

□[श्री श्रीकान्त वर्मा]

में परिवर्तन नहीं किया तो कर्मचारियों को लम्बी हड़ताल करनी पड़ेगी और उस लम्बी हड़ताल में कम से कम एक बात साफ हो जाएगी कि आपकी कथनी और करनी में भेद है। अगर श्री विद्याचरण शुक्ल के जमाने में पत्रकारों की भरदम पर डेमीविलज की तलवार लटकती रहती थी तो आज भी वह तलवार हटी नहीं फर्क इतना है कि वह तलवार आपके हाथ नहीं है। वह तलवार आपने मालिकों को दे दी है। लेकिन तलवार है आपकी। तो अन्त में मैं आपसे अपील करता हूँ कि आप अपने दृष्टिकोण में परिवर्तन करें।

SHRI S. W. DHABE (Maharashtra) Sir, it is a very serious matter. I would request the honourable Minister present here to make a detailed statement slating as to how many strikes have taken place and what steps the Government propose to take specifically for the implementation of the decisions of the Wage Board and not showing the position as obtaining in law. We know that if the matter goes to the court, it will go to the Labour Court, then the High Court and then the Supreme Court and it will take 10 years. That is the experience of the working of the Courts. I, therefore, appeal to the Minister present here to make a statement outlining what steps the Government will take in respect of the implementation of interim relief. It is a very serious matter affecting the entire country.

SHRI YOGENDRA MAKWANA (Gujarat) : Sir, I support what has been stated by Mr. Dhabe. It is really a very serious matter because some newspapers have, declared lock-outs and the workers are out of employment nowadays and the strike is going on still in some newspapers at different places. Will the honourable Minister kindly make a statement on this issue ?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI LAL K. ADVANI) : Sir, I would simply like to

say that the Government is aware of the problem and is very much concerned about the situation, and that the Labour Minister particularly is seized of the issue at the moment. We would like this situation to end, whether it is a lock-out or a token strike or an indefinite strike. The issue that has precipitated the matter, namely, the failure of certain newspapers to pay interim relief, must be resolved.

#### THE BUDGET (RAILWAYS) 1977-78— GENERAL DISCUSSION—(Contd.)

MR. DEPUTY CHAIRMAN : Now, we will have further discussion on the Railway Budget. Mr. Syed Nizam-ud-Din. Not here. Mr. Pattiam Rajan.

SHRI PATTIAM RAJAN (Kerala) : Mr. Deputy Chairman, Sir, I rise to support the Budget. In the speech made by the honourable Minister in this House, he has stated that all those employees whose services had been terminated during the 1974 strike have been reinstated. But I would like to say that some of these employees are still out and that satyagrahas are going on in Ernakulam. Therefore, I would request the Minister to look into the matter and give necessary instructions to the authorities concerned to reinstate the employees. The agency that has given a misreport to the Government must be strongly dealt with. Then the Government has reduced the rates of the platform ticket. Therefore, the people are saying that Indira Gandhi brought the 20-Point Programme before the nation, and the Railway Minister, Shri Dandavate, has come forward with 20-paise budget in Railways. Now I feel it is better and that is why I am supporting this budget. But I would request the Minister to think seriously about the reduction of the passenger fare which had been increased during the emergency. I also think that it is the duty of the Janata Party to rectify the mistakes committed by the former Government during the emergency including the economic burden that had been imposed on the people. Again I appreciate the Minister for his decision to settle the long-standing demands of the

employees, but I think that some of the demands can be settled without any negotiation because the Minister is a trade union leader. One of the demands was about duty hours. Eight-hour duty per day is agreed. It is an internationally agreed law and some of the advanced countries have reduced this from eight to six, but in India especially in this industry some of the workers are compelled to work for more than 10 hours. Therefore, the Minister must assure this House that not a single worker in the Railways shall be allowed to work for more than eight hours after this budget. I would request the Minister to take a sympathetic attitude towards the workers engaged in the catering service. So many memoranda have been given to the Government regarding the demands and the grievances of those who are engaged in the catering service and those of them who have been working for more than 20 years are still considered as commission bearers. Therefore, the Government should consider them as a part of the Railway staff and give them all other benefits which have been given to the other employees.

Again, as far as the people of Kerala are concerned, this budget is a disappointing one. The former Government had taken a negligent attitude towards them as a political vengeance because the people of Kerala were against the Congress since 1962. Therefore, they took vengeance, political vengeance on them, and not a single line was allotted to Kerala after the Independence except that the Ernakulam-Trivandrum metre-gauge was converted into broad-gauge. We were hoping that the new Government will take a sympathetic attitude towards the people of Kerala, but this budget shows that it will not. We are demanding three railway lines. One is Ernakulam-Alleppey line. Honourable Member, Shrimati Leela Damodara Menon, has stated the importance of that line. It is a very short line, nearly 51 km. I request the Minister to include that line in the present budget and allow an initial amount to start the construction of that work. The second line, and more important according to me, is Tellicherry-Mysore line. It is a long-pending demand of the people of Malabar area since 1952. A preliminary survey was conducted in 1930 when the

were ruling India. After the Independence another survey was conducted. And I think the former Government has prepared a cooked-up report stating that it is an uneconomic route. I do not know how they came to the conclusion that the Tellicherry-Mysore railway line is an uneconomic route. It is a backward area and this area is thickly populated. Therefore, if an independent survey is conducted, I am sure that this line will be found to be economic. The other line is the Guruvayoor-Kutti-puram line. Guruvayoor is a pilgrimage centre and thousands of people are daily going to the place from different parts of South India.

About facilities to the second class passengers, I would like to suggest to the hon. Minister that the K. K. Express, which is now running twice per week, should be made a daily service.

About electrification of lines, the Mangalore-Madras line should be electrified. Also the Calicut-Trivandrum line should be electrified. This has to be included in the present Budget because the State Government has already given an assurance to provide electricity at cheap rates.

About the Railway Board, the Minister has stated that it is going to be reconstituted. I would request the Minister to consider taking elected representatives of the Railway employees in the Railway Board to give proper direction for the good working of the Railways.

With these words, I support this Budget.

**श्री नागेश्वर प्रसाद शाही (उत्तर प्रदेश) :** उपसभापति महोदय, मैं मंत्री जी को इस रूप में रेल बजट पेश करने के लिए धन्यवाद देना चाहता हूँ। उन्होंने कम से कम कुछ शुरुआत ऐसी की जिससे ऐसा लगता है कि सही दिशा में जाना चाहते हैं। कल उन्होंने लोक सभा में ऐलान किया कि चौथी श्रेणी के कर्मचारियों की तरक्की की भी व्यवस्था होगी और ऊपर की श्रेणी के जो पद खाली होंगे उन का 20 प्रतिशत चौथी श्रेणी

[श्री नागेश्वर प्रसाद शाही]

के कर्मचारियों को तरक्की दे कर पूरा किया जाएगा।

मगर इस के साथ ही मैं यह कहना चाहता हूँ कि अभी आसाम में जो भीषण रेल दुर्घटना हुई है उसकी जिम्मेदारी मंत्री महोदय ने भगवान के ऊपर डाल कर अपने को बरी कर लिया। मैं साफ कहना चाहता हूँ कि इस तरह की घटना भगवान की इच्छा से तो होती है, लेकिन उन घटनाओं के लिए कुछ कारण भी होते हैं और वे कारण ही जिम्मेदार होते हैं। अगर इस तरह का बयान मंत्री महोदय दिया करेंगे तो जितनी रेल दुर्घटनाएं होंगी, जितनी हवाई दुर्घटनाएं होंगी उन सब के लिए भगवान को जिम्मेदार ठहरा दिया जाएगा और मंत्री अपनी जिम्मेदारी से बरी हो जायेंगे। मैं कहना चाहता हूँ कि यह दुर्घटना रेल प्रशासन की लापरवाही से हुई। चाहे कितनी ही बाढ़ आई हो या चाहे कितनी ही बारिश हो रही हो उस के लिए रेलवे के नियमों में व्यवस्था है प्रकाशन लेने की, लेकिन उस व्यवस्था की अवहेलना हुई और इस कारण यह दुर्घटना हुई। इस लिए मंत्री महोदय को इस तरह की लचर दलील नहीं देनी चाहिए कि भगवान उस के लिए जिम्मेदार हैं। अगर सारी बातों के लिए भगवान जिम्मेदार हैं तो मंत्रियों के लिए जो लाखोंलाख रुपया खर्च होता है वह क्यों खर्च होता है? अगर जिम्मेदारी भगवान के ऊपर छोड़ी जाती है तो जितना उन पर खर्च होता है वह सब भगवान पर चढ़ा दिया जाए।

श्रीमन्, दो, तीन दिन पहले यह प्रश्न भी लोक सभा में आया था। एक भूतपूर्व डिप्टी रेलवे मिनिस्टर के बंगले

पर रेलवे का कुछ फरनीचर था। वह उसे वापस नहीं कर रहे हैं या वापस नहीं कर रहे थे। उन को रेलवे की ओर से चिट्ठी भेजी गयी उसे वापस करने के लिए। मैं जानना चाहता हूँ कि बंगले को फरनिश करने की जिम्मेदारी सी० पी० डब्ल्यू० डी० की होती है और सी० पी० डब्ल्यू० डी० ही उन बंगलों को मॉन्टेन करता है, फरनिश करता है। तो रेलवे का फरनीचर कैसे मंत्री महोदय के बंगले पर पहुंच गया। इस से यह प्रकट होता है कि किस तरह का निम्न-स्तर का भ्रष्टाचार मंत्री लोग अपने पद पर जाने के बाद करते हैं। जो नियमित व्यवस्था है उस के अलावा अपने विभाग से भी फरनीचर मंगा लेते हैं। इस तरह की बात बहुत ही दुःखद है और मैं रेलवे बोर्ड से कहूंगा कि अगर वह फरनीचर वापस नहीं हुआ है तो उस मंत्री के खिलाफ पुलिस में रिपोर्ट कर देना चाहिए कि उस ने गलत तरीके से फरनीचर रोक रखा है।

श्रीमन्, मुझे यह भी मालूम हुआ है कि भूतपूर्व रेलवे मंत्री अपने स्टाफ के कुछ लोगों को जो रेलवे इंप्लॉई नहीं थे उन को रेलवे में डेपुटेशन पर भेज दिये हैं। अपने एक पी० ए० या असिस्टेंट को पूर्वोत्तर रेलवे में भेज कर उन्होंने उस को जनसम्पर्क अधिकारी बना दिया और यह उस समय किया जब कि वह मंत्री महोदय अपने पद से हट रहे थे। इस तरह का गदा काम, इस तरह का भ्रष्टाचार अगर चलता रहेगा तो नीचे के छोटे-छोटे कर्मचारी जो दो चार रुपयों की चोरी करते हैं या बेईमानो करते हैं उन को कैसे रोका जा सकेगा। आप उन को बरखास्त करते हैं लेकिन दिल्ली में बैठा हुआ मिनिस्टर जो इतनी इतनी

तनखाह लेता है वह इस तरह के छोटे छोटे भ्रष्टाचार करता है। मुझे यह भी मालूम हुआ है कि एक दूसरे पी० ए० को भी किसी दूसरे विभाग में डाल दिया गया है। मैं मंत्री महोदय से दरखास्त करूंगा कि इस तरह को चीजों को तुरन्त समाप्त किया जाए और इस तरह से जो स्टाफ के आदमी पी० ए० आदि रेलवे के दूसरे विभागों में डाल दिए गए हैं अपने पद का दुरुपयोग कर के उन का डेपुटेशन तुरन्त खत्म किया जाय।

श्रीमन्, रेलवे मंत्री के भ्रष्टाचार का एक और तरीका है। वह यह है कि वैगन्स का जो एलाटमेंट होता है रेलवे बोर्ड से और जिस के लिए एक डाइरेक्टर ट्रान्सपोर्ट या डाइरेक्टर एलाटमेंट होता है उस में मंत्री महोदय का भी एक कोटा होता है और उस का एलाटमेंट मिनिस्टर महोदय के यहां से होता है। उस एलाटमेंट के माध्यम से मिनिस्टर और उस के पी० ए० रुपया कमाते हैं। यह बन्द होना चाहिए और मिनिस्टर का कोई कोटा नहीं होना चाहिए और मैं कहता हूँ कि बोर्ड के द्वारा भी यह व्यवस्था नहीं चलनी चाहिए। बोर्ड में भी पावर क्या केन्द्रित रहे। इस की व्यवस्था जोनल रेलवेज के जरिए होती चाहिए। यह रेलवे बोर्ड द्वारा नहीं होना चाहिए। और मुझे तो यह बताया गया कि वैगन्स के एलाटमेंट के द्वारा चुनाव फंड में भी पैसा इकट्ठा किया जाता है। यह समाप्त होना चाहिए।

श्रीमन्, मैं माननीय मंत्री महोदय का इस लिए धन्यवाद करता हूँ कि उन्होंने 1974 की हड़ताल में बरखास्त उन सभी कर्मचारियों को जिन को आज तक बहाल नहीं किया गया था, उन को बहाल कर दिया है। मैंने इस सदन में

श्रीमन्, बीसियों वार कहा था कि उस हड़ताल के दरम्यान जो कर्मचारी हड़ताल किए हैं उन के साथ ऐसा व्यवहार नहीं होना चाहिए जैसा कि दुश्मन के साथ होता है। जब तक हड़ताल करना राइट है तब तक हड़तालियों के साथ दुश्मन जैसा व्यवहार नहीं होना चाहिए। लेकिन मुझे मालूम है कि पूर्वोत्तर रेलवे में सैकड़ों ऐसे कर्मचारियों के साथ जिन्होंने हड़ताल की थी उनके ऊपर सेवोटेज के फर्जी मुकदमे बनाकर उनकी चाकरी समाप्त कर दी गई। उस सेवोटेज के मुकदमे में पुलिस ने रिपोर्ट लिख दी कि यह फर्जी केस है, लेकिन पुलिस की रिपोर्ट के बावजूद भी उन कर्मचारियों को बहाल नहीं किया गया और उन्हें बर्खास्त रखा गया। श्रीमन्, ऐसे भी केसेज हुए हैं। मैं लखनऊ के एक रेल आफिसर की बात जानता हूँ। उसके मातहत एक कर्मचारी सिगनल इस्पेक्टर था। उसकी दो खूबसूरत लड़कियां थीं, वह आफिसर चाहता था कि लड़कियां उसके यहां बैडमिन्टन खेलने आयें। चूंकि वह कर्मचारी हमारे पिछड़े जिले का था, जिसकी लड़कियां स्कूल में तो जा सकती हैं, लेकिन बैडमिन्टन खेलने दूसरे के कोर्ट में नहीं जा सकती थीं, उसने अपनी लड़कियों को बैडमिन्टन खेलने के लिए नहीं भेजा। उस कर्मचारी ने केवल एक दिन के लिए हड़ताल की थी दूसरे दिन वह ड्यूटी करने गया, लेकिन उसको ड्यूटी नहीं करने दी गई और उसको ऐबसेंट ट्रीट करके उसको बर्खास्त कर दिया गया। इतना ही नहीं, उसके चपरासी से उसके खिलाफ रिपोर्ट ली गयी कि इन्स्पेक्टर साहब हमको हड़ताल के लिए उतावता है और उस केस में उसको बर्खास्त कर दिया गया। वह कर्मचारी जनरल मैनेजर तक अपील किया, मगर उसके ऊपर एक लाइन

[श्री नागेश्वर प्रसाद शाही]

लिख दी गई थी कि इस आदमी से तो बहुत ही खतरा था और यह कम्प्यूनिक्शन लाइन को डैमेज करने की सोच रहा था। बार बार संसद् में दोनों तरफ के मँबरान ने भी अपील की थी कि इस कर्मचारी के साथ मानवीय व्यवहार किया जाए, तब भी नहीं किया गया। इसलिए अब जो उनकी बहाली हुई है उसके लिए मैं मंत्री महोदय को बधाई देता हूँ।

श्रीमन्, एक इंडस्ट्री में एक यूनिशन बनाने की बात तो बहुत दिनों से चली आ रही है, लेकिन उसके ऊपर अमल नहीं होता है। बात सभी मिनिस्टर करते हैं, लेकिन अमल नहीं होता। मैं चाहता हूँ कि रेलवे से इस बात की शुरुआत की जाए और तीन महीने का समय देकर रेलवे यह जिम्मेदारी अपने ऊपर ले और एक यूनिशन का इलेक्शन करा दे और जब एक यूनिशन का इलेक्शन हो जाए तो और जितनी यूनियंस हैं उनको डिरिक्नाइज कर दें। सबकी मान्यता समाप्त कर दें। यह मैनेजमेंट की ड्यूटी होनी चाहिए कि यूनिशन का इलेक्शन कंडक्ट कराये और एक इंडस्ट्री में एक यूनिशन चले। मैं रेल मंत्री महोदय से उम्मीद करता हूँ कि यह केवल आश्वासन के रूप में नहीं रह जाएगा बल्कि व्यावहारिक रूप ग्रहण करेगा।

श्रीमन्, रेल में छोटे स्तर पर कर्मचारियों की प्रमोशन में भी बहुत ही भ्रष्टाचार है और उन लोगों के साथ रियायत की जाती है जो अपने से ऊँचे अफसरों को नाजायज खिलाते पिलाते हैं। इसकी रोकथाम और चँक का एक ही सिर्फ जरिया है कि इन सेलेक्शन कमेटियों में जहाँ तीन अफसर बैठते हैं वहाँ कर्मचारियों का भी एक प्रतिनिधि बैठना चाहिए जो सेलेक्शन में हिस्सा न ले, लेकिन कार्यवाही जरूर देखता रहे। इससे सेलेक्शन में जो

भ्रष्टाचार है उसको समाप्त करने में बहुत मदद मिलेगी।

दूसरी समस्या रेलवे में कैजुअल लेबर की है। रेलवे में एक बहुत बड़ी पल्टन कैजुअल लेबर की है जो कि फील्ड में काम करते हैं। जहाँ टैम्पोरेरी कंस्ट्रक्शन होती रहती है वहाँ तो कैजुअल की बात ठीक है, लेकिन जहाँ परमानेंट काम है उन पर भी कैजुअल लेबर मँटेन करना यह सिर्फ भ्रष्टाचार को बढ़ावा देता है। मैं जानता हूँ कि मैकडों और हजारों कैजुअल लेबर जिनकी हाजिरी कारखानों में दिखाई जाती है, जिनकी हाजिरी साइट्स पर दिखाई जाती है वे अफसरों के बंगलों में काम करते हैं, उनकी प्राइवेट सर्विस करते हैं। इस तरह के हजारों कैजुअल लेबर हैं। इस भ्रष्टाचार को समाप्त करने के लिये जो अस्थायी काम की जगह हैं वहाँ पर जितने कैजुअल लेबर हैं उनको स्थायी किया जाना चाहिये।

श्रीमन्, अब मैं रेल की वित्तीय स्थिति के बारे में कुछ कहना चाहूँगा। इस वर्ष मंत्री महोदय ने 32 करोड़ रुपये का मुनाफा दिखाया है। उन्होंने इस बात के लिये भी क्रेडिट लिया है कि हम जनरल रेवेन्यू से कुछ भी झा नहीं कर रहे हैं। उन्होंने इस बात के लिये भी क्रेडिट लिया है कि रेलवे के ऊपर जनरल रेवेन्यू का जो कर्ज है उसमें से 37 करोड़ रुपया हम वापिस कर रहे हैं और कर्ज को 477 करोड़ रुपये से घटा कर 440 करोड़ रुपये पर ला रहे हैं। श्रीमन्, मैं यह कहना चाहता हूँ कि अच्छा यह होता कि रेल मंत्री यह कर्ज वापिस करने के बजाय इस रुपये को वहाँ खर्च करते जहाँ पर खर्च करना अत्यावश्यक है। बाराबंकी से समस्तीपुर लाइन के कनवर्शन का काम 1973 में शुरू हुआ था। और इसी सदन में मंत्री महोदय ने घोषणा की थी कि मार्च, 1976 तक यह कनवर्शन पूरा हो जाएगा। लेकिन बजट अलाटमेंट देखने से ऐसा लगता है कि यह कनवर्शन का काम मार्च, 78 तक भी पूरा नहीं होने

वाला है क्योंकि अभी भी 16.78 करोड़ रुपये की जरूरत है। उसमें से इस साल के बजट में केवल 8 करोड़ रुपये प्रोवाइड किये गये हैं और 8.78 करोड़ रुपये का काम आगे के सालों के लिये रूका रहेगा। मैं यह कहना चाहता हूँ कि जिस समय इसका ओरीजनल एस्टीमेट बना था 73 में वह 41 करोड़ का था और आज चार साल के बाद एस्टीमेट बढ़ कर 47 करोड़ का हो गया है यानी 6 करोड़ बढ़ गया है। अधिकारी इसके लिये बहाना यह बनाते हैं कि रुपया नहीं है। रुपये की कमी की वजह से काम नहीं हो रहा है। एक तरफ रुपये की कमी दिखा कर वह काम रोकते हैं और दूसरी तरफ इस साल के बजट में यह कहा जाता है कि जनरल रेवेन्यू से कुछ झा नहीं कर रहे हैं। मैं यह कहना चाहता हूँ कि जो प्रोजेक्ट तीन साल में पूरा होना चाहिये उसको 8 साल लग जाते हैं ताकि जो काम 40 करोड़ में होना हो वह 55 करोड़ में हो और ज्यादा से ज्यादा मुनाफा इनके इंजीनियर्स कोंट्रैक्टर्स ले सकें। जो काम जितना ज्यादा समय में पूरा होगा, जितने ज्यादा पीरियड में पूरा होगा उसी हिसाब से पैसा भी उसमें ज्यादा लगता जाएगा और कोंट्रैक्टर्स और इंजीनियर्स को भी फायदा होता जाएगा। इनको 5 परसेंट से 15 परसेंट तक कमीशन मिलता है। इसी कमीशन को जारी रखने के लिये यह चाहते हैं कि काम जल्दी खत्म न हो। श्रीमन्, इस ओर आप देखेंगे तो आपको मालूम होगा कि यह प्रोजेक्ट 41 करोड़ का था और आज वह 47 करोड़ का हो गया है। दो-तीन वर्ष और बढ़ाना चाहते हैं ताकि 55 करोड़ का हो जाए। श्रीमन्, इसके कारण कठिनाई यह पैदा हो रही है कि जिस क्षेत्र की यह रेल है उसका औद्योगीकरण रुका हुआ है और उस क्षेत्र के पूरे विकास का काम रुका हुआ है। कोई कारखाना वहां पर स्थापित नहीं हो सकता है। उद्योगपति वहां पर कारखाना स्थापित नहीं करते हैं क्योंकि जो ट्रांसपमेन्ट पोइन्ट

हैं, जैसे गदहरा-समस्तीपुर और मरुवादीह-बाराबंकी आदि स्थानों पर व्यापारियों के माल का इतना पिलफ्रेज होता है, इतनी चोरी होती है कि उनका माल अन्य क्षेत्रों के व्यापारियों और कारखाने-दारों से कम्पीट नहीं कर सकता है। लिहाजा वे लोग इस क्षेत्र में अपने कारखाने बँठाना नहीं चाहते हैं और वहां से भाग जाते हैं। इसलिए मेरा कहना यह है कि इस कनवर्जन के काम में देरी होने के कारण इस क्षेत्र का विकास रुका हुआ है। इसलिए मैं रेल मंत्री महोदय से यह निवेदन करना चाहता हूँ कि इस काम को जल्दी पूरा करने की कोशिश की जाए। मैं चाहता हूँ कि इसके लिए 8.78 करोड़ रुपये की जो कमी है उसको पूरा करके इस आइटम को 16.78 करोड़ रुपये कर दिया जाए और जो 37 करोड़ रुपये जनरल रेवेन्यू में रिटर्न किया गया है उसको 8.78 करोड़ रुपये कम कर दिया जाए।

**श्री उपसभापति :** अब आप जल्दी समाप्त कीजिये।

**श्री नागेश्वर प्रसाद शाही :** मैं रेल मंत्री महोदय को इस बात के लिए धन्यवाद देना चाहता हूँ कि उन्होंने पिछड़े हुए क्षेत्रों के विकास का ख्याल किया है। उन्होंने बाराणसी-भटवा लाइन के लिए जितने रुपयों की अलाटमेंट की है मैं समझता हूँ कि वह राशि कम है। इसके लिए 50 लाख रुपयों की अलाटमेंट तो पंडित कमलापति त्रिपाठी जी ने ही कर दी थी। हमारे नये मंत्री महोदय ने उसमें कोई इजाफा नहीं किया है इसमें अगर कुछ ज्यादा फण्ड कर दिया गया होता तो यह काम तेजी से पूरा हो सकता था। मंत्री महोदय ने सीतापुर-बुड़वल, कासगंज-मऊ और इलाहाबाद-छपरा लाइन के कनवर्जन और सर्वे का आश्वासन दिया है। इसके लिए मैं मंत्री महोदय को धन्यवाद देना चाहता हूँ। लेकिन एक बहुत ही पुरानी मांग उस क्षेत्र की है कि

[श्री नागेश्वर प्रसाद शाही]

सहजनवा-दोहरी घाट के बीच में नई रेलवे लाइन बिछाई जाए। यह मांग पिछले 30 साल से चली आ रही है और सभी रेल मंत्रियों के सामने यह मांग रखी गई। मैं फिर निवेदन करना चाहूंगा कि रेल मंत्री महोदय इस पर विचार करेंगे।

श्रीमन्, गोरखपुर के संबंध में भी मैं कुछ बातें कहना चाहता हूँ। गोरखपुर में जो रेलवे लाइन है उसके कनवर्शन का काम सन् 1973 में शुरू हुआ था। उस स्कीम को बनाते समय शुरू में बजट में 6 करोड़ रुपयों का विशेष प्रावधान किया गया था और यह कहा गया था कि गोरखपुर रेलवे कारखाने का एक्सपेंशन किया जाएगा। लेकिन अब इस प्रपोजल को समाप्त कर दिया गया है। मैं पुनः निवेदन करना चाहता हूँ कि इस कारखाने का एक्सपेंशन बहुत जरूरी है। वहां पर डीजल इंजिनों का रिपेयर होना बहुत आवश्यक है क्योंकि लखनऊ और समस्तीपुर के बीच में कहीं पर भी डीजल इंजिनों के रिपेयर की कोई व्यवस्था नहीं है।

आखिरी बात कह कर मैं अपना भाषण समाप्त कर देता हूँ। रेलवे मंत्रालय ने विभागीय कैटेरिंग के काम को धीरे-धीरे खत्म करने का फैसला कर लिया है। बजाय इसके कि इस विभाग में जो भ्रष्टाचार व्याप्त था और जिस के कारण इस काम को समाप्त किया जा रहा है उसको ठीक करते और यात्रियों को अच्छा भोजन देने की व्यवस्था करते मंत्रालय द्वारा विभागीय कैटेरिंग की व्यवस्था को समाप्त किया जा रहा है। मैं समझता हूँ कि इसका नतीजा प्रमुख रेलगाड़ियों में अच्छा नहीं होगा। कुछ प्रमुख रेलगाड़ियों में भी जो व्यवस्था थी, उसको भी समाप्त कर दिया

गया, विशेषतः रेलवे पूर्वोत्तर में एक अप और दो डाउन मेल, इसमें मुझे याद है कि अंग्रेजों के समय से ट्रेन के साथ कैटेरिंग की व्यवस्था, डाइनिंग कार की व्यवस्था थी। यह ट्रेन लखनऊ से गोहाटी तक जाती है। उस व्यवस्था को रेलवे ने अब समाप्त कर दिया है, इसलिए कि इनको घाटा होता था। घाटा क्यों होता था? रेलवे के अधिकारी मुफ्त भोजन करते थे, सामान की चोरी करते थे। इसकी वजह से घाटा होता था। वह इसकी व्यवस्था को ठीक नहीं कर सके, रेलवे बोर्ड इस व्यवस्था को ठीक नहीं कर सका, अपने कर्मचारियों की चोरी बन्द नहीं कर सका। उनके अधिकारी जो मुफ्त भोजन करते थे उसको बन्द नहीं करा सके और उन्होंने कैटेरिंग की व्यवस्था समाप्त कर दी। इस ट्रेन में किसी तरह से कैटेरिंग की व्यवस्था अवश्य होनी चाहिए। ठेकेदारी की व्यवस्था न करके विभागीय होनी चाहिए।

श्रीमती प्रतिभा सिंह (बिहार) : उपसभापति महोदय, श्री मधु दण्डवते जी ने अपने पिछले वक्तव्यों में यह भरोसा जनता को दिया था कि उनका नया बजट नवीनता के साथ-साथ चमत्कारिक भी होगा। किन्तु या तो समय बहुत नहीं मिला इसलिए या किसी और कारण से जितनी नवीनता की आशा और आवश्यकता थी, वह इस बजट भाषण में स्पष्ट नहीं दिखाई दे रहा।

रेल बजट में दो ही महत्वपूर्ण भाग हैं। एक तो इसका कामशियल आसपेक्ट अरनिम्स का और दूसरा पैसेंजर और गुड्स की मूवमेंट, फेसिलिटीज और कनविनियेस और यह भी फिर अरनिम्स की तरफ ले जाता है। पिछले तीन चार वर्षों में इन दोनों ही क्षेत्रों में अत्यधिक सुधार लाया गया। उदाहरण के लिये रेल मंत्रालय के तत्वावधान में स्थापित भारतीय रेल निर्माण कम्पनी और भारतीय रेल तकनीकी सलाहकार संस्थान ने बहुत प्रगति

की है। दूसरी बड़ी चीज कन्सल्टेटिव सर्विस हमारे देश की रेलों में बाहर के देशों को दी है और इससे बहुत विदेशी मुद्रा अर्जित की है। किन्तु रेल मंत्री महोदय ने अपने बजट भाषण में इस सम्बन्ध में किसी नई योजना का कोई भी जिक्र नहीं किया है। बल्कि पिछले वर्षों में जो प्रगति इसमें हुई है, उसका भी कहीं कोई जिक्र नहीं किया गया है।

इसी प्रकार रेलों के डिब्बों के तथा इंजन के उत्पादन तथा निर्यात (एक्सपोर्ट) को सामने रख कर हमारे जो कारखाने हैं उनका हम किस तरह विस्तार करेंगे, उनके आस-पास इन्डी-जोनियस कारखानों को क्या सुविधायें देंगे, इसके विषय में भी मंत्री महोदय ने कहीं किसी बात का जिक्र नहीं किया है।

स्वदेशीकरण तथा आधुनिकीकरण, माडर्नाइजेशन जैसे विषय पर भी मंत्री महोदय चुप हैं। करोड़ों की लागत वाला लखनऊ में स्थित अनुसंधान अभिकल्प एवं मानक संगठन (आर० डी० एस० ओ० संस्थान) की भविष्य की क्या योजनाएं हैं, इसका बजट में कोई उल्लेख नहीं है। वहां जो रिसर्च हो रहे हैं, जो डवलपमेंट्स हो रहे हैं, उसकी तरफ ध्यान नहीं दिया है कि उनमें कौन सी कमियां हैं, जिन कमियों को दूर करने से इस क्षेत्र में और अधिक विकास हो सकेगा।

इसी प्रकार वाराणसी, चित्तूरंजन आदि की भी भविष्य की योजना का कोई उल्लेख नहीं। बिहार में दो कारखाने एक मुजफ्फरपुर का आर्थर बटलर वैगन कम्पनी तथा दूसरा मोकामा के पास ब्रिटानिया वैगन कम्पनी का क्या होगा, इसकी भी कोई चर्चा नहीं है। क्योंकि बीच में सरकार ने उसे लेने की बात रखी थी और उसके विकास की भी बात चली थी, वह किस स्थिति में है, इसके विषय में कहीं पर कोई जानकारी नहीं दी गई। यद्यपि लखनऊ के आर० डी० एस० ओ० संस्थान द्वारा बनाए गए दुमंजिले रेल के डिब्बों को

कुछ रूट्स पर चलाने की चर्चा मंत्री महोदय ने की है। जहां पर यह चर्चा की है वहां पर यह उम्माद रखी जाती कि ऐसे जो संस्थान हमारे हैं उनके विस्तार की योजना के विषय में मंत्री महोदय अवश्य जिक्र करेंगे।

देश के अन्दर रेलों के विस्तार की योजनाओं के लिए तथा विदेशों में निर्यात के लिए हमें अपने उन कारखानों के विस्तार की योजनाओं पर और उनमें जो कर्मचारी काम कर रहे हैं उनको किस तरह से हम अधिक सुविधा दें वहां रिसर्च और डेवलपमेंट की और फंसीलिटीज बढ़ाएं, इसके विषय में भी अधिक ध्यान देना होगा और बजट में विशेष एलोकेशन करना होगा। जो स्वदेशीकरण के लिए आस-पास छोटे उद्योग बैठे जाएं उनमें अनएम्प्लायड ट्रेड इंजीनियर्स को प्राथमिकता देनी चाहिए तथा उन्हें कारखाने बैठाने से ले कर माल खरीदने और बेचने में नये रेल मंत्री सुविधा देने की योजना बनावें; क्योंकि यह जो ट्रेड इंजीनियर्स नये कारखाने इन्डीजोनस माल के लिए वहां खोलते हैं तो जो रेल के टैंडर्स बड़े-बड़े होते हैं उनमें उनके लिए पैसे की कमी से टिक सकना सम्भव नहीं होता है और माल, यद्यपि वे क्वालिटी गुड्स तैयार करते हैं फिर भी चूंकि उसको वे सप्लाय नहीं कर पाते हैं, फसट्रेड होकर उनके कारखाने बन्द हो जाते हैं। तो शुरू में आंकड़े हमारे आ जाते हैं कि हमने इतने ट्रेड इंजीनियर्स को इतनी सुविधाएं दी लेकिन वह कारखाना चला या नहीं चला, उनके माल की खपत हो सकी या नहीं हो सकी, इस बात पर कोई ध्यान नहीं देता है जिससे जितना फायदा होना चाहिए था, वह नहीं हो पाता है। क्वालिटी पर अवश्य ध्यान दें किन्तु पिछले वर्षों से चलते आए हुए खरीद-बिक्री के नियमों में अवश्य सुधार लाएं; क्योंकि नये मार्केटिंग टेक्नीक्स के अनुसार समाजवादी देशों में भी, सोशलिस्ट कंट्रीज में भी टैंडर्स के अलावा आपसी बातचीत और कार्टिंग के नये तरीके अपना कर माल की खरीद बिक्री



[श्रीमती प्रतिभा सिंह]

हो रही है। इसके बहुत से उदाहरण हैं, रूस के और दूसरे देशों के। लेकिन समय के अभाव से उन सारे उदाहरणों को नहीं देना चाहती।

मंत्री महोदय ने अनएम्प्लायड ग्रैजुएट्स तथा कोआप्रोटिव्ज को स्टेशनों पर स्टाल दे कर नये रोजगार देने की कोई चर्चा नहीं की है। यद्यपि अपने भाषण में हर दो-चार लाइन पर गांधीवाद और समाजवाद की बात बही है। स्टेशनों पर स्टाल देने में कितनी कुरीतियाँ हैं इससे नये मंत्री महोदय अवश्य अवगत होंगे। मैं इन सारी कुरीतियों के बीच नहीं जाना चाहती। उनके नियमों को आसान और निष्पक्ष बनाने के नया तरीके मंत्री महोदय अपनाने की सोच रहे हैं ताकि अधिक से अधिक अन-एम्प्लायड ग्रैजुएट्स को बुक-स्टाल, कंटरिंग इत्यादि छोटे-छोटे स्टेशनों पर जो बुक-स्टाल्स हैं, उनको दे कर उन्हें रोजी-रोटी का एक रास्ता निकाल कर दे सकें। रेल विभाग में नौकरी देते समय अनुसूचित जाति तथा अनुसूचित जनजातियों तथा अल्प-संख्यकों को पर्याप्त प्रतिनिधित्व देने की योजना का कोई उल्लेख नहीं।

नए रेल मंत्री ने अपने भाषण में श्रमिकों की रेलवे के प्रबंध में साझेदारी की बात कही है। यह बहुत ही आवश्यक और महत्वपूर्ण है बल्कि मैं तो आपको एक कदम और आगे बढ़ने की बात कहूँगी। आप यूनियंस को रेस्पॉन्सिबल बनाएं कि वे आपके विभागों में खर्च की कटौती के नए सुझाव दें और आप साल के अंत में जो नेट प्रॉफिट हो उसमें कुछ बंटवारा करें ताकि उनको काम करने का इंसेंटिव नया उत्साह हो और रेल में स्ट्राइक तथा गो-स्लो का तरीका कम से कम अपनाएं। जिस प्रकार बाहर के भी कुछ देशों में इस तरीके को अख्तियार कर इस विभाग के घाटे को कम करने की चेष्टा की गई है, आप अपने विभाग के भिन्न-भिन्न स्तर के लिए उसके वर्क

नाम्स बनाएं, क्लास फोर से लेकर ऊपर तक और उसके अनुसार ही तरक्की दें।

आपने ए० आर० सी० के सुझावों को लागू करने की बात की। इसमें दिए गए सुझाव जैसे कि—द ब्राऊन सिस्टम आछ डिस्प्लिन प्रिवेलिग इन कैंनेडियन पैसिफिक रेलवेज—उसको भारत की मौजूदा परिस्थिति को देखते हुए कुछ सुधार, माडिफिकेशंस के साथ लागू करें, विशेष कर अनुशासन से संबंधित सभी विषयों में यह तरीका अधिक कारगर होगा।

मंत्री महोदय ने घोषणा की है कि सभी अवशेष मई, 1974 के हड़तालियों को वापस ही नहीं बल्कि पुरानी बरिष्ठता दे कर 6 हफ्ते के अंदर ही ले लिया गया है। मैं उनको याद दिलाना चाहती हूँ कि 1975 के बजट में यह घोषणा कर दी गई थी कि हिंसा, तोड़-फोड़, डराने धमकाने में लगे रेल कर्मचारियों के अतिरिक्त सभी को वापस ले लिया जाएगा। 1976 के बजट में कई हजार ऐसे कर्मचारी वापस लिए गए। यह भी भूतपूर्व मंत्री द्वारा स्पष्ट कर दिया गया था कि लगभग 5 से भी अधिक कर्मचारी हिंसा, तोड़-फोड़ और डराने-धमकाने के सिलसिले में कोर्ट में अभियुक्तों के अलावा सभी को वापस ले लिया गया। तात्पर्य यह है कि वर्तमान मंत्री महोदय ने उन को ही वापस लिया है, ये जो थोड़े से लोग बचे थे और इसलिए पूरा का पूरा श्रेय सिर्फ नये मंत्री महोदय ही लें, शायद बहुत ठीक नहीं होगा।

इसी प्रकार आपात-कालीन स्थिति में दण्डित कर्मचारियों के वापसी की बात है। इसमें मंत्री महोदय को थोड़ी सावधानी बरतनी होगी कि कहीं उनमें भ्रष्ट अथवा संदेहास्पद कर्मचारी तो नहीं हैं? जो जेनुइन केसेज हैं उन्हें जरूर लें पर ऐसा न करें कि बिल्कुल एक कलम से सारी कार्यवाही इस प्रकार की जाए कि जो निष्ठावान कर्मचारी हैं उनको

अच्छा काम करने का कोई उत्साह इंसेटिव न रहे, जिससे उनके अंदर का जोश ही खत्म हो जाए।

रेल विभाग में 7 लाख से ऊपर कैंजुअल वर्कर्स हैं, उन की सेवाओं को नियमित करने के विषय में क्या निर्णय मंत्री महोदय लेंगे? रेल श्रमिकों से बेगार की समाप्ति की कोई चर्चा मंत्री महोदय ने नहीं की।

अंत में, मैं आपका ध्यान दो-चार और बातों की तरफ आकर्षित करना चाहती हूँ। एक तो रेलों के विद्युतीकरण से बहुत अधिक विदेशी मुद्रा की बचत होगी और 1973 में 15-सालाना योजना बनी थी, वह अब किस स्थिति में है? मेरा एक छोटा सा सुझाव है कि 30-40 करोड़ रु० प्रति वर्ष बचा कर इलेक्ट्रिफिकेशन पर खर्च करें तो डीजल तेल बचे। उसे दूसरे कामों के लिए इस्तेमाल कर सकते हैं। तेल उत्पादन करने वाले देश जैसे यू० एस० एस० आर०, यू० एस० ए०, ईरान, ईराक इत्यादि भी अपनी रेल बिजली से चला रहे हैं और तेल बचा कर विदेशी मुद्रा अर्जित कर रहे हैं। कार्मिशियल आस्पेक्ट को और भी हाइलाइट करने के लिए आप मार्केट रिसर्च बर्क और ट्रैफिक सर्वे जिसमें माल यानी गुड्स, पैसेन्जर तथा यात्री दोनों शामिल हैं, इस कार्मिशियल आस्पेक्ट की देखभाल के लिए और रिसर्च के लिए ट्रेन्ड परसोनेल का एक सेल बनाएं ताकि आपका बजट धीरे-धीरे अधिक सरप्लस होने की ओर बढ़ता जाए और आप अपने कर्मचारियों को अधिक से अधिक सुविधा दे सकें और सहूलियत दें। जब तक आपका रेवेन्यू नहीं बढ़ेगा आप बढ़ती कीमतों के साथ अपने विभाग के कर्मचारियों को आर्थिक सुविधाएं नहीं बढ़ा सकेंगे।

1 P. M.

आपने पिछड़े प्रदेशों में नई लाइनों के विस्तार तथा मीटर गेज को ब्राड गेज में बदलने की बात कही है। मैं आप का ध्यान बिहार प्रदेश की ओर दिलाना चाहती हूँ। सर्वप्रथम उत्तर और दक्षिण बिहार को रेल से गंगा पुल द्वारा

जोड़ना आवश्यक है। पहले भी इस की बात चल चुकी है, सर्वे भी हो चुके हैं। इस काम में क्यों देरी हो रही है? यह बात बहुत समझ में नहीं आती। जो मौजूदा मंत्री महोदय हैं वे भी सोनपुर गये थे और उन्होंने बहुत से आश्वासन बिहार वालों को दिये हैं। दक्षिण बिहार खनिज का भंडार है और उत्तर बिहार कृषि प्रधान है। दोनों एक दूसरे के पूरक हैं। रेल के जूट जाने से उत्तर बिहार में नये उद्योगों की स्थापना हो सकेगी।

आपने अपने बजट भाषण में बिहार में कुछ नयी लाइनों की चर्चा की है। साथ ही मीटर गेज को ब्राड गेज में बदलने की चर्चा की है। मूजफ्फरपुर से सीतामढ़ी तथा वहां से नेपाल की तराई के क्षेत्र को बड़ी लाइन से जोड़ने की जो योजना है उसे आप शीघ्र कार्यान्वित करायें। नेपाल और भारत के बीच बहुत सा व्यापारिक सम्बन्ध है, माल का आना-जाना है, अतः रेल की सुविधा होने से व्यापारिक सम्बन्ध बढ़ेगा और सद्भावना भी बढ़ेगी। भारत से कपड़ा, तेल, सीमेंट इत्यादि सामान जाता है। उधर से अनाज, लकड़ी इत्यादि सामान आता है। इस सब के लिए मूजफ्फरपुर से, सीतामढ़ी से नेपाल की सरहद तक रेल जाना आवश्यक है।

अनरेमनरेटिव लाइन्स को छोड़ने की बात कही गयी है। लाइनों को बन्द करने के स्थान पर ऐसी जगहों के औद्योगिक विकास के लिए सुविधाएं दे कर इन लाइनों को भी चालू रखा जाये। अगर आप वहां कुछ सुविधाएं दूसरे मंत्रालयों से कोऑर्डिनेशन कर के दिला सकें तो आप की अनरेमनरेटिव लाइन्स फायदे की लाइन्स बन सकती हैं। वहां की जनता को वर्षों से रेल की आदत पड़ गयी है। अब बन्द करने से उन को अपनी रोज की जिन्दगी में परेशानी उठानी पड़ेगी।

आपके भाषण में हिन्दी के विकास की कोई चर्चा नहीं है। सफाई और सभ्य की पाबन्दी, जो कुछ दिनों से रेल में आयी थी, उसे ढीला न

[श्रीमती प्रतिभा सिंह]

होने दिया जाए। सारी पुरानी उपलब्धियों को यदि महत्व न दिया जाए तो कर्मचारियों का उत्साह घट जाता है। अतः उन को साथ लेकर नयी योजनाओं को तेज रफतार से आगे बढ़ायें। उदाहरणार्थ ए० आर० सी० की रिपोर्ट, जिस का इतना जिक्र है, पुरानी उपलब्धि है। वह इन तीन महीनों के अन्दर नहीं बनी। इस समय मौजूदा मंत्रिमंडल का यह ट्रेंड देख रही हूँ कि कोई भी चीज जो तीन महीने पहले थी वह खराब थी, कोई भी चीज जो पिछले तीन महीनों में हुई है वह अच्छी है। जो कर्मचारी हैं, जो आफिसर हैं वे चलते आ रहे हैं जैसे नदी की धारा चलती आ रही है। सरकारें आती हैं और जाती हैं, परन्तु उन का कांडर है। जो लोग अच्छी तरह से, पूरे मन से काम कर रहे हैं उन सभी को खराब कह दें, सभी बातों को खराब कह दें तो उन में नया उत्साह नहीं होगा। वे सोचेंगे कि यह मंत्रिमंडल बदल जाएगा तो जो अच्छा काम उन्होंने किया होगा उस के लिए उन को शावाशी नहीं मिलेगी। उदाहरणार्थ ए० आर० सी० की रिपोर्ट पुरानी उपलब्धि है, उस का इम्प्लीमेंटेशन आगे का कार्यक्रम है। अतः मंत्री महोदय, पुरानी उपलब्धि की नींव पर नए मजबूत कार्यक्रम लेकर रेल की रफतार और डेवलपमेंट तेज चलावें।

**श्री उपसभापति :** सदन की कार्यवाही 2 बजे तक के लिए स्थगित की जाती है।

The House then adjourned for lunch at four minutes past one of the clock.

The House reassembled after lunch at five minutes past two of the clock, Mr. Deputy Chairman in the Chair.

SHRI R. NARASIMHA REDDY (Andhra Pradesh) : Sir, at the outset I would like to congratulate the hon. Minister for Railways for taking a right decision in ordering reinstatement of all the employees victimized during the railway strike.

Secondly, I would like to congratulate him for not doing the usual thing of raising the freights and fares. Then, on his statement that he would concentrate on the development and improvement of classless trams in this country and also because he has promised more amenities for the second class passengers, I would like to say that most of us travel in these longdistance trains. Most of the M.Ps. travel in first class. Many of us do not have the experience of travelling in ordinary passenger trains which connect interior areas. Even today I should say, compared to the long distance trains, the ordinary passenger trains in which the poorest people of this country travel are not at all in a happy situation. Even today when we travel, if we just look at them, enter into these trains, we can easily see that most of the carriages in these passenger trains are outdated, almost to be condemned. The window shutters are not in order. The lavatory arrangement is not in order and the bogey itself is old, rickety and dirty. I would request the hon. Minister to give priority to this aspect first. More than hundred passengers travel in a compartment which has a capacity of sixty only. Thus, a carriage which should earn Rs. 60, is earning Rs. 100 from poor men. They have no convenience. They have to stand and travel and yet they have to pay. There is a tremendous overcrowding in these passenger trains on every line. These conditions have to be improved. After all, these passenger trains are for the real janata and, I hope, the Janata Government will first concentrate on this aspect of the problem before thinking of improving the long-distance trains which to my mind, compared to the ordinary passenger trains, are quite satisfactory, taking the conditions of the country into consideration. It is very easy to provide cushions in these long-distance trains. The Minister has said that in the long-distance trains, even in the second class compartments, some sort of cushion will be provided. I would wish even this could wait and the question of providing amenities to the passengers in ordinary trains should be looked into and the problem of overcrowding in trains by the poorest people of this country should be

attended to first. This is the most important problem that the Railway Minister has to tackle.

While congratulating the Railway Minister for reinstating the employees victimised, I would like to bring to his notice that at the same time, not only in the railways but in the industrial sector also, the working class should be elevated into responsible trade-unionism in our country. This is one aspect in which the Minister and the Government can contribute to a large extent. Responsible trade-unionism is very necessary for this country. The railway workers do have a right to demand proper wages, to demand proper facilities. But they have a duty to this country; they have a duty to this nation. I shall be happy if I am wrong, but my impression today is that, unfortunately, in this country trade-unionism has yet to evolve into responsible trade-unionism. By "responsible" I mean, taking the nation's interests into primary consideration because unless the system, of which we are a part, works properly, no particular element of the system can prosper. Therefore, I hope that in this respect also, both the trade union leaders and the Government would work together in developing this responsible trade-unionism.

Then another aspect which I would like to touch upon is that in developing the railways, in deciding where new railway lines have to be taken up, where new extensions have to be taken up where improvements have to be taken up, the only consideration should be the objective need of the area and no subjective consideration should come into this. Political considerations, or regional considerations, or personal considerations should not come into these decisions. We have to take the objective needs of the country into consideration—and in that particularly the needs of the backward areas which have not been at all looked into so far. Here, I would say that in the area from which I come—Rayalaseema—supposed to be the famine area, the most backward area—the present railway lines, I think, were laid about hundred years ago. After that, not a single extension, not a single line has been introduced. I am sure, there are

many more such areas in the country where the people may not be vocal, where the people may not have the political pull. So they are likely to be neglected and ignored I hope Mr. Dandavate, our Railway Minister, will look at this problem in a very objective manner and take into consideration only the objective needs of the situation when new developments have to take place.

Then, Sir, coming to the question of economy in the administration, I would bring to the notice of the hon. Minister an important fact which many railway officials, in the course of my casual talks with them have told me—and possibly it is true—on the question of compensation given for the goods lost. I do not have the exact figures, but quite a huge sum of money is paid every year towards compensation. I learn from reliable sources that a considerable amount of the losses, not all the losses, are manipulated. The manipulation is done by collusion between the businessmen and the officials concerned. I was told of cases where goods were neither lost nor damaged but the whole thing was manipulated as if a part of the goods was lost or damaged, the compensation was paid and it was safely distributed between the businessmen and the officials concerned. I am told that quite a considerable amount is lost in this way. Sir, if this is true, I would request the hon. Minister seriously to consider this aspect of the procedure for evaluating the compensation for goods and if there are any loopholes which the corrupt businessmen and corrupt officials are utilising, these loopholes should be plugged. Thereby we can save a lot of money.

Another aspect which, once again, some of the important railway officials told me in their casual talks with me was that, for instance, as is the case in every department in our country for the past many years after independence, we have been implementing Parkinson's Law with a vengeance in the railways also. There are a plethora of jobs whether there is commensurate work or not. This aspect also has to be looked into. Some senior official told me that even in the Railway Board, which has become a huge organisation, this organisation is not

[Sh. R. Narasimha Reddy]

warranted by the work that is being done. So, I would request the hon. Minister to look into this aspect also.

Then, Sir, there is the usual problem which, I think, everyone of us knows and the hon. Minister knows, that is, blackmarketing in tickets. Once again it is a very ticklish problem how to tackle it. But it is going on even in the capital—in New Delhi and Old Delhi railway stations. How this has to be checked is also to be considered.

Finally, I would like to know from the hon. Minister as to how many new railway lines we have been able to introduce after independence—not new trains on the same line but how many kilometres of new line has been introduced—because I find that the percentage of development from that point of view is not very encouraging. When this aspect is considered, I would wish the Railway Minister to keep the backward areas in mind. As I said, regarding the passenger trains which go into the interiors, the people in the backward areas are not vocal, they are voiceless, but, just because they are voiceless, let them not be ignored. So, I hope the Janta Government will take up the cause of the voiceless people.

Finally, regarding Andhra Pradesh, I would point out that the general feeling of the people there is that Andhra Pradesh has not got its due share from the Railways. Some time back work on a line had been taken up—a composite project—laying a broad gauge line from Bibinagar to Nadi-kude and the conversion of the existing metre gauge line from Macherla to Guntur into broad gauge. These two things are complementary and necessary in the particular situation in that area. For these, in 1975-76, Rs. 40 lakhs were sanctioned, in 1976-77, Rs. 30 lakhs were sanctioned, and this year it is proposed to spend Rs. one crore. Sir, the original proposal was that this project would be completed by 1980, but the way money is sanctioned perhaps, it will take another decade for this project to be completed. Therefore, I would request the honourable Minister to give consideration to this aspect and see if the Railways

could allocate at least Rs. 4 crores this year, so that at least some work could be done. and then the people of Andhra Pradesh would thank him.

Thank you.

**श्री आर० डी० जगताप आवरगांवकर (महाराष्ट्र)** : जनाब नायब सदर साहब, मैं रेल बजट के बारे में अपने नाकिस ख्याल, का इजहार करना चाहता हूँ। यह जो बजट पेश किया गया है, इस मिलसिले में मैं खासतौर से रेल मंत्री श्री दण्डवते जी का शुकिया अदा करता हूँ और मुबारकवाद देता हूँ कि उन्होंने इस बजट में प्रोग्रेसिव दृष्टिकोण दिखाने की कोशिश की है। हमें उनसे खास तौर से और उम्मीद है।

शायद उनको इसमें इतना ज्यादा समय नहीं मिला है लेकिन आइन्दा रेलवे के मिलसिले में, खासतौर से जो सेक्रेण्ड क्लास से यात्रा करते हैं, उनका ज्यादा ख्याल रखना चाहिए। उनको ज्यादा से ज्यादा सुविधाएं देने के लिए वह कोशिश करेंगे, ऐसी उम्मीद है।

मंत्री महोदय ने जो यह बजट पेश किया है, इसमें कोई ज्यादा बुनियादी फर्क हो, ऐसा मैं नहीं समझता। लेकिन उनकी कोशिश जरूर है और यह बजट पेश करने के बाद उन्होंने जो दृष्टिकोण अपनाया है, उसकी झलक भी मिलती है।

उपसभापति जी, रेल मुक्त की तरक्की का एक अहम साधन है। जहाँ-जहाँ रेल जाती है, वहाँ-वहाँ औद्योगिक विकास होता है, इंडस्ट्रियल डेवलपमेंट होता है और वहाँ के शहर बढ़ते हैं। कई किस्म की चीजें वहाँ आ जाती हैं। लेकिन जहाँ रेल नहीं है वहाँ की तरक्की रुक जाती है।

वहाँ जो है, इंडस्ट्री नहीं बनपती है, इंडस्ट्रीज होती ही नहीं है और वह हिस्सा बहुत पिछड़ा हुआ रह जाता है। मुझे खुशी है कि श्री दण्डवते जी मेरे भाषण के समय यहाँ

पर उपस्थित है और महाराष्ट्र का हर कोना कोना उनको मालूम है और इससे आडवाणी साहब की भी थोड़ी तकलीफ कम हो जायेगी क्योंकि दंडवते साहब जो हैं, वह महाराष्ट्र तो क्या पूरे भारत में काफी घूमें हैं लेकिन महाराष्ट्र तो उनकी जन्मभूमि है और हमको फख है कि उनके रेल मंत्री बनने से महाराष्ट्र के लोगों की आकांक्षाएं एवं इच्छाएं जरा ऊंची हो गयी हैं। हर जगह पिछड़े क्षेत्र हैं। महाराष्ट्र का नाम लेते ही पूना या बम्बई की पिक्चर सामने आती है और कहा जाता है कि बम्बई में यह हुआ, इंडस्ट्रीज का इतना डेवलपमेंट हुआ, पूना में हुआ लेकिन पूना और बम्बई यह कोई महाराष्ट्र नहीं है। महाराष्ट्र में काफी ऐसे क्षेत्र हैं जैसे कोंकण, मराठवाड़ा जो कि पिछड़े हुए हैं और खासतौर से मेरे जिले के बारे में तो मुझे काफी अफसोस के साथ कहना पड़ता है—हमारे जाज साहब भी जो बाजू में बैठे हैं उनको पता है—कि वहां पर रेल का नामोनिशान ही नहीं है। बहुत से लोगों को रेलगाड़ी क्या चीज है यह भी मालूम नहीं है तो ऐसा मेरा जिला पिछड़ा हुआ है और इसीलिए वहां के लोगों को बहुत आशाएं हैं कि इस रेल के बारे में कुछ न कुछ हो। जब कोई पार्लियामेंट का इलेक्शन होता है तो दोनों पार्टियों के लोग यह आश्वासन देते हैं कि हम रेल के बारे में कोशिश करेंगे लेकिन बदकिस्मती से अभी तक यहां रेल का सर्वे भी नहीं हुआ है और इस बारे में कोई, किसी किस्म की कार्रवाई भी नहीं हो रही है। मैं गुजारिश करूंगा कि कम से कम इस रेलवे का सर्वे करके कि इस पर कितना खर्चा होगा, यह भी अगर कम से कम मालूम हो तो भी सरकार जब कभी नई लाईंस के बारे में सोचने का इरादा करेगी तो इस बारे में कुछ न कुछ कार्यवाही करने के लिए सुविधा प्राप्त होगी।

दूसरी बात यह है कि रेल कर्मचारियों के बारे में उन्होंने हमदर्दी बताई और वह

खुद भी ट्रेड यूनियन में काम कर चुके हैं तथा उनको गरीब लोगों की हालत क्या है इसके बारे में पता है लेकिन वह पूरे-पूरे तरीके से मजदूरों की, वर्कर्स की जो प्रोब्लम्स हैं उनका हल नहीं कर सके हैं और तकरीबन ढाई लाख कर्मचारी, कैजुअल लेबरर्स को परमानेंट करने का मसला सामने है? इसके पहले तकरीबन—रेल मंत्री के जमाने में—16 हजार कर्मचारी लिए गए थे और इस वक्त कुछ 600 या साढ़े 600 कर्मचारी, जो बचते हैं, उनको भी आपने लिया है, इसके बारे में मैं आपको मुबारकबाद देना चाहता हूं और साथ ही साथ यह भी कहना चाहता हूं कि—जैसा कि कहा गया है कि कुछ कर्मचारियों के खिलाफ जो केसेज हैं और वह स्टेट गवर्नमेंट के अंडर में हैं—मैं रिक्वेस्ट करूंगा कि ऐसे केसेज को निकालने के लिए स्टेट गवर्नमेंट को भी लिखना चाहिए और उनको भी यह कह देना चाहिए कि यह जो रेल हड़ताल के ऊपर जो कुछ हुआ है, इस बारे में जो सरकार ने नीति अपनाई है यही नीति स्टेट गवर्नमेंट्स भी अपनार्यें।

दूसरी बात मैं यह कहना चाहता हूं कि यह बड़ा अजीब चक्कर है रेल का, क्योंकि पिछड़े हुए क्षेत्र के बारे में कहा जाता है कि वहां इंडस्ट्रीज नहीं इस वजह से रेल नहीं लाई जा सकती। इंडस्ट्री नहीं बोल कर रेल नहीं है, और रेल नहीं है इस वजह से इंडस्ट्रीज आती नहीं। यह बड़ा अजीब चक्कर है, इस बारे में भी कोई नया दृष्टिकोण अपनाने की जरूरत है। मैं कहूंगा कि अग्रिकल्चरल प्रोडक्शन और अग्रिकल्चर को अभी तक इंडस्ट्री के रूप में किसी ने नहीं सोचा है। विचारा काश्तकार जो है, अपने खेत में मेहनत करता है लेकिन उसके माल का यातायात करने के लिए कोई साधन नहीं होते और उसको कम दाम में व्यापारियों को बेचना पड़ता है, यह बड़ी बदकिस्मती है, और इसकी वजह से जो पिछड़े हुए क्षेत्र हैं वे आर्थिक दृष्टि से

[श्री आर० डी० जगताप आवरगांवकर]  
दुर्बल होने जाते हैं, बहुत ही कमजोर होते हैं। तो इसका भी ख्याल करना चाहिए।

मैं रेल मंत्री को कुछ सजेशन देना चाहता हूँ और कुछ अहम तरीकें लाइन जो है, जो मराठवाड़ा की है, उसके बारे में भी ध्यान आकर्षित करना चाहता हूँ। एक तो लातूर मीरज जो गाड़ी है उसको रेलगाड़ी कहना या नहीं कहना यह भी हमारे सामने सवाल है क्योंकि वह सिर्फ इंजन है और कुछ डिब्बे चलते हैं क्योंकि यह नैरो गेज में इतनी छोटी गाड़ी है, इसका किस्ता अगर सुनाया जाए, उपसभापति महोदय, तो आप विश्वास भी नहीं करेंगे। यह रेल जहां से गुजरती है वहां के जो कार्गुकार हैं वे नूसफली या चना खेत में नहीं बोते रेल लाइन के नजदीक क्योंकि मुसाफिर रेल में से उतर कर वह चना और मूसफली खाते हैं और फिर आ कर गाड़ी में बैठते हैं। यानि, यह गाड़ी की स्पीड होती है और यह गाड़ी इसी तरह से कई वर्षों से चल रही है, उसमें कुछ सुधार नहीं हुआ है। हाल में मैंने एक सवाल पूछा था इसके बारे में तो बड़ा निराशाजनक उत्तर आया है कि इसमें रेल का कन्वर्शन करना मुश्किल है। दण्डवत जी से मैं कहूंगा कि यह जो बहुत पुरानी मांग है इसको पूरा करने के लिए वे कोशिश करें।

दूसरी बात यह है कि मानमाड-परली ब्राड गेज जो पहले मंजूर हुआ था, उसका काम जारी है, इस बजट में भी कुछ प्रविजन रखा है मगर मैं कहूंगा उसमें जिध गति से काम हो रहा है उसके बारे में हमारा ख्याल है कि दस साल में भी वह काम पूरा नहीं हो सकेगा अगर इस गति से काम हुआ तो। इसलिए यह काम जल्द से जल्द पूरा करने के लिए कोशिश की जानी चाहिए और यह ब्राडगेज होने से परली में बहुत बड़ा एक थर्मल स्टेशन है उसका भी विकास हो सकता

है और उससे इलेक्ट्रिसिटी का प्रब्लम भी काफी हद तक दूर हो जाएगा।

इसी तरीके से अपने बीड़ डिस्ट्रिक्ट की एक अहमतरीकें लाइन के बारे में ध्यान आकर्षित करना चाहता हूँ। वह है परली अहमदनगर लाइन या शोलापुर-जलगांव। इसमें अगर हमको एक भी लाइन मिल गई तो वहां के डिस्ट्रिक्ट के लोगों की काफी तरक्की हो सकती है और ग्राम व दरफत के लिए काफी सुविधा हो सकती है। आज पूरे डिस्ट्रिक्ट का ट्राफिक बस के ऊपर निर्भर है और उसकी वजह से डिस्ट्रिक्ट का जो विकास होना चाहिए वह नहीं हुआ है। बदकिस्मती से यह डिस्ट्रिक्ट पुराने निजाम स्टेट में था, उस वक्त भी इसकी तरक्की नहीं हुई, उस वक्त भी वह नेगलेक्टेड डिस्ट्रिक्ट था। मैं इस चीज को बाजेह कर देना चाहता हूँ कि इसके पहले मराठवाड़ा में जो आंदोलन हुआ—मराठवाड़ा जो कि एक पिछड़ा हुआ क्षेत्र है—वह इसलिए भी हुआ कि वहां रेलवे लाइन होनी चाहिए और रेलवे लाइन न होने से बहुत सा जो पिछड़ा हुआ हिस्सा है उसको काफी नुकसान उठाना पड़ता है। इसी तरीके से मैं कुछ और सजेशन देना चाहता हूँ रेलवे कैंटीन्स के बारे में, बुक-स्टाल के बारे में और पान की छोटी-छोटी दूकानों के बारे में। अक्सर देखा जाता है कि कैंटीन वाले पता नहीं किधर से टपकते हैं लेकिन उनमें मुकामी लोग बहुत कम पाए जाते हैं। एजूकेटेड मुकामी लोगों को रोजगार देने के लिहाज से अगर छोटी-छोटी पान की दूकानों या चाय की दूकानों या कैंटीन दी जाएं तो बेरोजगारी का मसला भी हल हो जाएगा और वे अपने पैरों पर खड़े होकर काम कर सकेंगे। लेकिन यह खास तौर से देखा गया है कि मुकामी लोगों को ठेका नहीं मिलता। आशा है कि इस बारे में दण्डवत जी खास तौर से ख्याल रखेंगे।

दूसरी बात यह है कि रेल में रिजर्वेशन के समय काफी गड़बड़ी होती है। बहुत से लोग

फर्जी रिजर्वेशन करा लेते हैं उसकी वजह से जिनको रिजर्वेशन चाहिए उनको नहीं मिलता। यही वजह है कि रेलवे में काफी लोगों को तकलीफ उठानी पड़ती है। इस बारे में भी मंत्री जी खास ध्यान देंगे और जहाँ-जहाँ रिजर्वेशन के बारे में गड़बड़ी होती है, करप्शन होता है, वहाँ-वहाँ उसके बारे में कार्यवाही करेंगे।

आखिर में मैं यही कहूंगा कि जो कुछ मैंने कहा है उस पर आप ध्यान दें। मानमाड-परली की ब्राडगेज लाइन का जो काम धीमी गति से चल रहा है उसको जल्द से जल्द खत्म करने की कोशिश करनी चाहिए। परली-अहमदनगर लाइन का काम से कम सर्वे भी हो जाए तो लोगों को इतना तो विलासा हो जाएगा कि कभी तो यह रेल आएगी। यही मेरी दरखास्त है। इसी तरीके से जो नैरागज है उसको हटाया जाए या फिर उसकी जगह बड़ी लाइन डाली जाए। जब तक वहाँ का सवाल हल नहीं होता इसलिये फौरन लाटूर-मिरज लाइन को ब्राडगेज में तब्दील किया जाए। मराठवाड़ा के लोगों की यह भावना है। इस बारे में मैंने अपने चन्द ख्यालान का इजहार किया। धन्यवाद।

**श्री प्रकाश सहरोत्रा (उत्तर प्रदेश) :**  
माननीय उपसभापति महोदय, रेल बजट पेश करने के पूर्व अखबारों में जो माननीय मंत्री जी के बयान आते रहे थे उनसे यह आशा बंधी थी कि वे कोई रिवोयूशनरी, अद्भुत बजट पेश करने वाले हैं। किन्तु बजट देखकर थोड़ी निराशा हुई। खोदा पहाड़, निगली चूहिया।

मान्यवर पिछले कुछ दिनों से इस सदन में और दूसरे सदन में रोज इस बात का ढोल पीटा जा रहा है कि मई 1974 की स्ट्राइक में जो कर्मचारी निष्कासित हुए थे उन सब को वापस ले लिया गया है। वास्तविकता यह है कि कुल 16898 कर्मचारियों को

सेवा से वृक्त किया गया था जिनमें से 25-3-77 तक पुनः 16,271 को वापस ले लिया गया। इन्होंने 627 में से 611 कर्मचारी वापस लिए हैं। जो ब्रेक-इन-सर्विस हैं वह भी पिछली सरकार ने कन्डोन कर दिया था। किन्तु बार-बार इस घोषणा का अभिप्राय कोई नीति नहीं, राजनीति है। मान्यवर, सन् 74 की जो स्ट्राइक हुई थी उसका संचालन हमारी सरकार के जो आज के एक मंत्री हैं—उससे हमारे रेल मंत्री भी संबंधित थे—उन्होंने किया था। उसकी मांग विशेष रूप से यह थी कि जो पब्लिक अंडरटेकिंग के वर्कर्स की तनख्वाह है उसी पैरिटी में रेलवे वर्कर की तनख्वाह होनी चाहिए। रेलवे वर्कर की तनख्वाह सरकार ने 196 रुपए रखी है जबकि पब्लिक अंडरटेकिंग के वर्कर की तनख्वाह लगभग 425 रुपए है। दूसरी मांग यह थी कि नीड बेस्ड मिनिमम वेज होने चाहिए। तीसरी मांग जिसकी वजह से स्ट्राइक हुआ यह थी कि वर्कर्स को वीनस मिलने का अधिकार होना चाहिए। आपने जो बजट पेश किया है उसमें सबसे यूनिफ फीचर यह है कि इन तीनों मांगों पर किसी तरह का प्रावधान आपने नहीं किया है। रेलवे कर्मचारियों की सुविधाओं के बारे में माननीय मंत्री जी के कई भाषण हुए। रेलवे में लगभग 17 लाख कर्मचारी काम करते हैं। कभी आप उनकी जो कालोनी है उसमें जा कर देखें। वहाँ पर ओपेन ड्रेन्स हैं और बड़ा पुअर मेन्टेनेन्स है। सफाई की कोई ठीक व्यवस्था नहीं है। तो मेरा माननीय मंत्री जी से यह निवेदन है कि वे इस ओर विशेष ध्यान देकर इन चीजों को ठीक करावें। दूसरी बात यह है कि पिछले दो, तीन महीनों से जो रोज की आवश्यक वस्तुएँ हैं उनके दाम बढ़ते चले जा रहे हैं। तो मेरा आपसे निवेदन है कि इन कर्मचारियों के लिए आप फेयर प्राइस शाप्स की व्यवस्था करा दें। ताकि उनको सामान सस्ता और सही दामों पर उपलब्ध हो सके। मान्यवर,



[श्री प्रकाश महरोत्रा]

प्लेटफार्म टिकट को लेकर काफी चीप [पापु-लैरिटी] हासिल की गयी है और यह कहा गया है कि 50 पैसे से घटाकर उसे 30 पैसे कर दिया गया है इससे जो लोग अपने रिश्तेदारों को छोड़ने या लेने जाते हैं वह हंसी खुशी जाएंगे। वास्तविकता यह है कि जो लोग अधिकतर प्लेटफार्म पर किसी को छोड़ने या लेने जाते हैं वह उस क्लाम के लोग हैं कि जिनको 50 पैसे के बजाय 30 पैसे देने से कोई ज्यादा अंतर नहीं पड़ता। वैसे रेल मंत्री जी सोशलिस्ट हैं और कहते हैं कि वह मुनाफाखोरी के खिलाफ हैं। लेकिन मान्यवर, आप देखें कि यह जो प्लेटफार्म टिकट है उसी की छपाई और वितरण का खर्च मुश्किल से 3 या 5 पैसे होगा और इस हिमाब से उसके दाम ज्यादा से ज्यादा दस पैसे होने चाहिए और यह जो तीस पैसे उन्होंने दाम रखा है यह उचित नहीं है। मान्यवर, बजट में पैसेन्जर्स की सहूलियत के विषय में आपने कई बातें कही हैं। किन्तु आप एलोकेशन देखें। 70 लाख यात्री रोज सफर करते हैं और उनकी सुविधा के लिए कुल चार करोड़ रुपए का एलोकेशन बजट में हुआ है और सुविधाएं किस तरह की आपने दी हैं। आपने कहा है कि आप जनता ट्रेन्स चलाएंगे। उसके साथ ही आप कहते हैं कि हम अब सेचुरेशन प्वाइंट पर पहुंच गए हैं और इन लाइनों पर ज्यादा ट्रेन्स नहीं चला सकते। तो आप यह जनता ट्रेन्स कहाँ और कब चलाएंगे इसका कोई जिक्र आपके बजट में नहीं है।

रेल मंत्री (प्रो० मधु दण्डवते) : मैंने सभी एडीशनल ट्रेन्स के लिए कहा है। यह शब्द है।

श्री प्रकाश महरोत्रा : दूसरे आपने कहा है कि जो लम्बी ट्रेन्स हैं उनमें एडीशनल रिलीफ देने के लिए डबल डेकर ट्रेन्स आप चलाएंगे। यह पुरानी योजना है और मेरे

ख्याल से अच्छी योजना है। लेकिन इस विषय में मैं मंत्री जी से निवेदन करना चाहूंगा कि कि यह जो लॉग डिस्टेंस ट्रेन्स हैं वह काफी तेज चलती हैं। जब आप उनके कारीडोर में खड़े होइये तो वे काफी हिलती हैं। तो आप यह देख लीजिए कि जो ऊपर के पैसेजर्स हैं उनमें उनको कोई असुविधा न हो और उनको ज्यादा तकलीफ न हो। दूसरे आपने कहा है कि उन ट्रेन्स में आप लैण्डिंग लाइब्रेरी प्रोवाइड करेंगे।

कुछ ट्रेन्स हैं जिनमें लैण्डिंग लाइब्रेरी का प्रावधान है। लेकिन मान्यवर, मेरा निवेदन यह था कि ये चीजें अच्छी हैं लेकिन क्योंकि आपके पास पैसे की कमी है, इसलिए विशेष रूप से आपका ध्यान उन चीजों की तरफ जाना चाहिए जो हमारी वास्तविक कठिनाइयां हैं पैसेजर्स की। जो लम्बी ट्रेन्स हैं उनमें यात्रु रूप के लिए लम्बा क्यू रहता है और अक्सर घंटों खड़ा रहना पड़ता है, तब कहीं टर्न आता है। मंत्री महोदय आर० एस० डी० ओ० के माध्यम से इस बात का जांच करा सकें तो अच्छा होगा कि कोई ऐसा डिजाइन बन सके जिससे ये असुविधा दूर हो सके। दूसरी दिक्कत पानी की होती है क्योंकि दो-दो तीन-तीन घंटों के बाद स्टापेज आते हैं और ट्रेन काफी लम्बी होती है, प्लेटफार्म पर जब खड़ी होती है तो नल बहुत पीछे रह जाता है या पानी वाला पीछे होता है तो पानी नहीं मिल पाता। इसलिए जैसे डीलक्स ट्रेन्स में हर बोगी में पीने के पानी का एक नल लगा हुआ है, अगर इसी तरह की व्यवस्था लम्बी ट्रेन्स में भी करा देंगे तो पैसेजर्स को बहुत सुविधा होगी।

आपने कहा कि लम्बी ट्रेन्स में पैडेड सीट्स आप कराने जा रहे हैं क्योंकि बहुत लम्बा सफर होता है और बैठने में यात्रियों को तकलीफ होती है। यह आप करा देंगे तो इसके लिए हम आपको धन्यवाद देना चाहते

हैं। इन लम्बी ट्रेन्स में दूसरी कठिनाई खाने की होती है। कुछ ट्रेन्स में खाने की व्यवस्था अच्छी है, लेकिन कई सेक्टरों में खाने की व्यवस्था अच्छी नहीं है। आप कृपया यह देखें कि इन रास्तों पर भी अच्छे और सस्ते खाने की व्यवस्था हो सके तो यात्रियों को सहूलियत मिल जाएगी।

एक चीज इन लम्बे सफर के ट्रेन्स में यह है कि बहुत तेज इनकी रफ्तार रहती है, इससे ट्रेन्स के कम्पार्टमेंट्स में गर्द बहुत आती है और अक्सर सफोकेशन की फीलिंग होती है। यदि आप कृपा करके कुछ डिजाइन और करके या गजेट्स लगा सकें कि जिससे गर्द कम आए तो यात्रियों को सुविधा ज्यादा हो सकेगी।

यह तो बात रही लम्बे सफर की, लेकिन अधिकतर यात्री छोटा सफर करने हैं और उनकी तरफ भी हमको ध्यान रखना चाहिए। मैंने अक्सर देखा कि शार्ट डिस्टेंस ट्रेन्स में मेंटेनेन्स की व्यवस्था बहुत खराब रहती है। अक्सर ऐसा होता है कि किसी कम्पार्टमेंट में लाइट नहीं है, किसी में पंखा नहीं चल रहा है, किसी बाथ रूम में पानी नहीं आ रहा है। तो मेरा निवेदन यह है कि शार्ट डिस्टेंस की ट्रेन्स की मेंटेनेन्स की तरफ वह विशेष ध्यान दें तो ज्यादा अच्छा होगा।

एक चीज और अलार्मिंग जो इन शार्ट जर्नी ट्रेन्स में हो रही है वह यह है कि इन ट्रेन्स में डाके और होल्ड-अप्स बहुत हो रहे हैं। अभी आपने अखबार में देखा होगा कि लखनऊ से त्रिवेणी एक्सप्रेस जो प्रयाग जाती है उसमें फाफामऊ के पास होल्ड-अप हुआ और 70 आदमी लूटे गए। होता यह है कि यह पैसिजर ट्रेन्स छोटे स्टेशनों पर रुकती हैं जहां रोशनी की भी ठीक व्यवस्था नहीं होती है, प्लेटफार्म भी छोटे होते हैं और उसमें इस तरह के लोग बिना नोटिस के डिब्बे में आ जाते हैं। इनकी स्पीड भी बहुत तेज नहीं

होती है, इसलिए रास्ते में होल्ड-अप्स होते हैं। तो इन ट्रेन्स में सिक्यूरिटी की विशेष व्यवस्था करने की आवश्यकता है।

मान्यवर, आपने बजट में कहा कि आप 25 नई लाइन्स डालने वाले हैं। यह बात कोई नई नहीं है। पिछले बजट में भी यह बात हुई थी कि 25 नई लाइन्स आप इंस्ट्रुइयूस करने वाले हैं। आपको इसके लिए धन्यवाद देना है, लेकिन एक बात यह है कि इन सभी लाइनों में जो आपने अलोकेशन किया है वह इतना थोड़ा है कि इनकी कम्प्लीट होने में वर्षों लग जाएंगे तब ये 25 लाइनें तैयार हो पाएंगी।

इस बीच में हर वर्ष खर्च जो है वह बढ़ता जाता है। कोई इसका रिटर्न भी नहीं मिलता है एक साथ इतनी ज्यादा लाइनें ले करके। अच्छा यह है कि आप कम लाइनें लें। उतनी लाइनें लें जिनको आप जल्दी कम्प्लीट कर सकें जिससे खर्च भी कम हो और कुछ रिटर्न भी मिलने लगे। इसमें आपको प्रियोरिटी फिक्स-अप करनी पड़ेगी। जैसा आपने स्वयं कहा कि बैकवर्ड एरियाज की प्रियोरिटी है, यह सही भी है। इसकी प्रियोरिटी होनी चाहिए क्योंकि बैकवर्ड एरिया को ओपन करने का एक तरीका यह है कि अगर वहां यातायात के साधन उपलब्ध हो जाएं तो वह एरिया ओपन हो सकता है। वहां इंस्ट्रुइज लग सकती है, वहां एग््रीकल्चर प्रोडक्शन बढ़ सकता है। यह चीज सही है कि बैकवर्ड एरिया की प्रियोरिटी होनी चाहिए। इस चीज को मद्देनजर रखते हुए मेरा सुझाव है कि बाराबांकी-समस्तीपुर लाइन का जो आपने कनवर्शन का काम हाथ में लिया है उसको आप जितना जल्दी करा सकें उतना जल्दी उस इलाके का डेवलपमेंट हो सकेगा।

इसी संबंध में एक निवेदन यह भी है कि जैसा माननीय मंत्री जी खुद जानते हैं कि बम्बई में ईस्टर्न यू० पी० के काफी वर्कर्स

[श्री प्रकाश महरोत्रः]

काम करते हैं और छोटा-मोटा दूध का कोयले का व्यवसाय करते हैं। उनके लिए ईस्टर्न यू. पी. से बम्बई जाने के लिए कोई सुविधा जनक ट्रेन नहीं है। एक बात यह है कि वहां मीटरगेज है। वहां में टायरेक्ट कुछ नहीं है। कुछ ऐसे प्वाइंट्स हैं जहां ब्राडगेज लाइनें हैं जैसे जौनपुर है, फैजाबाद, जहां से बन्ती, गोरखपुर, देवरिया के पैसेंजर ट्रेट सकते हैं। यहां से जो ट्रेनें चलती हैं उनमें बम्बई के लिए एक-एक बोगी लगा दें तो उन लोगों को काफी सुविधा हो जाएगी बम्बई आने-जाने की।

मान्यवर, बकिंग एफिशियेंसी के ऊपर माननीय मंत्री जी ने बड़ा जोर दिया है उन्होंने कहा है कि हम एफिशियेंसी बढ़ाना चाहते हैं। एफिशियेंसी का मापदंड जो होता है, किसी भी ग्रंटरटेकिंग का, वह उसको प्रोफिटैबिलिटी पर होता है। एक तरफ तो आप 11 मिलियन टन एक्स्ट्रा फ्रंट ट्रेफिक डोयेंगे और दूसरी तरफ 6 परसेंट का वृद्धि पैसेंजर ट्रेफिक में उम्मीद करते हैं। बकिंग में आप कहते हैं कि इकोनोमी लाएंगे तो क्या कारण कि हमारा जो पिछला बजट है जिसमें 65 करोड़ रुपए का प्रोफिट था वह घट कर आपका आंटीसिपेटिड प्रोफिट है 32.50 करोड़ इसका मतलब यह है कि बकिंग में देखने की जरूरत है। जहां कमी है उसको ठीक किया जाए।

दूसरी बात मान्यवर, यह है कि एक बकिंग रेशो होती है हर रेलवे की और पूरी रेलवे की एक बकिंग रेशो होती है। आखिर सप्लस कहां से होता है। आमदनी तथा खर्च का जो डिफरेंस है वही सप्लस होता है। एक नजर आप दौड़ाएं तो आप देखेंगे कि सेंटर रेलवे और सदर्न रेलवे के परिचलन अनुपात में बहुत अंतर है। आपके सेंटर रेलवे का एक्स-पेंस रेशो 74.5 परसेंट है और सदर्न रेलवे का 101.3 परसेंट है।

यानी दोनों रेलवेज के एक्सपेंस रेशियो में इनना अन्तर है कि इसकी तरफ तुरन्त ध्यान देने की जरूरत है। इस बात पर विचार करने की जरूरत है कि क्या कारण है कि माउदर्न रेलवे का एक्सपेंस रेशियो इतना ऊंचा है। इसी तरीके से अगर आप हर रेलवे में देखेंगे तो मेरा विश्वास है कि इस रेशियो को घटाया जा सकता है और रेलवेज के बकिंग में प्रोफिट बढ़ाया जा सकता है। मान्यवर, खेद के साथ कहना पड़ता है कि पिछले दो तीन महीनों में रेलवे के बकिंग में काफी ढिलाई आई है। बकिंग से मेरा मतलब इस बात से है कि जो लोग रेलवेज में सफर करते हैं उनकी कठिनाइयां बहुत बढ़ गई हैं। प्लेटफार्मों पर बोगी में तथा रेलवे के अन्य स्थानों पर सफाई में बहुत ढिलाई आ गई है। अब लोग यह कहते हुए सुने जाते हैं कि पहले बहुत सफाई थी लेकिन अब उसमें ढिलाई आ गई है। इसके अलावा रिजर्वेशन के मामले में भी काफी धांधली होने लगी है। इस संदर्भ में मैंने 23 मई को आपको पत्र लिखा था जिसमें नई दिल्ली रेलवे स्टेशन पर जो गैंग आपरेट करता है उसके लीडर का नाम और उमने किस किस आदमी से पैसा लिया है उसका नाम और पता लिखा हुआ था ताकि आप सही तरीके से तहकीकात करा सकें। इस तरह के गैंग जो बड़े-बड़े स्टेशनों पर ट्रेवल एजेंसीज के रूप में काम करते हैं उनकी तरफ खास तौर से ध्यान देने की जरूरत है। इस संदर्भ में मेरा सुझाव यह है कि जो हमारे डिक्विजिशन हेडक्वार्टर्स हैं उनमें कोई विजिलेंस सेल बनाए जाएं, जो पैन्जर्स और गुड्स की बकिंग में जो धांधली होती है उसको देखें तो इस स्थिति में काफी सुधार हो सकता है। मान्यवर, आप तो बहुत भाग्य-शाली हैं क्योंकि आपको वह महकमा मिला हुआ है जिसमें पिछले दो वर्षों में बहुत सुधार हुआ है और आम लोग इस बात की चर्चा करने लगे थे कि हमारी रेलगाड़ियां टाइम पर चलने लगी हैं, उनमें सफाई हो गयी है

और रिजर्वेशन भी मिलने लगा है। आप तो सिर्फ इतना ही कर दें कि जो एम्प्लॉयमेंट रेलवेज में चलती रही है उसको कायम रख दें तो इसी से आपको बहुत यज्ञ मिलने वाला है ?

SHRI U. K. LAKSHMANA GOWDA : Mr. Deputy Chairman, Sir, at the outset I congratulate my friend, Mr. For his railway budget. When he presented the interim budget and there were suggestions of reinstatements and other additional expenses involved, I had said that I would appreciate all these things being done if he comes with the final budget without any increase in fares. I am glad that he has brought out a budget in which there is neither any proposed increase on passenger fare nor on freight. I congratulate him for

Sir, I am going to be very brief. There are a few points which I would like to make. Points with regard to the general con- have been made. I support the view of many of my friends who have made reference to the amenities, discipline and efficiency of the train services. If there has been any laxity or if there has been any down in the efficiency, it is a matter should be looked into. If there has been any laxity after the repeal of the emergency. I am sure these things would be set right.

So far as the budget estimates are concerned, even though there has not been substantial return on it, I am glad that the deficit has been reduced to a great extent. In this connection, I would like to make one or two points about wiping out this debt of about 470 crores of rupees. This year it has been brought down by 37 crores of rupees. The whole point is that since the Indian Railways are owned by the Central Government and these are accumulated dues to the Government from the Railways, we have to take into consideration the social obligations that have been performed by the Railways all these years and which have resulted in the Railways not being able to manage their finances in such a way that they could pay back much of these heavy dues. They fixed

the dividend at the rate of 51 per cent up to 1964. Then it was increased to 6 per cent. Still we find that they are not in a position to pay if back.

Sir, here, when we are considering mans of the social obligations and particu-3 P.M. larly the carrying of freight and foodgrains and other things at a loss and then many of the amenities to the running staff which involve money and expenditure which is of a social nature, I am wondering whether it could not be considered that a certain amount of this debt is written off. I know it is a matter which has to be looked into both by the Railway Ministry and the finance Ministry. We are finding that in one year this debt is reduced by Rs. 25 crores and the next year, in view of additional expenditure, it is increased. So, there is a case for considering it, particularly in view of the social obligations which the Railways perform by transporting food-grains, etc. during famines at concessional rates and also helping in the development of backward areas. We have also to consider all the other social obligations and particularly the extension of many of the railway lines which are uneconomic and which has resulted in depleting the profits. So, there is a case according to me, to see that part of these debts is written off, and then the Railways will be in a better position to make use of whatever they have developmental purposes.

Sir, one other point which I would like to mention is with regard to the participation of workers in the management. And here, certain efforts have been made, certain committees have been set up both at the higher level and the shop level. But in this, one impediment has always been the multiplicity of unions in the Railways which has resulted in a lot of difficulties in the past and I hope my friend, Mr. Dandavate, will be in a position to reduce the number of such trade unions so that it will be much easier to have the proper participation of workers in the management at different levels. Participation does not mean that these committees will be converted into conciliation bodies or negotiation meetings. The participation will have to be both for considering the working conditions and towards the improvement and

[Shri T. K. Lakshmana Gowda]

efficiency in the Railways. And I hope enough consideration will be given to this. There are the railway employees' demands and the Railway Minister said that the unions themselves have stated that they are negotiable. Sir, for years we have been hearing about these demands, the demands of the railway employees and then the employees of public sector undertakings. Now I am told that the Government is thinking of a sort of national minimum wage and also a separate "Industrial relation legislation." Sir, so far as the amenities and other things are concerned, there have been many disputes. I would like to suggest, Sir, let there also be a "social security and welfare legislation" so that it will not only cover this largest employing sector of the Government but will also give a lead to the other public sector undertakings as well as the private sector in this respect.

Sir, so far as the Railway Board is concerned, there have been certain sections of people in this House and the other House who have always been demanding the abolition of the Railway Board. And Mr. Banerjee put a pertinent question the other day that of you scrap the Railway Board what you are going to have an alternative. Sir, I am glad that some reference has been made here and the Railway Ministry is thinking of implementing certain other recommendations of the Administrative Reforms Commission and seeing how the Railway Board could be streamlined. After all, the Railway Board, as it is, acts as a secretariat of the Railway Ministry, and it makes little difference whether it is a Board or a secretariat. The whole point has been that since policy matters are laid down by the Ministry, the working has to be done by the Railway Board. And I personally would suggest that more delegation of powers be made available to the Board so that they could take quicker decisions.

I do not think that the abolition of the Railway Board as such is going to yield much result. On the other hand, I hope that with the streamlining of the systems, taking up new projects in hand and devoting greater attention to efficiency the results achieved will be much better and all this criticism will be avoided.

Then, coming to the provision, of new lines, I would like to say a few things about my own State, Karnataka State, about which my friend, Mr. Veerendra Patil, has already said something. Firstly, I want to say that the Bangalore-Mysore line should be converted into a broad gauge line. Secondly, the Hassan-Mangalore line should be completed early and quickly. In that connection, I have one more request to make, a request which has been made by me ever since I am here from 1968. Before the Hassan-Mangalore line was thought of, it was proposed that there would be a Kadur-Mangalore line. But for various reasons it was changed from Kadur-Mangalore line to Hassan-Mangalore line. Actually, Sir, the Kadur-Mangalore line passes through certain parts of the country which are very near or contiguous to the Kudremukh iron-ore project. In between a suggestion was made that in order to provide facilities to the people in those areas where this line could not reach, a loop line should be constructed, starting from Kadur to Chig-magalore which would join the Hassan-Mangalore railway. In the past two years ago the then Railway Minister has been saying that this line has been surveyed and found to be uneconomic. I would like my hon. friend, Mr. Dandavate, to consider whether in view of the changed circumstances and in view of the fact that one of the largest iron-ore project is coming up in that area, it would not be possible to have a loop line connecting the Hassan-Mangalore line with the Chigmagalore plantation and mining districts.

Sir, with these words I support the Budget presented by the Railway Minister.

SHRI SANTOSH KUMAR SAHU (Orissa)  
: Mr. Deputy Chairman, Sir, while, at the outset, I congratulate the Railway Minister for the hard Labour put in by him for presenting a surplus Railway Budget, I would just humbly ask whether this at all is a surplus budget. This is a very pertinent question which the country is asking, evidence for which can be found in many newspapers. One of the leading newspapers has stated in its editorial that this is only a *status quo* budget.

[THE VICE-CHAIRMAN (Shri Lokanath Misra) in the Chair]

Sir, in the developing economy of a country when the railways provide the basic infrastructure for the development of the country's industry and agriculture, can we say that a *status quo* budget would lead to progress ? This is a very fundamental question before us today when we are considering the Railway Budget. Then, in the same connection, I would like to ask whether it is a *status qua* plus budget or a *status quo* minus budget. I may tell you here, Sir, that if we compare the allocations on new lines provided in this year's budget, 1977-78, with those of the last year, only Rs. 52 crores have been provided this year as against Rs. 100 crores which were provided Inst year.

Sir, as we all know, one of the major defects of our planning is that we claim to do certain things in a certain time but then we go on extending the time and period of their completion. The result is that the estimates go up and the country is at a loss. We all know that the Railway Minister has stated in his speech that the Government wants to provide more railway lines in the backward areas and wants to create new infra-structure. But can we maintain the tempo of development of the railway lines in this way ? The Railway Budget reflects not only the development of the railways and the transport life of the country but it is also linked to the planning and development of the nation at large. These are the basic questions which the Railway Board will have to consider.

The second question, Sir, is about the pace of construction which will naturally be slowed down with this much of funds that we have provided for in this Budget. What about the new lines ? In this Budget we have only provided for continuation of the old projects which had been started earlier. We do this thing so that in future also these backward areas will remain backward. We have followed a system of the British legacy in the construction of new railway lines. In the past, Sir, in Europe when the new railway lines were sought to be developed, they used to be based on growth of economy, inter-dependence of different regions

and development of different industries. In our country, unfortunately, before independence, all the railway lines were mainly constructed to connect the ports and when the Britishers left, there was a vast sea of backwardness and under-development in the whole country. Sir, we have to take a new approach in our policy towards construction of new railway lines if we want to develop the backward regions. As one of my friends just said, we are in a vicious circle. We say some areas are backward and we say that there is no potential growth of industries there and also we do not construct new railway lines so that those backward areas could develop. We are not even giving a chance to these backward regions to grow by constructing new railway lines there.

Then, Sir, there is multiplicity of gauges. If we analyse the figures which are given, we find that 7 per cent of the railway lines constitute the narrow gauge. What is its contribution in the form of passenger fare and freight ? If we analyse the total income from broad gauge and narrow gauge, we find that the narrow gauge contributes nothing though it constitutes 7 per cent of the railway lines in this country, and it contributes roughly 1 per cent towards income from freight. This way, Sir, Railway's economy will suffer. With five thousand kilometres of narrow gauge lines we think of competition and we think of growth in passenger traffic and growth in goods traffic. These lines have been definitely uneconomical. Sir, in 1969, a committee was constituted by this Parliament, in the Ministry of Railways and Mr. Chaturvedi was the Chairman of this Committee. I had the occasion to give evidence before that Committee about one of the railway lines. After inspection throughout the country of the different lines, the Committee submitted its report and I got a copy of it from the Chairman. Mr. Chaturvedi wherein the Committee recommended the railway line from Rupsa to Tarbangan in the Mayurbhanj District, Orissa State to be taken up. But, Sir, it has not been taken up and there is also no hope of its being taken up in future. Sir, Orissa State is one of the most backward areas in the country, as far as industrial development is concerned. I would proudly say that these backward areas are backward because of political outlook,

[Shri Santosh Kumar Sahu] because they have remained backward during the British rule; but, Sir, they are plentiful in mineral and other forest resources. We have not given them a chance to grow. For that, we have to provide infra-structure and unless we do that, these areas will remain backward.

Sir, in the development of railways we have to see that economic growth also takes place and for that, it is very necessary that we make enough provision in the Budget. It is good that the Planning Commission has come to the rescue. Sir, Orissa State is very backward with regard to rail-way lines also. If we see the statistics, we find that there are nearly 1900 and odd miles of railway lines. If the British people would not have thought of connecting Calcutta and Madras, probably, Orissa would not have been on the Railway map. It is only because they connected Calcutta and Madras that we can see just a part, a fringe of Orissa touching the railway line. It is very necessary, therefore, that these backward areas should grow and develop. They have enough mineral resources. For that it is necessary to draw out firm plans to see that within the coming decade, we have to do this thing.

We have to convert the narrow gauge lines into broad gauge lines wherever possible. For this, a feasibility report should be prepared by the Railway Ministry.

Sir, the hon. Minister has stated that the persons who have participated in the 1974 strike will be reinstated. We welcome it. Many of our friends have welcome it. Like, the present Government, we also believe in democracy. But some principles should be laid down. We welcome the announcement of the hon. Minister and we also agree that the persons who had been ousted from their jobs must be reinstated. But there should be some principles. Democracy envisages the observance of some basic rules of law. We should review the cases of those persons who have participated in the strike and who have been punished also. As for the future, we should decide on some principles. The hon. Minister should assure this House that if any person participates in a strike and he

asks for increase in emoluments, he will not be victimised. Some basic principles should be laid down in this regard. You cannot say that this is an undemocratic principle. Naturally, in future, occasions would arise when these things would come up. Some persons may meet the hon. Minister and get assurances from him. Therefore, some principles should be laid down.

Then, I would invite the attention of the hon. Minister to the report of the Administrative Reforms Commission as well as the report of the Kunzru Committee earlier in regard to the structure of the Railway Board. They suggested that it should be run like the other public sector undertakings. The position in regard to the Railway Board has not been made clear by the hon. Minister in his speech. There is no indication as to its future set-up, whether he wants the Rail Board to function as a public sector undertaking. Then, there is also the question of delegation of powers. More financial powers should be delegated to the divisions. This is very necessary and very important.

Then, coming to the South-Eastern Railway, from the figures given by the Railway Ministry, we find that the expenditure on I works in this Railway has decreased. Nothing much has been spent on passenger amenities also. South-Eastern Railway has been giving a lot of income and regular income too like the Central Railway. But this has not been fully developed. There are no programmes for development of railway lines, improvement of passenger amenities and other things. I do not understand the reason for this. I do not understand why this region which has been giving a lot of income has been neglected. I do not know why the officers who are there could not give suggestions for the development of these things. I know many of the platforms are not fully developed there. This is very important from the national point of view. If we leave certain areas backward and concentrate on the development of certain other areas in the country, it would create a whirlpool into which the economy of the country would be drowned. From the point of view of the growth of the nation as a whole, it is necessary that priority should be given for the development of these backward regions and construction of new railway lines in these areas. Simultaneously, the conversion

of the *narrow* gauge lines into broad gauge lines should also be taken up. There should be a definite planning in this regard. This will help in the growth of the railway system and ultimately the growth of the national economy as a whole.

Modernisation of the railway system should also be taken up. The ARC has also recommended this. We have not earmarked much for this in this Budget. We should spend more on the modernisation of (he tele-communication system and the signalling system. This is very important for the development of the railway system.

Then, there is also another point in regard to the growth of the railway system. We find that the current thinking in the world is to develop the transport system and link it with the railway system. We see in the North American countries that they have free competition. But on the other hand, we see in Japan and U.S.S.R. that they have given more importance to the development of the railway lines. Similar circumstances exist in our country where there is a vast population and there is concentration of industries at a few places. At the same time, the Indian agriculture should also be developed and the Indian farmer should be assured of a regular supply of pesticides, fertiliser and other things. From this point of view, it is necessary that priority should be given to the development of new railway lines in these areas.

Sir, Orissa has been neglected in the past. This State has natural potentialities and for its future industrial growth it is necessary that the Talchar Bimlagarh line which has been put in the survey is taken up *on* priority basis in the coming year. Unfortunately, we have been seeing in the Budget Estimates that (here is a provision of Rs. 1000 only for the coach repair workshop at Bhubaneswar. With this meagre allotment of funds, how many years will it take to complete the construction of this workshop ? I hope the Railway Minister will take little interest to see that more money is allotted for this purpose.

Then the other important question is about the casual labour. The Railways are employing about 3 lakh people as

casual labourers. It is said in the report that after working for six months as a casual labourer he becomes semi-permanent. But I say, this is wrong. There are complaints with me. I am giving you an example. The casual labourers who had been working on the Paradeep Laksha-dweep project for more than five years have not been given jobs even when the new Banspani railway line has been taken *up* in Orissa. These people are not treated as human beings. They depend on the mercy of capitalists. Are we not ashamed of it. The Railway Department is one of the greatest public undertaking, employing about 17 lakh of people. It should have nice principles about labourers, about labour management relations. Is personnel management not an important question? These three lakh casual labourers are at the whims and caprices of the authorities. Is it not necessary that the poor people, who have worked for years and years, should get justice ? They have worked for the development of railways. Should they not be treated as human beings ? They cannot be thrown on streets. From the prime of their age they have started working for the development of railways. They have worked for more than five years and when there is another line being constructed they are not taken in the job. There is a sound principle for the work-charge people. Anyone who has served as work-charge for five years would be treated as a regular Government servant. Therefore, the Railway Department which is appointing so many people should give more importance to the problem of casual labour.

Then the third more important thing is about the (raining of railway personnel. As the ARC's Committee has said, there must be modernisation of training. There should be more institutions for training of the railwayman. The most important thing is the social relations. ! find the common passenger does not get proper treatment. This is one of the most fundamental things.

Regarding surplus, you have blamed the last 30 years. But I must tell here that for this purpose, maintenance of discipline is most important. Once discipline is



[Shri Santosh Kumar Sahu]

broken, the surpluses will vanish. Then, the anticipated rise in passenger traffic depends on punctuality of the railways. Those who have visited Tokyo must have heard the story that if you want to rectify your watch, you can see the correct time of the arrival of the train. If a train has to start at 8, it must start at 8. The Indian Railways which is one of the greatest public undertakings should be proud of its public management. We have to evolve new methods to set the things right. It does not matter whether the Railways are a public department or a public sector, but a thorough probe is necessary into the affairs of railways, priorities have to be fixed, personnel training and behaviour have to be properly maintained.

Coming to the accidents, the loss made good to a passenger is only to the extent of Rs. 5000 or 10,000 or 15,000. But if the Railways belong to the people, if it is the property of the people, we have to take proper steps to safeguard the lives of the people. Then, the Railways sometimes become a terror. There is so much of pilferage. If we go through the statistics given in the Railway Budget, we find, every year there are about 45,000 cases of pilferage. Can't you slow it down where you talk so much of the Railway Protection Force and other things ?

Coming to the long-distance trains, I have to submit before the Railway Minister about one train, *i.e.*, from Delhi to Bhubaneswar. It takes 55 hours, probably the longest time. It passes through many places, but I humbly submit before this House that there is no drinking water or food available on the way. This direct long-distance train must be faster and there must be provision for better catering and drinking water.

The hon. Railway Minister has promised so much for the second class passengers. I hope his ideas will be fulfilled. We have known the conditions of second class passengers. I have one suggestion to make. There should be no first class and second class. Like the airways, it should be economy class. The British introduced this

system of first class and second class. There should be no differentiation in this. It should be converted into the economy class.

In regard to the problem of provision of drinking water, the Railway Minister has suggested some provision. This is necessary for the passengers in the second class compartments, and I hope that these provisions will be fulfilled. There is a saying, "if wishes were horses, the beggars would ride." Let us not come to that position. Let us see that it is realised.

Then, I would submit humbly that there is no provision for the workers of the South-Eastern Railway. This Railway has been very considerate in giving revenues to the country. But there is no provision for staff quarters in the whole of the South-Eastern Railway in this Budget. How has it happened ? When we have provided for everybody, how have we neglected this particular staff ?

Coming to the point about greater workers' participation in management, a vehement criticism was made that although the Government is enforcing this scheme in the private sector, the Government undertakings are going by default. I congratulate Prof. Dandavate who has said that he would form a committee. I hope that will create confidence in the workers who can definitely bring about better productivity and better maintenance of law and order on the railway lines.

Coming to the question of safety of the passengers, this question must be looked into. For the last four or five years at least, the safety was always in danger and the people were afraid of travelling in the trains. We have to take genuine steps to promote safety and punctuality and stop pilferage. I would also say that the Railway Board must delegate its powers to the various Zones and they must get a certain percentage of the surplus income as a matter of principle, as a matter of law and not as a matter of favour by the Railway Board or Ministry. If the South-Eastern Railway gives us 70 crores of rupees surplus, then at least 10 per cent should be

given to the Divisional Manager to be spent for the benefit of the Railway. We cannot neglect that.

I am quite sure that the Indian Railway has one of the proudest achievements. It is one of the busiest railways in the whole world and we hope with new principles, it can run as one of the best-managed railways and can help develop the infra-structure of the country. Thank you.

SHRI SYED ABDUL MALIK (Assam): Sir, the new Railway Budget is before the House. It is good to know that the passenger fares and freights would not be increased.

THE VICE-CHAIRMAN (SHRI LOKANATH MISRA) : I may just inform the Members that he is the last speaker on the Railway Budget and immediately after him, the hon. Railway Minister would reply to the debate.

SHRI SYED ABDUL MALIK: Some metre-gauge lines are proposed to be converted into broad-gauge lines, and some new tracks are going to be opened. All this is commendable. The Railway Minister wants to derive some pleasure from looking at the twenty-paise smile of non-passengers who now be able to buy the platform tickets 30 paise each. I do not grudge the Railway Minister this pleasure. But the Budget does not provide anything unique. Without, introduction of more trains, increasing the number of coaches, providing more sitting and sleeping accommodation, taking stern measures for rooting out corruption at different levels, the proposed provision of amenities to the passengers will not bring any improvement in the existing conditions of the railways. But the catering. Particularly in the North-Eastern. Northern and North-East Frontier Railways is despicably at a very low standard, both in terms of service and menu. Inadequacy of toilet facilities in the second class coaches is a reflection of our attitude towards the common man who makes up for more than 95 per cent of the total passengers. Lights and fans often go out of order not only in the second class compartments but also in the first class compartments.

Railway's own catering is in no way better than that of the monopoly contractors who feed grass. Complaints often result in the poor boys being sacked. I do not know if the licence of any contractor against whom complaints have been lodged has ever been cancelled for his lapses. It is good that the Railway Minister has paid attention to the needs of the 2nd class passengers. I only hope that his words be translated into action.

I come from Assam. Assam is famous for big earthquakes, big floods and big, railway accidents. What is proposed in the budget to be doled out to the people of the North Eastern region—Assam, Arunachal, Nagaland, Manipur, Mizoram, Tripura and Meghalaya—by way of allocation of more resources to the N.F. Railway is extremely meagre and inadequate. I do not think that the Government have fully realise the requirements of the people of these seven States. The rails that had been laid in 1885 or so on the then Assam Bengal Railway, now christened N.F. Railway, are still there on some of the tracks. Whatever new extension or addition has been made was done to meet the needs of the second World War and the Chinese aggression. Some of the station buildings built about a century ago, some bridges, platforms, yards and lighting arrangements at stations on the N.F. Railway may well be preserved as living specimens of museum pieces. Some of the engines and rusted and dilapidated coaches seen running on the tracks narrow down the time gap between George Stevenson and ourselves. One wonders if all condemned engines and condemned war-time coaches are not pushed into the N.F. Railway as a special gift to the people of the States of the North-Eastern region.

The Railway Minister has made a statement on the tragic railway accident that took place in Assam on the 30th May last. The engine along with four coaches plunged headlong into the flooded river, the tracks were scrapped, hundreds of innocent people lost their lives, about a hundred dead bodies have been recovered. The official number given is about 79 or so. but we know that when some four coaches go down the river when it is in flood. . .

PROF. MADHU DANNAVATE : Do you know the capacity of the train ? One hundred and eighty tickets were actually sold. Even if you imagine that some ticket-less travellers were there, it cannot be hundreds when the majority of the coaches outside the river.

SHRI SYED ABDUL MALIK: Four coaches went down. I am sure it must be more than 100 at least.

( *Interruption* )

SHRI S. W. DHABE (Maharashtra) : He is saying "hundred" not "hundreds".

PROF. MADHU DANNAVATE : I have heard "hundreds". I am sorry.

SHRI SYED ABDUL MALIK : One unfortunate advocate of the Gauhati High Court is reported to have lost all nine members of his family in the accident. He was not travelling by that train, so he did not die. But one can imagine his state of mind with all the family members lost. He is the only surviving member and he lives only to mourn the loss of all his family members. There are other similar tragic

The Government have to own the entire responsibility for this ghastly tragedy. Inquiries and explanations cannot brush loss caused. It was not God but man's. Let us admit it. I am sure God cannot come at two O' clock in the morning for a walk, at such a God-forsaken area, to push the train down. God did not will it but we did it. Railways authorities have admitted—I quote— "Most of the bridges on important routes were constructed 70 to 100 years ago when loading standards were very light and procedures did not allow for any longitudinal forces. The masonry of bridges has deteriorated over the years. In addition, a number of bridges under-strength girders. In every year, therefore many old bridges are rebuilt, re-girded or otherwise strengthened to make them fit for carrying heavier/ faster traffic." Will the Minister please inform us if anything of the kind had been done in respect of that killer bridge on the

Beki river? If such an admission is made, it would at least give consolation to those who suffered and those who have lost their people.

It is disappointing to find that so far as the N.F. Railway is concerned, there is no proposal in the Budget for the construction of even an inch of new lines. Has there been no demand for it ? Only work of traffic reappraisal of the proposed new line from Silchar to Jiribarm has been proposed to be taken up. When will a survey to convert the metre gauge line from Gauhati to Dibrugarh to broad gauge line be taken up? For decades the people of this region have been demanding a broad gauge line from Gauhati to Dibrugarh. When I put a question the other day, I got a reply that after completion of the conversion of the line from Bongaigaon to Gauhati, the matter will be considered. I would request the honourable Minister to see to it that some prompt action is taken so that this is converted into broad gauge line.

Construction of road over-bridges at level crossings at Gauhati, Mariani, Dulia-jan, Tinsukia and some other places is imperatively essential. Two out of five such road over-bridges proposed have been sanctioned according to the Report, but not a single has been taken up. Why? I cannot understand.

I would refer to page 97 of the De-for Grants for Expenditure of the Central Government on Railways for 1477-78. against N. F. Railway, under the head "Construction of new lines and Depreciation Reserve Fund", there are three rows of blank dots. This is unfair to say the leas'.

The financial allocation for machinery and plant for N. F. Railway for 1977-78 is proportionately very meagre, which means that the authorities do not propose to bring about any substantial replacement of old machineries and addition of new ones. This is extremely disappointing.

I would impress upon the Railway authorities to pay more attention to the

travel needs of the peoples of the northeastern region which has not only immense cargo potentialities tea, coal, petroleum, etc ...

SHRI NABIN CHANDRA BURAGOHAIN (Assam) : Railways do not get even a pound of tea to carry.

SHRI SYED ABDUL MALIK : Nowadays it is stopped and the trucks are carrying the goods because the trains have failed them. Not only that this region is strategically very sensitive and we have to be always on guard so that we can reach any spot any time. For this also, this conversion of the metre-gauge line into a broad gauge line is necessary and the extension is also necessary.

I would request the Railway Minister to consider the feasibility of providing special coaches or berths for sick and ailing persons travelling by train from distant places for treatment of specific diseases to places like Vellore, Delhi, Bombay and so on, where such treatment is available. Many sick persons cannot undertake air journeys due to financial consideration or due to health reasons. Separate coaches or berths for sick persons will give relief and comfort to both the sick and non-sick passengers.

In the matter of appointment in the Railways, certain regions like the north-eastern region are very much under-represented. Out of a staff strength of 1.7 million in the Railways, the number of employees from the north-eastern region is comparatively very small. It is not to keep the door open for all; it should also be seen that entry is unimpeded. The Government's policy of recruiting local people for Central Government jobs carrying a salary of Rs. 500 or less per month should be honoured. It should be seen that different regions, castes and communities and particularly the minorities their due share in Railway employment. Thank you.

PROF. MADHU DANDAVATE : Sir, before I take up the points raised by various Members in the course of the debate, at the very outset I would like to reciprocate the sentiments of Members on

both sides of the House and their good wishes to me for executing the work with the utmost speed and success. They did it despite their divergent approaches to the Budget. I am all the more thankful to them.

Sir, in taking up the thread of the debate, I would like to start with some basic points that have been raised by the hon. Member, Mr. V. B. Raju. He went to the very root of the problem and the processes of budgeting and he tried to tell the House that what is happening in Railway budgeting is not a process of budget at all but a process of speculation. Of course, I do concede that his criticism was more directed towards those who formulated the Budget for 1976-77 because he tried to spell out and elaborate his point of view by giving various aspects of the Railway Budget for 1976-77, with which I was not concerned. But probably by implication, he also indicated that there is an element of speculation involved even in the Budget this year because of the constant habit on the part of those who formulate the Budget in revising the estimates of the Budget. Sir, as far as the Budget for 1977-78 is concerned, I do admit that certain estimates have been revised upwards, but there is a definite rationale for it and I would like the House to appreciate that rationale. Take, for instance, the structure of the originating revenue-earning traffic. Originally I had estimated it to be of the order of 217 million tonnes. Now I have revised it to 220 million tonnes. Now, what is the need of having this upward revision of this estimate for the originating revenue-earning traffic? Again there is a rationale for that. We find that as far as the traffic is concerned, there are certain upward trends visible on the basis of our own experiences. Here again I would like to indicate to the House that the figures I have quoted—for instance the figure of 220 million tonnes—are exclusive of the non-revenue traffic which is of the order of 24 million. Therefore, if you add this, it will be 220+24, that comes to 244 million tonnes of total traffic. As far as traffic, the total traffic, is concerned, I am very happy to announce to the House that it comes very close to the target that

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has been fixed for the Fifth Five Year Plan. The target fixed is 250 million tonnes of traffic. And already in 1977-78 we have projected 244 million tonnes. With one full year left at our disposal we will be able to reach 244 million tonnes traffic— of course, the total one, non-revenue as well as revenue. Then, why is it that we were required to have an upward revision? Here you must realise that there were certain experiences that we had regarding the traffic, the movement of the goods. And I am very happy to inform the House, there is a reference to it in my original Budget Speech, in the very month of April we have a record 1 million tonnes of traffic more than what it was in the peak of emergency in the last April. That has been our general experience. It was necessary, therefore, that we should have an upward revision of our traffic targets and as a result of that, our receipts have also been revised. Therefore, in the revised Budget we had to make an upward revision from Rs. 2091.44 crores to Rs. 2110.24 crores. This upward revision we have made on the basis of our experience. As far as working expenses are concerned, the provision in the Budget had to be increased by Rs. 13 crores to provide for additional maintenance and operating expenditure due to revised targets. Now, the sum total of this is that we have seen to it that the surplus has been revised to the extent of Rs. 6 crores and therefore instead of Rs. 26.5 crores now it will be Rs. 32.5 crores. Therefore, it is just not by any speculative process, Mr. Raju, that we have revised this; we have tried to revise this on the basis of the rationale that is available, in terms of the new traffic that is available, in terms of the expectations that have been built up. It is on the basis of these experiences that we have made this revision.

One more aspect I would like the honourable Members to remember: Why is it that we have got this new spurt of added traffic? Why is it that the movement of goods has been increased? Why is it that all the records of our production units and the various workshops also have shown an upward trend? Here, without indulging

in oversimplification I may submit to the House that a little, a small, step that we took in reinstating the victimised workers who were victimised in 1974 strike, that has created a new climate and new industrial relations as far as the Railways are concerned. I am quite aware of the fact— two of the honourable Members who spoke today gave statistical data and tried to tell me as to how many victimised workers and employees were reinstated before the new Government took over. While answering one of the questions in this very House I myself revealed all those figures. But there is a difference in the style of functioning. For all those hundreds and hundreds of people to be reinstated by the previous Government the concerned railway federation had to stage demonstrations, they had to launch agitations, they had to pressurise the Government. And over a period of three years many of them were reinstated. But there is a change in the style of functioning. I took over the portfolio of Railways on 25th March, 1977. I presented the Interim Budget in the Lok Sabha on the 28th March, 1977, that is, within three days of accepting the responsibility of the Railway Ministry in the very first Interim Budget that I had presented without waiting for the trade unions to intervene and agitate and send memoranda to the Government. I unilaterally announced that all those who were victimised in 1974 strike would be reinstated. All those who were dismissed, suspended or terminated will be reinstated, their seniority restored and their break in service condoned. Those who have been transferred from one place to another as a punitive measure will be brought back. All these were done. I am glad to announce that though, as my friend said, only 627 permanent and temporary railway employees have been taken back, more than 5,000 casual workers who were there at the time have gone back to work. Those who were transferred from their original places of posting have been brought back. Their seniority has been restored and we have completed fixation of their pay. If you take the entire process into account. I am glad to say that 15,000 and odd workers have been able to get the advantage of this. Since we did all these unilat-

erally without waiting for an agitation by the employees, this action of us taken with grace, has created a new electrifying climate. I referred to 5,000 odd casual workers. The overwhelming majority of them have been taken back. If 110 employees have not been taken back it is because some of them probably have taken up jobs elsewhere. All their names have been put up on the notice board and orders of reinstatement have been issued in their cases also. If they have not come back, that is not our responsibility. We took action with grace and that created a new industrial climate. This is as a result<sup>1</sup> of that. I have visited all the three important production units. I visited important railway workshops in the country. I visited a number of railway employees' centres and their colonies and I have found out that there is a better industrial climate. There is a new discipline that has emerged. It is not the discipline of the policeman's baton. It is a new discipline that is evolving out of a sense of participation and sense of justice that has been given to the workers.

I do not say that all those who are sitting on the other side of the House do not welcome this. All of you have welcomed this and I am very happy about it. I only want to set the cause and effect relationship. The production has gone up. If the productivity of the workshops has gone up it is as a result of a better industrial climate that we find today. These are the new conditions in which the railway employees have been functioning today  
....

SHRI V. B. RAJU (Andhra Pradesh) : I am sorry to interrupt you. I hope you will not mind it. We welcome the action taken by the Minister in re-employing these people and bringing them back. It has been done out of human consideration. It will be very bad on our part not to welcome it. The question is : Why were they removed ? Was it for political reasons ? Was it done by a political section in the Government ? Or, was it an administrative action ? What were the reasons for their removal ? What are the reasons for the restoration ? Will this action by

the Government help the administration in maintaining the morale and discipline or will it weaken the morale and discipline ? Let us not go into the question of whether they should be taken back or not. What was the motivation for their removal and what is the motivation for their reemployment ?

PROF. MADHU DANDAVATE : I do not want to repeat what I said during the Question Hour. Precisely the very same question was asked during the question Hour and I gave an elaborate answer. It was so elaborate that the presiding officer said : You have spelt it out in great detail and no further details are necessary. If you want I can repeat that answer.

SHRI V. B. RAJU : Briefly.

PROF. MADHU DANDAVATE : The hon. Member has put a query. I must try to satisfy him. I will briefly say.

We have repeatedly said that. After going through all the records of the Railway Ministry I have been convinced—even the Prime Minister of the country has been convinced—that as far as the 1974 railway strike is concerned it was forced on the workers. They decided to go on strike on the basis of a charter of demands. After that there is written document to prove that they made it clear to the Railway Ministry that 'this six-point charter of demands' that is presented to the Railway Ministry is a negotiable document. They said : "Please come for the negotiations. Place before us the state of the economy of the country and of the railways. Tell us what is possible and what is the nature of the interim relief that could be given to us. We assure you that every demand in the charter of demands will be treated as a negotiable demand.". Therefore, Sir, as a result of this, the former Railway Minister—I am giving all the details—Shri Lalit Narayan Mishra started the negotiations on the charter of demands. The negotiations on the one side were started under the leadership of Shri George Fernandes and on the other side by Shri L. N. Mishra, assisted by the officers of the Railway Board. Sir, the negotiations were going on—I am not here

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revealing anything new—and Shri Mishra said : "I am convinced that since you have treated the charter as negotiable, we can start the negotiations". He went a step ahead and he told Mr. Fernandes "On the 2nd of May 1974. The Prime Minister, Shrimati Indira Gandhi, would be back in the country from abroad and before she lands, let us settle the issue.". Mr. Fernandes told him : "[ have to address a rally at Lucknow. the 1st May rally.". Mr. Mishra said—he went out of the way and told him—"Since you are in spirit of negotiation, you can address the rally. I shall send a special plane for you at night. After completing the rally, you can come back to the Rail Bhavan and we will proceed with the negotiations and we shall sit the entire night and we shall see to it that before the 2nd of May dawns, we shall settle the railway problem.". That was the assurance given. He did keep up the assurance. He sent a special aeroplane. But only a slight change was made. That aeroplane, instead of bringing Mr. George Fernandes to the Railway Bhavan, took him to the Tihar Jail directly and after this provocative action and after thousands of the railway workers' leaders were arrested creating the fear that probably a stronger action would start, the precipitate action was taken. I still feel, after going through all the records and the confidential records of my Railway Ministry, that I can dare say that it would have been possible for the Railway Ministry to settle the issue before. On the one side, the former Railway Minister was in a mood of negotiation and settlement and, on the other hand, the leaders of the railway workers, Mr. Fernandes and other colleagues of his, had said that these demands were negotiable, that they did not insist that these demands must be met immediately, that they would be satisfied/ even if some interim relief was given and that they would be happy if some principles were accepted. Such being the case, the strike was one that was forced on the workers and many workers were arrested from their houses to be put under the MISA and the railway staff were subjected to so much of indignities. Such being the case, we felt that this particular strike had

to be treated on a different footing and, therefore, we decided that all those victimised employees should be taken back. I am very happy to say that there was no difference between the two Federations whose leaders had two different ideological orientations. All of them came to the conclusion that it is to be accepted and I am very happy to find that not only Mr. Raju, but many other honourable Members also, have welcomed this step of taking back the victimised employees. I did not want to repeat the whole thing. But, Sir, since the honourable Member, whom I respect very much, insisted that all those details should be given, I have just revealed those details. Now, Sir, let me proceed to the next point.

Sir, we have been repeatedly told, right from the beginning of the debate—even few Members who spoke a few minutes before referred to this point—that so much is made out of the surplus that has been projected by the Railway Minister. The surplus is of the order of Rs. 32.2 crores and they say : "In the last budget, we handed over to you a surplus of Rs. 65.00 crores. So, what is the achievement of this new Railway Budget? " Here, Sir, I would like you to understand one thing and permit me to quote a few statistics. Sir, there have been certain trends over a decade and I would like to submit to this House that even when there had been an increase in the fares and the freight—it is not merely during last year, but earlier also there were increases—and whenever they increased the freight rates and mopped up a kitty of Rs. 87 crores, they were not able to show a surplus of Rs. 65 crores. This had been the general trend and there were only two exceptions and I will try to indicate to you as to how those exceptions were there. I have before me all the facts and figures right from 1969-70 to 1977-78. These figures are very relevant and, therefore, I would like to quote them before the House.

In 1969-70, the then Railway Ministry, the then Government, by imposing an additional freight structure, were able to get Rs. 3 crores, and even after that the deficit in the railway budget in 1969-70 was 10

crores of rupees. Then, in 1970-71 there was an increase in fares and freight, as a result of which they were able to mop up Rs. 26 crores increase in the freight and fares and they were able to show the deficit as Rs. 20 crores. There are only two instances in this entire budget. In 1971-

72 they had increased the passenger hires and freight rates and they were able to get an increase on this account to the tune of Rs. 26.25 crores and then they were able to show a surplus of the order of Rs. 18 crores. The same thing happened in 1972-

73 when they were able to raise freight and passenger fares and they were able to get an increase of the order of Rs. 17 crores, and as a result of that again a surplus of Rs. 3 crores was there. These were the only two budgets in which surplus was shown. But it is very interesting to note that the surplus in 1971-72 and in 1972-73 was due mainly to the dividend relief that was given by the Railway Convention Committee in 1971. And, Sir, it is very significant to note that even this dividend relief that was given, was given with retrospective effect—from 1-4-69. So only after getting this dividend relief during these two budgets they were able to raise the surplus to Rs. 18.0 crores and Rs- 3 crores respectively.

And again the story begins. In 1973-74, again, due to increase in passenger fares and freight rates they were able to have an increase to the tune of Rs. 43.20 crores and the deficit was Rs. 116 crores. Again, in the 1974-75 March budget they were able to mop up, through increased fares and freight, Rs. 136.38 crores, and thus the deficit was Rs. 114 crores. Again, a supplementary budget was given in 1974-75. They again increased the passenger fares and freight rates and this increase was of the order of Rs. 133.47 crores and we find that the deficit was Rs. 114 crores. Then in 1975-76 again we find that through increase in passenger fares and freight rates they were able to get additional Rs. 39 crores and again there was a deficit of Rs. 61 crores. And only in 1976-77, for the first time, after mopping up through increased passenger fares and freight rates Rs. 87.35 crores, they were able to show Rs. 65 crores of

surplus. If at all anticipating my attitude, and of course anticipating my becoming the Railway Minister, they were to follow me pattern of increase in passenger fares and freight rates in the last budget, then the position would have been Rs. 87.35 crores minus Rs. 65 crores. Again, there would have been a deficit budget. There is no doubt about it. In 1977-78 we have not increased the passenger fares and freight rates. And even then we have projected a surplus of the order of Rs. 32.5 crores.

I know the argument which will be given—and this argument has been put forward by some hon. Members—will be : After all, by providing you a surplus of Rs. 65 crores in the last budget we provided the necessary basic foundation and you actually proceeded on this foundation; therefore, you are able to project that performance. Sir, if the conditions were normal, I would have accepted that argument. But I would like to substantiate the facts with some more details and I will point out that there are certain burden on our shoulders but in spite of these burdens we did not increase the passenger fares and freight rates and even then we have been able to show a surplus of Rs. 32.5 crores. What are the unavoidable burdens ? The increase in the depreciation and pension fund is of the order of 10 crores of rupees. I am sure it does not grow out of the inefficiency of the Ministry. The second one is the extra dividend payable. It is of the order of 15 crores of rupees. I have made a reference to that. We are paying a dividend of the order of 225 crores of rupees from our own resources. Earlier it was 210 crores of rupees. So, we have to increase it by 15 crores of rupees. These two additional burdens of 10 crores and 15 crores are there. So, this additional burden of 25 crores of rupees is there. In spite of that, we are able to show a surplus of 32.5 crores. Now, that is the progress that we have indicated and the basis of that progress is that we have been able to project these figures on the basis of the performance in goods movements, increased performance in production units, improved performance in all the railway workshops.



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etc. There is a lot of talk about discipline. We also believe in discipline. But our discipline grows out of the concept of participation and out of the concept of sense of justice. I shall tell you that I had gone to Bombay and Kurla Shed where the workers are involved in a number of productivity activities. I find that the productivity of the Kurla Shed has gone up. There was maximum victimisation and maximum reinstatement in the last two or three months. As a result, an altogether new atmosphere is there in all these production units. Wherever we held the meetings of the railway workers, they told me in public that in the coming months and years, first they would produce more, they would augment the revenues, they would show that they had generated revenues and then they would come to the Railway Minister and say : here are our demands and contribute something to our demands. This is the new approach that has been generated. This is the effect of the sense of justice and the Sense of participation that we have given to the workers. I will incidentally mention what is the sense of participation that we have given to them. There is the Corporate Enterprise Group. It was functioning at the central level. Mr. Dhabe rightly put the question : Are you having consultation with the trade unions ? I am very happy to tell him that I have the fullest cooperation of both the Federations in that Corporate Enterprise Group. Both the Federations made a very constructive proposal. They said . 'Here we have got the representatives of both the Federations. We have the representatives of the Federation of Officers Association. Here we are having the Railway Minister also. Therefore, whatever discussions and free exchange of view has taken place here, if the same thing percolates down to the zonal level, it will produce greater effect". Both the Federations made these suggestions and I have accepted them. I did not tell them that I was going to include them in my budget speech. I told them that I would consider the suggestions. I have accepted the suggestions. This is how the whole thing will be taken down to the zonal level. After I have presented the Interim Budget.

my hon. friend, Shri Dhabe, had raised that question. He had asked whether I would consult the trade unions and the workers. After presenting the Interim Budget. I officially attended the Working Committee meetings of both the Federations, discussed the problems with them and told them in no uncertain terms that the revenues that would be generated by the railways would not be spent exclusively for the wage bill and the relief of the staff. They would also be spent for the amenities to the Second Class passengers and other passengers and also for the developmental lines in the backward areas. Only when the balance between the two has been achieved, we would be able to take the country ahead. I am happy that both the Federations have generally accepted this participation in these very words. Their leaders said that they won't claim that all the revenues should be utilised for the wage bill of the staff. They would be harnessed and utilised for the developmental activities of the railways. They would also be utilised for giving relief and amenities to the passengers and the travelling public. Now with this perspective I said that next time, after the Budget Session, I will come before the trade unions. I will come to the point of what I proposed to do with the grievances and the demands that have been made by the trade unions and the railway workers at a later stage. So, this is the point as far as the question of surpluses is concerned.

Sir, there is another interesting point that has been raised. And there I find that Shri Raju and Smt. Sushila Shankar Adivarekar both raised it. It is a relevant issue. Both the hon. Members suggested that the ICF, the DLW and the CLW, all the production units which are responsible for the production of coaches and locomotives, diesel engines as well as other engines, should be kept out of the management of the Railways, and that some other agency beyond the Railway, outside the Railway, should manage them. We had already examined this proposition in depth because this question was debated in a number of journals. A number of economic journals had debated and discussed

this proposition. So, I was already seized of the matter even before presenting the Budget. And I wish to tell you honestly that we are keeping our mind open. But I would indicate as to what our present thinking is. As far as the present thinking is concerned, we feel that these production units are the captive units of the Railways, producing not only locomotives and coaches but also a number of spare parts which are extremely useful for our own railways. And if our own concerns, our own production units are able to produce these spare parts and if they are available at a cheaper rate to the railways, the entire maintenance and repairs of coaches would be accelerated to a very great extent. Again I wish to tell the hon. House that as far as these production units are concerned, they are run on 'no profit no loss' basis and because they are run on the basis of 'no profit no loss', the rolling stock that is required for the development of railways is available at a cheaper rate. Probably, if you put all these three production units under the management of some agency outside the Railways, in that case, even the rolling stock that will be available to us would be at a higher rate and to that extent the Railways will also suffer. That is also an additional aspect.

Sir, I will now come to the aspect of punctuality.

SHRI V. B. RAJU : I am sorry again for the interruption. In the long-range point of view, from a broader industrial point of view will it be all right for any production unit to be tied down to one customer and at the same time be viable economically ? Is it possible particularly in theory ? Secondly, are you paying the cost price for your diesel locomotives ?

PROF. MADHU DANDAVATE: Sir, it is a very relevant question. This is not a hypothetical and academic proposition. Our experience itself indicates and please excuse me, I do not want to cast aspersions on any other public sector, but looking at the experience of all the public sector undertakings, if I try to analyse the performance of this particular sector, I dare say that if it is kept under the management of an agency outside this, the

cost will go up and it is very probable that the rolling stock will not be available at a particular rate and it will not be possible to run that particular concern at 'no profit no loss' basis. And we are treating it as a part and parcel of the Railway... We told them that they are the captive unit of the Railways. They have to be run on a 'no profit-no loss' basis. We have a complete control, and the advantage will accrue to the Railways. We have prescribed that policy and that is the great advantage that has accrued. That is the reason why we have adopted this.

DR. RAMKRIPAL SINHA (Bihar) : What about the capacity utilisation ?

PROF. MADHU DANDAVATE: As far as these three production units are concerned, there is no difficulty in absorbing the capacity at all. And when I find a number of hon. Members of this House and the other House suggesting a number of new lines, there will be no difficulty of absorption of the capacity at all. Absorption of capacity is no problem as far as locomotives and coaches are concerned. Actually we are short of coaches

DR. RAMKRIPAL SINHA : There is a demand also from the export market.

PROF. MADHU DANDAVATE: I will come to the exports also and then you will realise what the position is in that respect. Yashpalji and again Shrimati Adivarekar—she seems to be very versatile and I am happy that she has applied her mind to a number of problems—have made a number of suggestions. Both of them have raised a very pertinent question namely, whether the railways cannot be managed<sup>1</sup> by a corporation. They have said, let there be a separate corporation to manage the railways. Yashpalji has said: "If I forget not, the Administrative Reforms Commission has suggested that the management of the railways should be taken over by a corporation". I am happy that he has said "If I forget not" because he has forgotten. I have gone through the records of the Administrative Reforms Commission when they took evidence. No

[Prof. Madhu Dandavate]

doubt, they have jotted down what the advantages would be if the railways were placed under a corporation. But, at the same time, before making their final recommendations, they appointed a three-man team and that team went into the problems of the railways, the problems connected with the corporation, and after this team submitted its report to the Administrative Reforms Commission, the Commission has not insisted that the railways should be kept under a corporation. Of course, that is one of the options that is open. Here I would like to put forward a point of view to show how atleast in the present stage of development of the railways it is advantageous to keep the railways as a department of the Government of India, functioning as a Railway Ministry. A great deal of advantages are there. Firstly, if the railways were to be managed by a corporation, it is very likely that we would have to incur heavy losses and there would be a lot of liabilities. As far as the tax structure is concerned, the railways would be liable on account of income-tax and other corporate taxes and local taxes. Now, whatever the claims under the Company Law Act would be, the railways could not get rid of them. These are the difficulties. When this new corporation would be subjected to a number of taxes, there would be certain liabilities also and they would go on accruing. That is number two. The most important factor so far as the railways are concerned, is that it is the live-wire organisation of the country. Whenever there are calamities in the country, the railways come into the picture. Suppose there are cyclones and there has to be movement for the relief operations, it is the railways that come into the picture. When there are social burdens of moving foodgrains from a surplus area to deficit areas, railways again come into the picture. When we take the defence aspect into account, it is again the railways which come into the picture. If we take cognizance of all these facets, their role in the defence of the country, their co-ordination in the movement of defence forces, their role in the economy of the country their role in times of great danger and calamities and their role as a

social service organisation and a public utility organisation, whatever one may say in the House, let us not forget the fact that the railways at present are not at all functioning as a purely commercial organisation. It is very easy to say here in the House that the Railways should function as a commercial organisation, but if we have to function as a commercial organisation, I would like to ask why the railways should undertake construction of uneconomic lines. They are constructed because some of them are very necessary as an infra-structure for the development of the backward regions. Why should we bear the social burden of providing very low freight and allow the foodgrains to be moved from one part of the country to another. When we find that certain areas are surplus and certain areas are such where the people are famine stricken, in that case social burdens are to be borne by the railways. Now, taking all these points' into account, greater co-ordination will be possible with all these agencies which I have just now mentioned if, at least, at present our railways function as a Department of the Government of India. Lastly, there is the question of accountability. Sir, whatever you may say about the Railways, its successes and failures, you will accept the fact that the manner in which the Railways are conducted today, the manner in which they present their own Budget, there is a greater degree of accountability to Parliament as far as the Railway Ministry is concerned. Do we not want that accountability to Parliament to continue? It is such a vital sector of our economy. What happens in the Railways, does not give us revenues only for the Railways. I am proud to say that over decades, the revenues of the Railways have also contributed to the general revenues and to that extent, it is stabilising the economy of the country and that is why an altogether different attitude is adopted for a better accountability to Parliament. Therefore, Sir, if the present system of greater accountability to Parliament, with a separate Budget presented to Parliament, with various suggestions regarding reforms in the Railway system to be introduced, is to be taken into account, I think the Railways functioning as a Department of the Government of India is appropriate.

Now, I come to some concrete criticisms and suggestions made by the hon. Member, Shrimati Kulkarni. She suggested that the Railways should set up an international division for exporting technical and managerial expertise and technical equipments and marketing officers set up in foreign countries. Ultimately, what is important is not the form but the substance. And as far as the substance of what the honourable Sumitraji has suggested is concerned, it is already accepted. Firstly, as far as these agencies for export of equipments are concerned, already there is a Corporation, called the Projects Equipment Corporation. Of course, it is under the Commerce Ministry and it is functioning quite effectively. We can rationalise and streamline its activities. So, for export purposes, that particular organisation is already there. As far as Indian Railways are concerned, Sir, in the public sector we have set up two ideal organisations which are doing splendid work. One of them is the Rail India Technical and Economic Service and the second one is the Indian Railways Construction Corporation. Sir, the functions of these two public sector institutions are quite different. The first one is a consultancy organisation and I think it is doing its work well. Of course, there is room for further improvement in its performance but as far as consultancy in other countries is concerned, we have already succeeded in having consultancy contracts in countries like Syria, Iran, Zaire, Ghana, the Philippines and Nigeria and I am sure, with the dynamic External Affairs Minister, like Atal Bihari Vajpayeeji, whenever he goes abroad, we would utilise his good offices also to see that this particular form of consultancy service is strengthened to a very great extent, by having better relations with different governments. Not only that, Sir, I am happy to announce here that we have already submitted tenders for contracts for major construction work—not merely the consultancy work but major construction work—in Iraq and Nigeria and if we succeed in getting these contracts—I cannot anticipate the result but if we are able to get these contracts—not only we will be able to gain foreign exchange but wherever the construction works outside the country are undertaken, we will be required to export our equipment, our steel from our

country and, thus, our export potential will grow and that will be a concrete achievement that can be gained.

Sir, I will come to a very trifling question. Unnecessarily, it was driven into a big problem. Of course, many laughed with a sense of cynicism. And that was the question of revision of the platform ticket rates. Sir, it is not to appeal to popular sentiments that I have done it. In fact, if I were not to give reason as to why I reduced the platform ticket rate from 50 paise to 30 paise, this question would not have been raised. I made it very clear that it is not going to make a big difference financially but I did it when I just examined the structure of the rates and found that the greatest anomaly existed in the rates of platform ticket. I must say it was an element of stupidity to keep the platform ticket at 50 paise and the lowest rate of ticket to the next station at 30 paise. If the lowest rate of ticket to the next station is 30 paise, anybody who has got some intelligence and who has got the power of manipulation will purchase that ticket of 30 paise to the next station. In Bombay, you come across a number of instances like this. In a number of rural places, where there are small stations close by, people purchase the 30 paise ticket and they do not purchase the 50 paise ticket. Therefore, so long as the smallest denomination of the ticket is 30 paise, whether you keep your platform ticket at 50 paise or at one rupee or at ten rupees or at hundred rupees, nobody is going to purchase that ticket, at least those who know this. Many people do not know that the lowest ticket to the nearest station is 30 paise. But whoever knows this will be able to purchase this ticket. Therefore, this anomaly had to be removed and I just removed that. I do not want to take the credit for this at all.

SHRI V. B. RAJU : Does it need a new Railway Minister to know this ? Did not the Railway administration know this ?

PROF. MADHU DANDAVATE : It is a fact that when the new Railway Minister came, he found this out.

SHRI B. N. BANERJEE (Nominated) : Prof. Dandavate, you have missed the one point raised by Mr. Kapur. He said if you

[Shri B. N. Banerjee] have a 30 paise ticket, somebody has a ride in the train. But it will be more reasonable if you make it 20 paise.

PROF. MADHU DANDAVATE : I am coming to that point. As far as the platform ticket rates are concerned, without casting any aspersions of the Members of the Opposition, I would say I was able to witness a very interesting phenomenon. The criticism in regard to the decrease in the platform rates even from the Congress benches was of a diametrically opposite type. In their present state, that is natural. What was the criticism ? Some said that you should not reduce it from 50 paise to 30 paise. After all, who go to the platforms ? It is only the affluent class. They said that any reduction in the rate of platform ticket is a concession to the affluent class. Another Member said that it should have been brought down from 50 paise to 10 paise. Someone else said that why should we change the platform ticket rate at all. They said that we should not give any concession. Hon. Members of this House belonging to the Opposition have said that if we reduce it, there would be more crowding in the platforms and more problems would be created. Therefore, these are the three perspectives which have been presented. As far as this problem is concerned, this is not a very significant problem. I only removed this anomaly. I do not want to take any credit for this. Only this anomaly has been removed. Beyond that, I do not propose to do anything in this matter.

Then, there is the question of consultation with the trade unions. Shri Dhabe raised that issue. Others have also raised that issue. Sir, as far as our functioning is concerned, we are explicitly clear that we have to conduct the work of the Railways, the administration of the Railways, in cooperation with the various officers in cooperation with the staff. Class IV, and Class III, Class IT and Class I and Members of the Railway Board. We want the cooperation of all. If you want this co-operation and if you want smooth sailing in this department, is it not necessary that every step

that we take, we take it after due consultation with the trade unions and the Officers' association and after taking them into confidence ? That is why I am not merely meeting the members of the trade unions. I am also meeting the members of the Officers' association. They have also their grievances. I must tell you one thing. Fortunately, it has not happened here on a number of occasions. I would despise the habit of Members raising issues relating to individual officers and naming them. As far as I am concerned, if you attack me, I have the right to reply. When a Congress Member criticises me, he has the right to put forward his point of view. But what can the officers do ? If you name them in this House, they have no right to come before the House. Therefore, let there be criticism of the policies. Even where there is criticism of the acts of the officers, let there only be a reference to certain misdeeds and certain acts which are supposed to be wrong and we will see to it that they are corrected after meeting them. I When we met the Federation, we have told them that our method of functioning will be like this. They have this six-point charter of demands. Even when the strike was launched, we made it clear that these are negotiable demands. I am very happy today that one of the gains of the end of the Emergency is that there are more champions of labour in this House. I am very happy. I am very happy that when we were behind the bars, those who did not raise a single finger when the old bonus law was completely reversed and a new legislation was introduced, those who did not raise a single finger at that time because it was too dangerous to do so in the Emergency, are now coming forward for raise the issue of bonus and other things. I welcome them. It is a good political transformation. If more people, sympathetic to labour are created in this House, I will be extremely happy because as far as the interests of labour are concerned, I am their supporter. I feel that only by satisfying the staff we will be able to get better efficiency. I am happy about it that those who did not oppose the new bonus legislation during emergency, today they are raising the voice regarding the question of bonus. I am very happy about it, but I will

tell you clearly what I have told the workers. Since we have adopted a very just posture towards workers we have a moral right to go to the workers, to go to their trade unions, sit with them and tell them that here is what is available with us. We will judge every demand on the basis of availability of financial resources. These are the claims of amenities to passengers, these are the claims for the development of lines and this is what is available for the workers. Tell us, what is your demand, out of your demands what is the priority, and once we accept a certain demand we will implement it, we will not make them agitate for that, rest assured.

Then, for years the class IV employees in the Railways—an ordinary gangman, the sweeper—have been demanding and saying : "We have been for years together here as class IV. Let us have some selection grades. There are no promotional facilities."

Yesterday in the other House I have announced and I should like to repeat here that we had to send the proposals to the Finance Ministry . We had to get their clearance because a certain amount is involved. We must not be able to destroy the budgetary provisions. I am happy that the clearance came from the Finance Ministry and yesterday I have announced in the other House that we would start negotiations with the trade unions afterwards, but before the negotiations have taken place I have already announced in the Parliament that 50,000 class IV employees of Railway will have the benefit of getting the selection grade. That will be the achievement of this Budget Session. This has been their demand. The INTUC have been demanding. The Hind Mazdoor Sabha has been demanding. The Bharatiya Mazdoor Sabha has been demanding. The AITUC, the CITU and all other organisations have been demanding for year together. They had been demanding, but they belonged to the class IV category. So, they haven't got the power to pressurise. We did that Now this is one demand we have accepted

There was consistent complaint from the railway employees that only because they belonged to a particular trade union organi-

sation—not because they belonged to a particular political party but because they belonged to a particular trade union organisation which did not accept the basis of emergency—they have been under surveillance and, therefore, they have been thrown out of job and put behind the bars under MISA. Since some people belonged to the RSS they were put behind the bars. Since some belonged to Samajvadi Yuvjan Sabha they were thrown behind the bars. Some people were put behind the bars because they belonged to AITUC, CITU, HMS or HMP and these are the organisation which could not be tolerated during emergency. So, they were put behind the bars. We all have come back from the jails and we have become Ministers, but what will happen to those railway employees who were thrown behind the prison bars ? In this connection, I have already made my announcement in my Budget Speech that all those who have been victimised because they belonged to the banned organisations—the ban is now lifted —because they had sympathy for certain or -ganisations which were not favourably inclined towards the then ruling party, all those people are going to be brought back. There is a disciplinary rule 14(2). Mr. Raju will be interested to know that I have declared that wherever there is a misuse of the disciplinary rule 14(2), either for pre-mature retirement or for any other action against the workers, we will review the cases, we will not immediately take action. For instance, if someone is responsible for corruption or anti-social activities or for destroying the machinery of the railways, and for that someone is prematurely retired or removed from service, we are not going to allow him to go scot free. But again when there is a type of political victimization, trade union victimization, all those cases will be reviewed and we will see that justice is done to them.

As far as all other issues are concerned — 10 hours a day, bonus, decasualisation—we will sit with various trade unions, frankly discuss with them and debate the issues with them, place before them our accounts and we will have only one account book—not one account book for our purpose and one account book to be shown to the trade unions. Whatever facts and figures are

[Prof. Madhu Dandavate] there, Mr. Dhabe, we will share them with the trade union organisations and in consultation with them we will settle the question of demands and their priorities.

SHRI S. W. DHABE : What about employment of women on the railways ? Their number is very meagre.

PROF. MADHU DANDAVATE : I am coming to that.

SHRI S. W. DHABE : And also about casual labour. You are a great champion of casual labour. They should be given some job security.

PROF. MADHU DANDAVATE : I referred to de-casualisation. As far as women are concerned, after the International Women's Year has already gone. . . .

SHRIMATI SUSHILA SHANKAR ADVAREKAR (Maharashtra) : It is still on.

PROF. MADHU DANDAVATE : I am, sorry, I forgot because sitting behind the bars in jail, we had lost the time sense. Sir, after the International Women's Year, who dare reject these legitimate demands ? Rest assured, I will be second to none in championing the cause of women as far as the Railways are concerned. If I do not, I will have trouble at home. Rest assured, I will take care of that problem.

Similarly, Mr. Dhabe referred to the issue of the Scheduled Castes' appointment. I know that some lacunae are left. Even where a certain number is prescribed, the quotas are not filled up. I will scrupulously go through all these lacunae and see to it that whatever provisions are made for the weaker sections, those will be filled up and all the facilities and amenities will be afforded to them.

SHRI SANAT KUMAR RAHA (West Bengal) : What about absorption of irregular workers ?

PROF. MADHU DANDAVATE : On this issue, I have generally said that all those demands that have been made in the charter will be discussed with the accredited representatives of the trade unions and in consultation and co-operation with them—I used these words in my Budget speech—we will be prepared to settle all these issues.

There is the question of coordination of transport. I am very happy that a number of hon. Members from both sides of the House brought forward a very important point. Today, the Railways are suffering to a certain extent because there is lack of coordination between the three wings of transport—the road transport, the railway transport and shipping. It will be our best effort to see that all the Ministries concerned come together, try to coordinate their efforts and an integrated transport policy will be evolved with the help of which nobody will suffer and if there is competition, it will be a healthy competition. Ultimately, it is through competition that one can grow provided that competition is a healthy one and we shall encourage this healthy competition.

There was a reference to the re-structuring of the Railway Board. Sir, I wish to make it very clear that even when I belonged to the Opposition, I never demanded the scrapping of the Railway Board. I never made any irresponsible demand. While sitting in the Opposition, every time I spoke—and I spoke every year on the Railway Budget while sitting in the Opposition for the last four years—I demand that what is needed is not demolition of the Railway Board but the re-structuring of the Railway Board, I am very happy to announce—in fact I, have already announced it earlier—that we will work out the details and expeditiously implement those recommendations. The Administrative Reforms Commission had already made its recommendations. All those recommendations were shelved in the shelves of the previous Government. On the first available opportunity, we have taken out those recommendations from the shelves and in the very first formal Budget, I have announced that broadly we have accepted the recommendations of the Administrative Reforms Commission and we shall implement them effectively, so that the structure is changed. The change of structure implies two important elements. It is the composition of the Board, the size of the Board and the powers and functions of the Board. We should be able to bring about devolution and decentralisation of powers of the Board. I am convinced, after talking to trade unions throughout the country, that even in petty

matters the General Managers powers have been limited. More powers will have to be placed in their hands. For many problems which could have been dealt with at the local level, they have to come to Rail Bha-van and whenever files travel from one place to another, their mobility also suffers. As a result of that, we will have to see that more devolution and decentralisation of powers is brought about by bringing about a restructuring of the Railway Board.

Two hon. Members had raised the point that as far as steam locomotive goods trains are concerned, their speed is going down. But you must try to understand what has been happening in the last few years. In 1960-61, 94 per cent of the traffic was hauled by steam locomotives and only 6 per cent by diesel and electric locomotives. In 1975-76, with more dieselisation and more electrification, the ratio was 32 per cent steam and 68 per cent diesel and electric. Formerly when more steam-engines were there, there were a number of goods trains that were fast but they were not stopping at all the stations. Now when more diesel and electric engines have come up, relatively the number of steam locomotives has gone down. Naturally when their number is low, they are something like passenger trains. They do not carry passengers but they have more halts. And if there are to be more halts, those of you who were students of physics know that the speed is the average speed and if it is to be adjusted to a particular value and when there are a number of stops, before you come to a particular station the speed has to be brought down and ultimately you bring the entire train to a dead halt. And if these experiments are repeated at a number of halts, you will find that the average speed of the goods train is bound to go down. This is one of the reasons why dieselised and electrified goods train are moving at a rapid rate. As far as the goods trains hauled by steam engines are concerned, because of the tilting balance you will find that the speed has gone down to some extent.

Sir, I do not want to take much time of the House. Regarding refreshment stalls and book stalls a number of complaints were lodged on the floor of the House. There

are certain contracts that have been given earlier. The contracts have been signed. The contracts will terminate at a certain point of time. After that we will have to bring about certain changes. But I assure you that in the future, whenever the old contracts are terminated when the period is over, our general approach and policy will be, whenever we get co-operative societies with integrity and honesty, they will always be given the priority over the private contractors in the running of refreshment stalls. That will be the general approach. As far as book stalls are concerned, the suggestion is that the educated unemployed should be given the contract for running the book stalls. I am all for that. As a teacher I am more in favour of that suggestions. But there is a difficulty with the students. We have called a number of students and asked them, "Are you prepared to take it up?" They said there were financial difficulties. They cannot raise the resources. Therefore, we will have to help them get loans from the banks. To those educated unemployed youths who are able to raise certain finances so that they will be able to raise a fairly good structure of stalls and make a good number of books available, we will be prepared to give the contract. That will be the general approach.

I do not want to say much again about amenities. As far as the double-decker coaches are concerned, some people expressed the doubt that on the upper deck there will be a number of vibrations. It is true that as you go higher and higher from the lower floor, the movement sideways increases and therefore there will be more jerks. I was also having the same impression till I went to Madras and inspected the coach. And you will be pleasantly surprised to know what happened. Our concept of the double-decker coach is something like the double-decker bus in Bombay or Calcutta which is twice the height of a single storey. But it is not so. They have constructed the prototype in such a way that even in a double-decker, the increase in height is just six inches only. They have a sort of curve at the bottom. They have fixed up the lower seats like a mezzanine floor and fixed up the other seats and, therefore, if you take the entire height is it not more than six inches. Of



[Prof. Madhu Dandavate] course, the floor has been lowered down. The whole construction of the prototype compartment has been made in such a way that the double-decker compartment is already on the line. I have already travelled by it and tried it as an experiment. The height will be only six inches more and, therefore, the difficulty of having a number of vibrations on the upper deck will not be there. I have personally inspected that and I have suggested certain mechanical changes. Another prototype also is being constructed in which the number of toilets and other facilities will be twice what they exist in the present one. We have made a constructive suggestion and already it is being implemented. I have already inspected that prototype and after checking it two or three times we will be able to put in wherever the Janata trains, especially the long-distance passenger trains are there.

Sir, I do not want to take much of your time. Regarding new lines I would like to say only one thing. I told it to the other House and I would repeat it here. About forty Members have suggested 75 new lines and if you take the estimate of the total cost, it will be Rs. 1,369 crores. If all of them are going to be implemented there will be a lot of difficulty. Therefore, we have to set certain priorities. Therefore, hon. Members should not get angry if I gave precedence to the recommendation of one Member over the other because, ultimately we will have to set priorities.

Only one more dimension we want to add to the priorities followed so far. So far, the Railways were considered as an infrastructure for the building up of industries in a particular backward region; agriculture was not taken note of. But we will introduce one more dimension, and that is that the needs and requirements of agricultural development, the movement of agricultural products from surplus areas to the backward regions and the deficit regions, will also be considered as an additional criterion for the building up of the infrastructure. Taking that into account, we will be prepared to proceed further after spelling out all these things.

Yesterday, our friends from Kerala asked question: What is going to happen to the West Coast Railway? As the traditional prejudice goes, it is not supposed to be the Railway restricted only to Maharashtra. It will begin from Maharashtra, it will pass through Goa and it will touch Kerala and ultimately we want it to end at Kanya-kumari. In the true sense, it will be a moving symbol of integration of the entire southern zone—and I want to bring about that integration. The only thing is that this House must help us. As far as the Ministry is concerned, as I said in the other House—and I will repeat it here—as far as the Ernakulam-Alleppey line is concerned, as far as these routes are concerned, we have taken a decision that we will await the clearance of the Planning Commission. The moment we get the clearance, we will proceed further with the construction of these lines. This is what I wanted to announce.

SHRI JANARDHANA REDDY :  
(Andhra Pradesh) : Besides the new lines, there are certain lines which were already sanctioned, but work has been delayed. For example, the Bibinagar-Nadikude line.

PROF. MADHU DANDAVATE : I am coming to that. So, this is regarding the new lines. Now, there are certain lines where the work relating to conversion has already been started. There are certain new lines which have been taken up but somewhere the lines have got stuck. It will be our concern to see that whatever resources are available are diverted to those schemes which are already in operation and which have yet to be completed. That assurance I want to give to the honourable Members.

Sir, this is all I would like to say. I have tried to take note of.....

SHRI VEERENDRA PATIL (Karnataka) :  
I suggested something about the electrification of the Bangalore-Madras track and also conversion of Hubli-Miraj-Hospet line and taking up a new line between Hubli and....

PROF. MADHU DANDAVATE : Those 75 suggestions to which I referred also included the suggestions that were made by my friend, honourable Shri Veerendra Patil. In terms of priorities, he himself suggested—and I am very happy that it was Veerendra Patilji who suggested this in this House—that if we tried to have a very big net and tried to hit at every scheme, nothing would be implemented and, therefore, priorities would have to be fixed. I can assure him that

when we fix up the priorities all the suggestions which he has made, including the laying of new lines and the conversion of lines, will be borne in mind.

THE VICE-CHAIRMAN (SHRI LOKANATH MISRA) : The House stands adjourned till 11 A.M. tomorrow.

The House then adjourned at forty-eight minutes past four of the clock till eleven of the clock on Friday, the 17th June, 1977.