

armed forces who got injured while defending the country. Of course, this list has been greatly expanded now. It is an easy way of earning one's livelihood. I would like to ask the Minister whether his Ministry would keep this way of earning one's livelihood reserved primarily for war widows, former personnel of the armed forces and other handicapped people in this country, because it is a way of earning one's livelihood without much effort.

SHRI H. N. BAHUGUNA: Well, Sir, the hon. Lady Member has arrived at a conclusion which I do not share fully. It is true that it is one of the good means or very less cumbersome means of earning one's livelihood. Therefore, we have provided that in the case of distribution of gas agencies, about two per cent of gas agencies will be given to, or kept for, handicapped persons, physically handicapped persons also. But, so far as war widows are concerned, it is not possible for the Government to set aside the entire business for war widows or people connected with the armed forces.

DR. RAFIQ ZAKARIA: Sir, may I know from the hon. Minister whether, in view of his desire to see that justice is done to the weaker sections and the efforts which he is making in that direction, namely, giving more opportunities to Scheduled Castes and Scheduled Tribes, he will also show some special consideration to Muslims, who are no better than the Scheduled Castes and the Scheduled Tribes people?

SHRI H. N. BAHUGUNA: Sir, I do not share this view but I do admit that Muslims also include weaker sections and I did say that weaker sections will have some consideration.

DR. RAFIQ ZAKARIA: Any special consideration?

SHRI H. N. BAHUGUNA: There will not be any special consideration; but there will be consideration for weaker sections, including Muslims.

श्री जगवीर सिंह : मंत्री जी कृपया बतायेंगे कि जिन लोगों ने इमरजेसी में सफर किया है क्या उन लोगों के लिए आप एजेसा देने के लिए विचार कर रहे हैं ?

श्री हेमवती नन्दन बहुगुणा : वह बात नहीं है ।

Shifting of the South Eastern Railway Headquarters from Calcutta to Bhubaneswar

*696. **SHRI SANTOSH KUMAR SAHU:** †

SHRI BHAIKAB CHANDRA MAHANTI:

SHRI LAKSHMANA MAHAPATRO:

SHRI HAREKRUSHNA MALLICK:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any representations to shift the Headquarters of the South Eastern Railway from Calcutta to Bhubaneswar or to some other place in Orissa; if so, what steps are being taken by the Central Government in that regard;

(b) whether Government have received any proposal from the Transport Minister, Orissa for setting up a co-ordination directorate of the South Eastern Railway at Bhubaneswar and if so, what action has been taken in the matter so far;

(c) what is the State-wise percentage of Gazetted and Non-Gazetted staff in the South Eastern Railway Headquarters at Calcutta belonging to West Bengal, Andhra Pradesh, Madhya Pradesh and Orissa; and ...

(d) what was the total Railway revenue from the South Eastern Railway in the year 1976-77 and 1977-78?

†The question was actually asked on the floor of the House by Shri Santosh Kumar Sahu.

**THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE):**

(a) to (d) A statement is laid on the Table of the House.

Statement

(a) Yes, Sir. The proposal for shifting of the headquarters of the South Eastern Railway from Calcutta could not be agreed to on administrative, operational and financial considerations.

(b) Yes, Sir. The State Government of Orissa has been advised that the rail co-ordination directorate may be created as a part of State Government establishment for liaison purposes with the Railways at Bhubaneswar. The Railways would, however, spare the services of Railway officials, on deputation basis, to man the Directorate if the State Government so desires, but the Orissa Government will have to bear the entire cost of the proposed rail co-ordination directorate. The final reaction of the State Government is awaited.

(c) No State-wise statistics of domicile of employees are maintained, however, the information will be collected and placed on the table of the House.

(d) Gross earnings for the year 1976-77 was Rs. 365.90 crores and that for the year 1977-78 is Rs. 372.10 crores (provisional).

SHRI SANTOSH KUMAR SAHU:
Sir, may I know from the hon. Railway Minister whether in any other place where the rail co-ordination directorate has been established, the State Government is paying for its expenditure or whether such a principle has been introduced for the first time in the case of Orissa alone?

PROF. MADHU DANDAVATE: Sir, I did not follow the question.

SHRI SANTOSH KUMAR SAHU:
Sir, part (b) of the answer says that the State Government of Orissa has been advised that the rail co-ordina-

tion directorate may be created as a part of State Government establishment for liaison purposes with the Railways at Bhubaneswar. Is such a rail co-ordination directorate being established in any other State, where the State Government bears the cost?

PROF. MADHU DANDAVATE: As such a suggestion has not come from any other State, the question of tackling it in a manner in which we did it in Orissa does not arise at all.

SHRI SANTOSH KUMAR SAHU:

In reply to another question, the hon. Railway Minister has said that in the South-Eastern Railway there are coaches which are as old as 15 years and 20 years and there is no development in the main Howrah-Puri railway line and coaches on that line. Will the Minister consider, at least, the question of providing new coaches on those lines also and to bring about some other improvements too? In this connection, I will just cite one example. Day before yesterday when I was traveling from Orissa and there was rain, the roof of the coach in which I was travelling was leaking. It was leaking in the first class. I just bring it to the notice of the Minister.

PROF. MADHU DANDAVATE:
Sir, though this is a digression from the original question. I would like to take advantage of this digression because I want to share some good information with the hon. Member. As far as Orissa is concerned, we have decided that in areas like Orissa and Assam, where old type of coaches have been running on our tracks, we want to make some changes. Only on the 16th instant, I have inaugurated a new train of the Gitanjali type, which is a classless train, where all the coaches have padded cushion and there are arrangements for cool water and a lending library too. Such a train has been introduced from Bhubaneswar to Secunderabad. And there will be train from Secunderabad to Bombay. In addition to that...

SHRI KALYAN ROY: Why not Calcutta also?

PROF. MADHU DANDAVATE: I am coming to that. In addition to that, we are also trying to see that in such areas, for instance, in the case of Tinsukia Mail, which have very bad bogies, we will modernize them and before the second of October, we will try to have modernized compartments and better padded cushions and the time of running of the train will also be reduced by ten hours. Sir, he referred to Calcutta. I may say that soon we will be introducing a Geetanjali type train starting from Howrah and passing through Patna and Lucknow and going up to Jammu Tawi.

SHRI HAREKRUSHNA MALLICK: Sir, I draw the attention of the hon. Minister to the fact that during the last thirty years of our administration, after Independence, Orissa has been actually off the map of the Railways in India. I actually do not hold brief for any State or for any linguistic group. But in the interest of the country and of the Railway Department, I record my advice to the Ministry of Railways that Calcutta and Bombay cannot be any provincial cities. They are the metropolitan cities of the country and to handle their problems, every Ministry must put its head to the task. I must emphatically say that not only the South-Eastern Railway Headquarters, but all the Railway Headquarters from Calcutta must be shifted, because Calcutta is a city of problems. There is congestion, there is over-crowding and there are other traffic problems. Therefore, I want to say emphatically that these Headquarters should be shifted from there. (Interruptions) The hon. Member may have a little patience. It is entirely a connected issue. I want to know from the hon. Minister what actually are the personnel, administrative, financial or other difficulties because of which the Railway Headquarters cannot be shifted. In this connection, I may remind the House of what one Chief Minister said in this context. He said *Agun jable*. That means, the fire will

go ablaze on the question of shifting of the Railway Headquarters. I do not want to use such a word but I demand with reasons that the S.E. Railway Headquarters should be shifted from Calcutta to a place in Orissa.

MR. CHAIRMAN: Is it a supplementary?

SHRI HAREKRUSHNA MALLICK: Sir, I want to urge upon the Railway Minister that he must make some arrangement to shift the Railway Headquarters to Orissa.

PROF. MADHU DANDAVATE: Sir, I would like to inform the hon. Member that in our present administrative set-up, the zones of the Railways are not co-terminus with the States. Whereas we have nine Railway zones for the whole country, we have 22 States plus the Union Territories. Therefore, each zonal Railway is to cover a number of States. For instance, the zone to which he made a reference, that is, the South-Eastern Zone, cover Orissa and part of West Bengal, Madhya Pradesh, Andhra Pradesh and Maharashtra. Now, I would like to inform the hon. Member that if we just now think in terms of changing the Headquarters of the Railways, the expenditure involved will be so much that it is better to spend more on the development of the Railways in Orissa rather than shift the Headquarters. Therefore, recently we have started construction of Railway workshop at Manchesar in the backward Orissa. We will try to give more facilities to the backward regions of Orissa so that they may prosper.

श्री अनन्त प्रसाद शर्मा : माननीय मंत्री जी ने यह जो कोऑर्डिनेशन के लिए अलग अलग हर स्टेट में बनाने के बारे में जो कहा है, तो क्या यह खास तौर से उड़ीसा में ही होगा ? या हर एक स्टेट के हेडक्वार्टर में, जैसे बिहार, उत्तर प्रदेश और हर एक स्टेट के हेडक्वार्टर में इस तरह का कोऑर्डिनेशन—टु कोऑर्डिनेट दि वकिंग आफ द रेलवेज . . .

MR. CHAIRMAN: From Calcutta to Bhubaneswar.

प्रो० मधु दण्डवते : जहाँ से मांग आएगी वहाँ जरूर किया जाएगा...

श्री अनन्त प्रसाद शर्मा : दूसरी जगहों पर भी करने का विचार करेंगे ?

प्रो० मधु दण्डवते : ठीक है, यह तो मैं सीधा जवाब आप के सवाल का दे रहा हूँ कि बिहार की ओर से अगर इस प्रकार का सुझाव लाएंगे तो जरूर उस का विचार करेंगे। जिस प्रकार उड़ीसा के साथ हमारी हमदर्दी रही वैसी हमदर्दी बिहार के साथ रहेगी...

श्री अनन्त प्रसाद शर्मा : उत्तर प्रदेश ?

प्रो० मधु दण्डवते : सभी प्रांतों के बारे में कहूंगा। लेकिन साथ ही साथ यह भी बताऊंगा कि यह कोआर्डिनेशन हम करेंगे, हमारे रेलवे अफसर करेंगे, लेकिन आर्थिक जिम्मेवारी वहाँ की स्टेट गवर्नमेंट को उठानी होगी, यह भी बताना जरूरी है।

SHRI SURENDRA MOHANTY: Sir, the hon. Minister has said that the South Eastern Railway passes through more than one State. May I know whether it is a fact that the largest chunk of the kilometerage of the South Eastern Railway runs through Orissa? If the answer is in the affirmative, what will be the administrative and operational difficulties, as have been pointed out in his reply, especially since the Orissa Government was willing to offer land free of cost to the Railways for construction of railway buildings? What would be the financial difficulties?

Secondly, I would like to know whether it is a fact that the Railway

Board is of the view that the Garden Reach Workshop headquarters and the South Eastern Railway headquarters are associated with the feudal Nawab of Oudh and, therefore, the Railway Board would not like to leave its association with that building. Have these reasons impelled the Government and the Railway Board not to shift the headquarters of the South Eastern Railway and the Garden Reach to Orissa?

PROF. MADHU DANDAVATE: The South Eastern zonal railway covers about 7001 route kilometres.

SHRI SURENDRA MOHANTY: Which is the longest?

PROF. MADHU DANDAVATE: The break-up of the 7001 route kilometres of the entire South East Railway is: Madhya Pradesh-1988 kms., Orissa-1988 kms., Bihar-987 kms., Maharashtra-786 kms., West Bengal-751 kms. and Andhra Pradesh-501 kms. I may further inform that we are not at all concerned with the feudal outlook and the Government to which I belong is committed to the creation of a socialist society based on Gandhian principles. So, there is no question of any feudal attitude at all. But I may tell him that earlier there was an arrangement when a senior scale Officer belonging to the Civil Engineering Department in the grade of Rs. 700—Rs. 1300 and a Senior Traffic Inspector in the grade of 700—Rs. 900 belonging to the Traffic Transportation Department were deputed to the Orissa Government but unfortunately, afterwards that arrangement was discontinued because the Orissa Government was not been to continue that.

SHRI SURENDRA MOHANTY: My question is not answered.

MR. CHAIRMAN: Next question. You cannot have a second supplementary.