to look after. It is better that we have the country as such in view and let us not confine ourselves to the objective of getting lines sanctioned early to particular lines in our States. Of course, we are here to demand extra railway facilities for our own States, but let us not talk about preferences.

One other point I would like to mention here is about the thefts in the Railways and the enormous amount of money which is being paid by the Railways for pilferage. Greater attention should be paid to this question.

More than this, I have got nothing else to say. I only congratulate my

friend Prof. Dandavate for having handled the Ministry as well as he could in the difficult situation.

SHRI KHURSHED ALAM KHAN: Sir, one thing about the re-structuring of the Railway Board which you have done. You have reduced the number of Members of the Board, but....

PROF. MADHU DANDAVATE: You have referred to that already.

SHRI KHURSHED ALAM KHAN: ... one impression which I could not tell you is that 'the Minister reigns while the Board governs'.

PROF. MADHU DANDAVATE: You are free to have your opinion.

Sir, I have given a very patient hearing to rational as well as provocative references in this House and I must say that I appreciated and enjoyed them. Sir, as I made it clear when I moved the Resolution, the scope of the Resolution on the Railway Convention Committee is extremely restricted. When our friend, Shri Lakshmana Gowda Ji, was in the Chair, for a moment I was wondering how was it that but for everything that was said in the Resolution, everything else was being permitted. But, then I realised the secret when his turn came and he brought all sorts of extraneous issues. I realised that in anticipation of the issue which probably he wanted to raise, he permitted the other Members to raise extraneous issues.

Sir, as I said it very clearly, the scope of the Railway Convention Committee's Resolution is very limited. The debate began exactly on the lines on which it ought to have begun, and, therefore, I must say that as far as our friend, Shri Khurshed Alam Khan, is concerned, he restricted his comments and observations almost to the ambit of the Resolution, and even the little diversion he made, he made it in such an artistic and simple manner that one could not suspect him to have

crossed the jurisdiction of the subject. Sir, he said that as far as the recommendations were concerned, almost the entire House has welcomed them and that there were no two opinions on the Resolution. As far as Shri Khurshed Alam Khan is concerned, he tried to point out to the House that though what has been done is quite commendable, in spite of the time that was available to the Railway Convention Committee, other issues which ought to have been taken up had not been taken up. I would like to point out to him that as far as the Railway Convention Committee's work is concerned, we are trying to divide it into various phases. The Chairman of the Committee has told us that he is giving priority to certain subjects, and the four items mentioned in the Introduction, namely.

1. Personnel Policy and its Administration on Indian Railways,
2. Role of Railways in Indian economy—perspective for the future,
3. Corruption and Malpractices in Indian Railways, and
4. Passenger Booking and Reservation, they are going to take up only in the first phase. And on the specific issue that he has referred to, I am one with him. He wants the question of financial structure to be examined in depth. That also is my opinion.

In fact, though I am in the Convention Committee, it has been a democratic convention that in order that the proceedings of the Railway Convention Committee should not be begged down by the official point of view of the Minister, as far as possible the Minister should keep away, and if, after making my initial observations in the Committee meetings I kept away from its proceedings, I wrote to the Chairman of the Committee I did not want the freedom of that Committee to be fettered, away. I do not want official interference even in the form of observations of the Minister and after making certain,'

[Prof. Madhu Dandavate]

initial observations, I keep away from the Committee.

But anyway, he has made the suggestion that the financial structure should be examined in depth. We have to see what changes have to be made in the entire structure and for that certain costing structures will have to be examined, as far as the question of rolling stock is concerned they will have to be examined and while diversifying the various resources, the question has to be analysed in depth. That particular aspect and the concrete suggestion which he has made will be examined in depth.

There were references to indebtedness and they were perfectly relevant. In fact, the question that can be legitimately asked is: Were the finances quite sound during the previous years and did the finances continue to be very sound during the last six or seven months? I may inform the House that as far as the last year's performance is concerned and even the budgeted proportion for the six months is concerned, we are already ahead of those projections. What exactly is the financial position today? What is the position of the gross earnings of the Railways today? From April to October, 1977, the gross earnings of the Railways, thanks to the contribution of the Railway employees, has been Rs. 82.5 crores more than those during the last year when the performance was sound. We are Rs. 82.5 crores ahead of the corresponding months, April to October, last year. Not only that. I had made certain projections. By the end of March, 1978 I had projected a surplus of Rs. 32.5 crores. And we have worked out the budget proportion for all the months, and I am very happy to report to this House that we are Rs. 43 crores ahead of the budgeted proportion for the period April to October. I do not

want to talk about to whom the credit goes—whether it goes to Madhu Dandavate who is just a rubber-stamp that is put on everything that the officers prepare, or it goes to the railway employees or it goes to the consciousness of the country or it goes to the vigilant Members of this House who, from time to time, have been keeping a vigil on the functioning of the Railway Minister and who, if one is going on the wrong track, try to bring him on the right track so that just as the trains are derailed, the Minister himself may not be derailed. Such vigilant Members might also be responsible for that. I do not want to share any credit. But I want to tell you that this is a fine performance. And I wish to make it clear that from month to month, for the last six months, the trend has improved. There is not even a single month in which the gross earnings have gone down; constantly they have gone up. Initially they were Rs. 44 crores more, than Rs. 54 crores more and how they are Rs. 82.5 crores more. So, continuously not only is the thrust in the forward direction, but every month the gross earnings have been moving in a forward direction.

Now, the question that may be asked is, if this is the sound financial position, why is it that the Railway Convention Committee has been requested to give the reliefs that were available in the previous years? And there the question raised by the hon. Member who initiated the discussion gives the answer. The indebtedness is growing. We are a capital-heavy industry, a capital-heavy enterprise. And as a result, because of the various types of works that are undertaken, you will find that continuously the indebtedness in the Railways has been increasing. Here I would like to place before the House certain facts and figures. In 1974-75, if the actuals both due to the Development Fund and the Revenue Reserve Fund are taken into account, then the total outstanding has been Rs. 379.75 crores. In 1975-76,

the actuals have been Rs. 460.04 crores. In 1976-77, the Budget estimate of the indebtedness was Rs. 491.50 crores. For 1976-77, the revised estimates were Rs. 461.99 crores. The actuals for 1976-77—the latest also also were 461.99 crores. For 1977-78 the Budget estimate is Rs. 471.12 crores. The revised estimate for 1977-78 based on the actuals of 1976-77 is Rs. 416.76 crores. Similarly for 1978-79, the estimate was Rs. 419.15 crores. So you will find that due to the various factors which have been mentioned by various hon. Members, the figure of indebtedness is quite high. But I wish to inform this House that as far as this indebtedness is concerned, we are sure that the indebtedness which was Rs. 461.99 crores at the end of March, 1977, is now expected to be about Rs. 375 crores at the end of 1977-78. So we are trying to arrange things in such a manner that the level of indebtedness is reduced. But all the same, on the basis of the various figures that I have quoted, there is going to be a trend of indebtedness that is going to last for some time. We have to co-exist with this indebtedness for some time. Therefore, whatever reliefs were available in the past have been granted by the Committee. I am happy to state that there was complete unanimity in the Committee on this matter. No matter to which part of the House the Members of the Rajya Sabha or the Lok Sabha belonged, the Committee was unanimous in recommending this. Therefore, the dividend that has been available after 1964—the 6 per cent dividend—will be available and we are thankful to the Committee for having recommended that.

As for the question whether the Railways are a utility service or they are a commercial enterprise, this question was raised by Shri Khurshed Alam Khan. Now, there may be certain sections of our enterprise Which have the characteristics of both a commercial enterprise and a utility enterprise.

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Just as in our own Consti-5 P.M. tution we have the federal characteristic and the unitary characteristic and it is a blend of both, in a similar manner as far as the railways are concerned in the present social and economic conditions, in the present socio-economic set-up they are performing a certain function, and we cannot allow the railways to get rid of the utility and essential aspect altogether. There are definite needs. There are needs of the economically backward areas. There are suburban passengers. We are actually carrying the freight traffic far below the cost. We have to carry foodgrains and raw materials from one end of the country to another. In a country where certain sections are economically backward, industrially backward, and certain areas are advanced, certain areas are in agricultural surplus, certain areas are backward, there will be need for movement of foodgrains and raw materials. Therefore, we have to carry certain materials and commodities below the cost. There comes the utility aspect of the entire railways. There is also the commercial aspect of the railways. And there has been a blending of both. It might, in times to come, probably as in some of the European countries and in countries of Asia, be possible for us to change the entire composition. But at present it is like this. That is the reason why he rightly raised the question of social burden. He raised the question: How exactly is the social burden carried by the railways? Here I have already answered that question some time back. Unfortunately today we are lifting a social burden of the order of Rs. 214 crores. And what exactly is the break-up of this social burden? We find that loss on coaching service including suburban trains is Rs. 125 crores; loss on carrying low-rated goods—foodgrains, salt, edible oils, fodder, fruits and vegetables—comes to Rs. 62.9 crores; uneconomic branch lines cause a loss of Rs. 25.75 crores. Thus the entire burden is of the order

[Prof. Madhu Dandavate] of Rs. 214 crores. So these are the realities of our economic life which we have to face. We cannot just wish away the economic realities and then talk in terms of whether we are a commercial enterprise or whether we are an enterprise which is based purely on social utility and essential characteristic. No doubt there are certain parts or areas where whatever their social burdens, they are lifted by the railways alone and to that extent their financial position is better. But that is because the traffic pattern is such. With a better road transport as compared to the rail traffic, even in those European countries like Germany and in Asia like Japan, the railways are run in loss, after the social burdens are lifted. So this is altogether a different proposition. This is one aspect that I would like the honourable House to note.

Then there is another aspect and that is the reorganisation of the Railway Board I do not feel embarrassed nor do I feel hurt when some of the colleagues who worked with us for a number of years together and seen whether we were capable of becoming stooges of anyone, are coming forward today making accusations. Let me tell them, we have not made any digression. We have always remained loyal to one cause, one organisation, one party. With the change of fortunes some of us have not changed the organisation; we have not changed our attitude; we have not changed our way of life . . .

SHRI JAHARLAL BANERJEE (West Bengal): There are some people there.

PROF. MADHU DANDAVATE. I am just talking about ourselves because a reference was made to this effect. Therefore, let me tell you that I am not at all embarrassed by some of those who lived with us and who worked together with us in our movement. If they themselves have understood us like that, I will not be

wondering if others misunderstand. But the tragedy of our life is that those who had not worked with us for years together, they did not cast aspersions on our bona fides; it is only those who worked with us, our comrades and colleagues—probably a convert is more radical—it is they who are trying to cast aspersions. Even then I do not feel hurt. Therefore, when such aspersions were made, I never got up in the House; I never tried to challenge their accusations. Let me tell the honourable Members of this House that in that context when reorganisation of the Board was tackled, we were told, after all, these are our old recommendations. As far as the Congress is concerned, as far as the old nationalist movement is concerned, I am one among those who believe in so many rich traditions of the past. But I am not one among those who take the attitude that if the Congress has adopted one particular posture in a particular period, we, in order to appear more radical, must stand exactly on the opposite side. That has never been the attitude of the person who has been leading this Government. And, therefore, I am not interested in this negative attitude. In fact, it was agonising for me to find out that some of the recommendations of the Administrative Reforms Commission were not implemented earlier. Sir, the Administrative Reforms Commission, which was once headed by Shri Mo-rarji Desai and then by an equally competent man, with all the Parties co-operating with them and all the trade unions of the Railways appearing before them and giving their own evidences, and as a collective wisdom of the ARC and the Railway Unions and others formulated certain recommendations. What is the use of saying "It was we who formulated those recommendations"? Who prevented you from seeing that those recommendations were implemented? In fact it has been your grievance also that they were commendable recommendations, but they were not implemented. Now, you must give at least this much credit to the Janata Government be-

cause it is we, the Janata Government who have implemented some of the best recommendations of the Administrative Reforms Commissions which were pending implementation for long, and we are trying to implement them to the best of our ability.

I would like to offer this information to the House that we have already made certain structures compatible with the ARC recommendations. We have at the same time said that certain powers will be taken away from the General Managers and given to the Divisional Superintendents and some powers will be taken away from the Railway Board and given to the General Managers. I want the Minister to concentrate more on policy matters. Therefore, I am also getting rid of some of the powers, both administrative as well as financial. I am sorry that instead of understanding the spirit of that particular aspect of the recommendation, you are trying to ridicule us by saying that the Railway Board is still powerful. I do not want the Minister to worry about the trifling details. I want him to deal with major policy issues some of which were very successfully raised by the hon. Member who initiated the discussion. The Minister should have adequate powers to formulate policies and see to their implementation. If he is to attend to problems of transfers of 'A' from X to Y or another person from this place to another place, and if he attends to individual cases, much of his time will be lost. Therefore, I want to tell you that this aspect of railway reorganisation is very important. Naturally, Shri Yashpai Kapur has raised the question. What place the trade unions will have in this reorganisation? I want to assure him that both the recognised federations have made a common demand. You know that we have a Corporate Enterprise group. This is one of the forums for participation of trade unions in the railway administration. What is the structure of the Corporate Enterprise group? It has the representatives of both the recognised federations; it has the repre-

sentatives of the federation of Officers' Associations; and it has the representatives of the Railway Board. It is not as if the Members of the Railway Board only are sitting in this. All the bodies are there—the representatives of both the federations; the representatives of the federation of Officers' Associations and representatives of the Railway Board. Both the railway federations have demanded that in order to make the participation and discussion more effective, instead of keeping it at the national level, it should be taken to the zonal level. Now, we have already taken it to the zonal level. I will give one concrete illustration.

Recently the question came up about Rs. 15 crores which were granted as additional grant for the welfare and amenities of railway employees. The trade unions felt that if the expenditure is left only to the mercy of the railway officers, probably the railway workers will not be reflected. Both the federations interpreted that point of view and un-recognised union also put forth the same point of view. Therefore, we gave directions that at every zonal level the CEG must meet and discuss threadbare the problem how the expenditure is to be incurred. This is how the problem would be solved. I do not take credit for myself. The credit goes to both the federations who made this constructive proposal. That is how we are trying to make the participation of the railway unions more, meaningful at every level of consultation and implementation. This is the *modus operandi* that will be evolved.

I must now make a reference to the National Users Committee. Shri Anand rightly mentioned that there are representatives of the users of the railways and therefore their viewpoints must get reflected. Formally they used to meet informally. Now, representation on this committee will be given to Members of Parliament. It is the Parliamentary Affairs Minister who will take the names from va-

[Prof. Madhu Dandavate] rious Parties in the House. And, Sir, they will be represented on the National Users' Committee. Then, there will be a Zonal Committee and then a Divisional Committee.

SHRI KALP NATH RAI: When?

PROF. MADHU DANDAVATE: In the morning you were not here. I have already given it in the time table. I do not insist that you should always be present in the House. I have already mentioned this. Some Members were unfortunately under the impression that we have already abolished the Users' Committees. They have not been abolished. From both sides of the House, there were complaints and representations that these Committees have become outmoded, that they must be revised and so on. It was also said that new Members of Parliament have come and, therefore, it is better that they are reconstituted. Therefore, these Committees have not been abolished, but they have been reconstituted. These Committees were dissolved and they have been reconstituted ...

SHRI JANARDHANA REDDY (Andhra Pradesh): The circular issued by the Railway Board itself has used the word "abolished". It was there in the circular and I have seen it.

PROF. MADHU DANDAVATE: But, at the same time, in Parliament it was made clearly myself and it appeared in the press also and the timetable was also given.

SHRI JANARDHANA REDDY: But in the circular it was there.

PROF. MADHU DANDAVATE: There might be some *bona fide* confusion. I am glad that at some stage the confusion is removed. Therefore, from January 1978, the newly reconstituted Committees will start functioning. Generally, on these Committees, the ratio of non-officials to officials will be 3:1. There

will be officials, but, at the same time, there will be non-officials also. There will be representation to the trade unions, there will be representation to the passengers' associations, there will be representation to the Chambers of Commerce, there will be Users' Associations, associations for settling claims and so on. So, all these will be adequately represented and whatever representations and suggestions have been made by MPs, no matter what political party they belong to, we have been taking into account all those suggestions and representations that are made in this connection.

SHRI DEORAO PATIL (Maharashtra): What about the farmers?

PROF. MADHU DANDAVATE: In the morning I made it clear that there are some organisations which have not got any representation and they are also being included. So, all the interests, the working class, the agriculturists, the commercial interests, the users, those who have to settle claims—all of them will be taken into account and all these Committees will be reconstituted.

Then, Sir, there was a reference to accidents. There has been a demand for my resignation also. Sir, I was in half a mind as to whether I should take the House into confidence and reveal to you and the House one important aspect relating to this demand. I have taken the permission of the Prime Minister of the country and with his permission, Sir, I would like to take the House into confidence. Mr. Kalp Nath Rai, can still remember that after he parted company with me, my conscience did not get frozen and still there is some warmth of that conscience. And, Sir, after the accident in which my revered colleague, Shastriji had died, within twenty minutes of the news of the accident, the accident that had taken place at Rewari. I went to the Prime Minister and offered him my resignation, unconditionally offered my resignation, and I said to him that I did not want to be the Railway Minister. There is

a burden on my conscience and some were under the impression that there would have been no trouble on the railways if this incompetent Minister had not been there, as some of my friends feel, and that everything would have been all right. I say this because some Members went to the extent of saying that they would like to request the Prime Minister saying: "You can put some other member of the Janata Party as the Railway Minister; so, remove this incompetent man.". Therefore, I felt that it was better that with grace and honour, which my political life of thirty years has taught me, I should give my resignation. The day the accident took place at Rewari, within twenty minutes of the receipt of the news, I straightaway went to the Prime Minister's residence and offered my resignation and I said: "There are no conditions". It is because I thought that there should be no embarrassment to the Janata Government and that there should be no embarrassment to the Prime Minister. For thirty years I have been in the political life without even an element of power and until my last breath, I will continue to be in public life without any element of power. That much of strength of morality is still left in me and, therefore, I offered my resignation and I categorically stated: "Here is my resignation.". Now, Sir, he won't, I believe, appeal to the Prime Minister saying: "If Mr. Madhu Dandavate is not prepared to go, you kick him out.". This is how one of my friends has appealed to the Prime Minister. I say, you need not appeal to the Prime Minister. Madhu Dandavate may go on his own. And, Sir, the Prime Minister said: "Not only am I rejecting your resignation, but also I say that you have the full right and power to announce in the House when the question of accidents is raised that you have submitted your resignation and it is the Prime Minister who rejected that resignation." Rest assured, my friends. Some of us are in the political movement. Rest assured that there are certain values of life, on and above the element of power,

and, therefore, this step was already taken by me without waiting for my friends to come here to the House and cast some aspersions and suggest to the Prime Minister that I should be thrown out.

**श्री कल्पनाथ राय : आदरणीय उपसभा-
ध्यक्ष महोदय . . .**

PROF. MADHU DANDAVATE: I do not want to yield till my speech is over. I am not going to yield. I do not want to yield. I will continue my speech. I have very coolly listened to every speech. I will not yield and I will continue to speak.... {Interruptions} ... I shall continue my speech. I am not yielding... {Interruptions}.

**श्री कल्पनाथ राय : मैं यह निवेदन करना
चाहता हूँ . . .**

PROF. MADHU DANDAVATE: According to Parliamentary convention, if anybody is not yielding, he must be allowed to continue ... {Interruptions}.

**श्रीमती सरोज खापर्डे : कल्पनाथ जी,
चेयर पर कौन बैठा है, यह भी देख लीजिये ।**

PROF. MADHU DANDAVATE: I object to this. The hon. Member has the temerity to say....

**श्रीमती सरोज खापर्डे : मैंने आपको
कुछ नहीं कहा है**
(Interruption)

PROF. MADHU DANDAVATE: I am not shouting at you. I am addressing the Chair. I would never address you. I am not shouting at any Member. I am addressing the Chair, that on hon. Member has the temerity to say... {Interruptions}.

SHRIMATI SAROJ KHAPARDE: I have not said anything to you. Why are you shouting?

PROF. MADHU DANDAVATE: I am the last man to look at you and shout at you. I am referring to the Chair. ... (Interruptions).

THE VICE-CHAIRMAN (SHRI H. M. TRIVEDI): I am sorry. While I am standing, why are you.... (Interruptions). ..You carry on.

श्री कल्पनाथ राय : आदरणीय उपसभाध्यक्ष महोदय, मैं यह कहना चाहता हूँ कि आज ही एन० ई० रेलवे में एक एक्सीडेंट हुआ है जिसमें तीन आदमी मर गये हैं ...

(Interruptions)

THE VICE-CHAIRMAN (SHRI H. M. TRIVEDI): Please carry on.

PROF. MADHU DANDAVATE: If you check the record, I never addressed any hon. Member. I addressed you, Sir. I want to bring to your notice the remark made here that a Janata man was..... (Interruptions).

श्रीमती सरोज खापड़ें : दण्डवते जी, इस तारीके से नाराज होने से क्या फायदा है। आप इस तरह से नाराज क्यों हो रहे हैं? यह गलत बात है ...

(Interruptions)

PROF. MADHU DANDAVATE: Mr. Vice-Chairman, Sir, if the hon. Member has felt hurt, I give my unqualified apology, because in my life I have never been an uncultured ----(Interruptions). If she has felt hurt, I would say that I tender my unqualified apology. I do not think that anything more than that is necessary.

THE VICE-CHAIRMAN (SHRI H. M. TRIVEDI): Please carry on.

श्री कल्पनाथ राय : आप इस तरह से गुस्से में क्यों हैं।

PROF. MADHU DANDAVATE: As far as accidents are concerned, there was a lengthy debate in this

House and everything I had to say I have already said. I only want to point out to you that already we have taken concrete steps, and I am quite conscious of the various concrete suggestions that various Members have made here. When one of my friends from Maharashtra made certain observations, I did not take them as aspersions, because he had the pang of agony in his mind and for the protection of life of ordinary people he made certain suggestions. I want to point out that we have already decided that we want to deploy a considerable section of RPF for protecting certain lines which are vulnerable. Sir,, there are 1300 stations in this country on trunk routes which need circuiting of the tracks. Out of that, 850 have been completed, 50 will be completed by the end of March 1978, and the remaining will be completed within one and a half years. Therefore, as precautionary measures,, number one, we see to it that a considerable portion of our RPF staff is deployed for patrolling of tracks; number two, we will see that the circuiting of 1300 stations on trunk routes will be completed, which will give us an element of security.

Sir, an hon. Member asked, can a Minister or any one else refer to a particular accident as an act of sabo. tage? Sir, here I want to make it clear that when one visits a site and finds that fish plates are removed, one can say that it appears to be a case of sabotage. And here in the case of the Rewari accident, to which reference was made, now the preliminary report of the Additional Commissioner for Railway Safety has already come and they have categorically indicated that it was a clear case in which fish plates were removed and, therefore, this is calculated move for sabotage. Someone has said that somewhere the railway workers have said that the fish plates can get removed automatically. Sir, removing the fish plates from the rails as easy as removing the skin of a banana. There is a definite technological arrangement. Therefore, the

fish plates can never be removed automatically. A fish plate can come 'out' as a result of an accident or by some tinkering with the track. There is no third method by which the fish plate can come out.

There have been references to certain demands of the workers. Before that, I would like to make a reference to two aspects. It is about the Barabanki and Samastipur lines. As far as these lines are concerned, certain allocations are made by the Planning Commission. As a Member of Parliament, you yourself know that further allocations can be made from time to time. I will give a concrete illustration of the Calcutta (Tube Rail). Certain allocations were made by the Planning Commission. But, at a later stage, the Planning Commission itself felt that due to financial constraint, it could not be given. As far as this decision of the Planning Commission is concerned the Railway Ministry has little to say. We are to be guided by the allocations that are made. Even when the Railway Ministry makes certain allocations in the budget, it is always subject to the clearance of the Planning Commission. Even for the total lines that are going to be constructed next year, we have to take the advance sanction of the planning Commission and we have to make it up accordingly. That is the difficulty. The Minister of State, while replying to the question, has already said that we are trying to complete this route by 1981. We want to give priority to the backward areas and in giving priority to the backward areas, we never think in terms of the geographical partiality. Whether it belongs to Maharashtra or Bihar or Uttar Pradesh or Orissa, we will never have that consideration at all. You can be rest assured that we will not take into account that consideration.

श्री आर० डी० जगताप आवरगांवकर :
महाराष्ट्र के होने के डर से वह महाराष्ट्र में
यह काम नहीं कर सकते हैं।

PROF. MADHU DANDAVATE: I have made it clear. Why don't you understand this point? It is with the Planning Commission. I may tell you that as far as the priority that we have given to certain routes is concerned it is already there in the budget. We would like to seek priority from the Planning Commission. But unless the Planning Commission clears the route and make subsequent allocations, it is not possible for us to make this allocation for a particular route. That particular line will be taken care of.

श्री कल्पनाय राय : भटनी वाराणसी
लाइन पर जो रुपया स्वीकृत हुआ था, वह खर्च
क्यों नहीं हुआ ?

PROF. MADHU DANDAVATE: That is what I am telling you. Certain financial constraints are there, unless we get the clearance, the amount cannot be spent. One point was made here repeatedly. It was said that we are delaying the manufacture of sleepers near Allahabad. It has been a manufacturing work in collaboration with a German firm. As the policy of the Janata Government has been not to encourage foreign collaboration, we are having it examined whether this particular manufacturing work in collaboration with the foreign German firm is consistent with our particular policy. Only the earth work and other work is stopped. I want to assure this House very categorically that the work has not given up. We have asked our Board to examine that proposition in depth and if we find that as a result of this, we are likely to incur financial losses, in that case the original arrangement will stand and we will not make any alterations at all. This is a clear assurance that I want to go in this particular regard.

There are some other points that have been raised. They are not at all relevant as far as this particular debate is concerned. But I can assure the hon. Members that there are certain questions regarding the demands.

[Shri Madhu Dandavate]

Shri Yashpal Kapur raised that question. Mr. Dhabe raised it. Mr. Anand also raised that issue. I want to inform this House that our entire strategy is to delink the bonus issue from the rest of the issues. I have made the thing explicitly clear. Nothing is being done behind the back. We have formal and informal talks with the recognised federations and unrecognised unions. We have explained to them the position of the Government and we made it explicit clear to them that we will try to take up the other issues excepting the bonus and try to see what type of solution can be arrived at. As far as the bonus question is concerned, after the Bhoothalingam Committee's report is out, we will examine the issue in depth. The general policy of the Janata Government is to tackle the problem of bonus in various

phases—(Interruption) you may ask the question afterwards because it breaks the link. As far as the question of bonus is concerned, the Janata Government has decided to tackle the question of bonus in phases. The first phase was that whatever was lost as a result of the emergency, for instance, the mutilation of the original pre-emergency Bonus Act, we restored that and, therefore, all those who were getting the bonus according to the pre-emergency Bonus Act, as a first step, they will get the bonus. All that the Prime Minister told the representatives of the trade unions was that along with them, you are not likely to get the bonus. That will have to be considered after the Committee's report is out. Our present official position is that only after the Bhoothalingam Committee's report is out, only then the question of bonus to the departments of the Government like the Railways will be considered in depth. And there, Sir, the question asked was that the terms of reference do not contain this particular aspect. Two hon. Members referred to that and I will give the clarification. I have shown the hand-out to the trade unions and they accepted. You may

not agree with it. But you will have to accept that when the Bhoothalingam Committee was actually announced, the Finance Ministry had issued an official hand-out and in that handout it was very explicitly made clear that this Committee is going to discuss the issue of wages, income and prices in depth. And only when this in-depth study is complete—the words mentioned in the official hand-out were these—that the question of bonus to all the departments of the Government like the Railways will be considered. It was categorically stated in the official announcement that has been made. It was read out in the other House also. And I wish to make it clear that in the official hand-out issued by the Finance Ministry at the time of setting up the Bhoothalingam Committee, this particular aspect has been made clear. So, Sir, these are the points that I wanted to clarify. Sir, there are a number of other issues raised by some hon. Members which are not connected with this and I do not want to refer to them.

Sir, in the end I recommend that the Resolution be adopted.

श्री कल्पनाथ राय : आदरणीय उपसभाध्यक्ष महोदय, एक बात मुझे पूछनी है। प्लानिंग कमिशन ने पिछड़े पूर्वी उत्तर प्रदेश में भटनी वाराणसी लाइन के लिए स्वीकृति दी है और वाराणसी समस्तीपुर के लिए 1978 तक पूरा करने के लिए स्वीकृति दी है, उसके ऊपर क्यों नहीं काम हो रहा है ?

PROF. MADHU DANDAVATE: I have already clarified that point.

श्री कल्पनाथ राय : दूसरा सवाल यह है कि आज सवेरे ही पियुकोल, एन० ई० रेलवे में एक एक्सीडेंट हुआ है जिसमें तीन आदमी मर गए, क्या रेल मंत्री महोदय बतायेंगे कि इसका कारण क्या है ?

SHRI JANARDHANA REDDY: Sir, I want one clarification.

THE VICE-CHAIRMAN (SHRI H. M. TRIVEDI): The Minister has already clarified the points.

SHRI YASHPAL KAPUR; Sir, the hon. Member has referred to an accident.

THE VICE-CHAIRMAN (SHRI H. M. TRIVEDI): You can bring a separate notice.

श्री कल्पनाथ राय : आदरणीय उप-सभाध्यक्ष महोदय, भटनी वाराणसी लाइन के संबंध में मंत्री महोदय ने नहीं बताया कि कब तक वह पूरी होगी। प्लानिंग कमीशन ने इसके लिए रूपया स्वीकृत कर दिया है। वाराणसी समस्तीपुर जो पिछड़े क्षेत्र की लाइन है वह कब तक पूरी होगी? यह बहुत मुख्य सवाल है। कृपया मंत्री महोदय इनके बारे में कुछ कहें?

PROF. MADHU DANDAVATE: I have already given you the time-table. I cannot say anything more than that. You were not attentive when I gave that information.

SHRI JANARDHANA REDDY: Sir, I want to put a small question to the Minister. The Users' Committee was abolished when there was still time for the Committee to elapse. When the new Government took over, what was the point in abolishing that Committee when they still had the time? Does the Ministry want to bring in people who are not the real users and as if the previous Government constituted it in an improper way? There is another thing, Sir. On the 30th of last month, I was travelling in a train between Madras and Vijayawada. From Ongore onwards, it was the cyclone, devastated area. Unfortunately, the other Party has used it for political purposes but I do not want to comment on that. When the train was moving slowly, I asked, why is it so? They said that the communications system had not been fully restored. May I know from the Minister, though this thing happened on the 18th of the last month, why the communications system has not been fully re-

stored and all the tracks repaired in spite of all the resources at his command? What is the Minister's explanation for that?

PROF. MADHU DANDAVATE: I have already stated on some other occasion that by the 1st of January all the communications will be completely restored. At some places there has been a terrible devastation. As far as Tamil Nadu is concerned, from Madras to Madurai we have already restored the tracks. As far as other areas are concerned, by 1st January, 1978, all the tracks will be completely repaired.

As regards reconstituting the various committees, you may rest assured that in reconstituting these committees the interests of various groups, passengers, trade unions, etc. will be fully taken care of.

श्री कल्प नाथ राय : वह कमेटी कब तक बनेगी, क्या आप बताएंगे?

PROF. MADHU DANDAVATE: Sir, I repeated thrice that from January the new Committee will start functioning. If the hon. Member is not attentive, why does he put the question?

THE VICE-CHAIRMAN (SHRI H. M. TRIVEDI): I will now put the Resolution to vote. The question is:

"That this House approves recommendations made in paras 5, 6, 7, 11, 14, 17 and 18 contained in the First Report of the Committee appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance which was presented to Parliament on the 17th November, 1977;" and

[Shri Madhu Dandavate]

"That this House further directs that the action taken by Government on the other recommendations made in this Report, should be reported to the Committee."

The motion was adopted.

THE VICE-CHAIRMAN: \SHRI H. M. TRIVEDI); The House stands adjourned till 11 A.M. on Wednesday, the 7th December, 1977.

The House then adjourned at thirty-one minutes past five of the clock till eleven of the clock on Wednesday, the 7th December, 1977.