

SHRIMATI SUMITRA G. KULKAR-NI : Sir, it is a matter of the death of four persons.. If the drilling rig is intact, how is it that nobody can reach it and they had to land four miles away ?

SHRI Z. R. ANSARI : The helipad was damaged.

SHRIMATI SUMITRA G. KULKAR-NI : Four persons have died, but crew were not hurt. There is some connection between these things. But the question. . .

MR. CHAIRMAN : All these matters will be made clear after the enquiry is over. They are going to get the Report and it will be placed before the House. They are not going to hide anything.

SHRIMATI SUMITRA G. KULKAR-NI : My question was, what was the damage. And if there is no damage, then ...

MR. CHAIRMAN : It is not yet estimated. Who knows it ?

ANNOUNCEMENT RE RESIGNATION SHRI UMASHANKAR DIKSHIT

MR. CHAIRMAN : I have to inform Members that I have received a letter from Shri Umasankar Dikshit, a Member representing the State of Uttar Pradesh resigning his seat in the Rajya Sabha. I have accepted his resignation with effect from the 10th January, 1976.

THE INDIAN RAILWAYS (AMEND- MENT) BILL, 1976

THE MINISTER OF RAILWAYS (SHRI KAMLAPATI TRIPATHI) : Sir, I beg to move :

"That the Bill further to amend the Indian Railways Act, 1890, be taken into consideration."

This Bill seeks to replace the Indian Railways (Amendment) Ordinance, 1975 which was promulgated by the President on the 15th September, 1975.

Experience has shown that at times and in certain areas goods are not promptly unloaded from the railway wagons and are not promptly removed from the goods-sheds. There is a tendency on the part of the traders to use railway wagons and

goods-sheds as warehouses. The congestion in goods-sheds results in detention to wagons in the yards. The congestion in the serving yard further sets in motion a chain reaction of hold-up of loaded wagons *en route* and restrictions on fresh bookings. Moreover, and more important, non-removal or slow removal of goods from stations may also result in scarcity of these goods in the market. Unsocial elements try to create such an artificial scarcity. This House has expressed concern in the past about such accumulation of goods and wagons at important rail terminals.

[The Vice-Chairman (Shri V. B. Raju) in the Chair]

The normal procedure for disposal of unclaimed goods is laid down in Section 56 read with Section 55(2) of the Indian Railways Act. Compliance of procedure laid down in these sections is time-consuming and takes at least four to six weeks before goods can be auctioned. The existing law also does not empower the administration to dispose of goods, even the essential commodities, otherwise than by public auction.

The Bill now gives powers to the Central Government to notify certain stations where goods can be disposed of more speedily, if the same are not removed within even days after termination of transit. The Bill contains adequate safeguards to protect the interest of genuine trade. Special provision has been made in respect of essential commodities. If any special commodities remain undelivered for more than seven days after termination of transit, the Central Government or the State Government can direct the railway administration to transfer them to it or to such agency, cooperative society or other person under its control on payment of fair price. The owner of the goods is entitled to receive the price or sale proceeds of such goods after payment of charges due to the Railway administration.

The scheme does not hamper normal trade in any way and is in the best public interest. The special procedure laid down in the Bill does not apply to all stations, but only to a few notified stations. At present only 14 stations have been notified. The powers conferred by the Bill would be invoked only to deal with abnormal situations when the wagons are misused by some persons as godowns.

The question Was proposed.

SHRI SANAT KUMAR RAH* (West Bengal) : Mr. Vice-Chairman, Sir, we are discussing today the Indian Railways (Amendment) Bill, 1976. I welcome this Bill, but I must say that it is an overdue and belated Bill. Why was the Government, since 1972 when the other amendment was passed in this House, keeping silent for three long years ? The Railways could have earned much more revenue. Sir, in our country there are traders who are interested in the business of scarcity and superprofits. So long businessmen of this type have been using railway wagons as warehouses at the cost of Railway revenue. I would like to know from the Minister how much loss the Railways have incurred on account of this. Sir, not only the traders, but I should say, some Railway employees are also involved in conniving with the black traders who are dealing in black trades. At many stations, there are traders who always make deals with some Railway employees. In spite of the weeding-out campaign, there are some employees who are in connivance with such black traders. The amendment of 1972 regarding reduction of the period from 30 days to 7 days for taking delivery after the termination of transit, did not work. The Minister has already said that. And it did not help in effectively dealing with the problem. That has also been stated by the Minister and in the Statement of Objects and Reasons. Since then 1973, 1974 and 1975 have passed. Why didn't the Railway administration come in time with this sort of Bill ? Sir, there is another thing. Sometime back we passed an increase in the rates of wharfage. What about the increase in revenue of the Railways since the passing of that measure ? I think these losses—losses in pilferage, theft and black deals of traders—will come to Rs. 100 crores per year. I have calculated it on the basis of the literature of the Railway administration.

Sir, the Railway administration has failed in its task of increasing its revenue. The Railway administration is always in the red. It is going to be liquidated if it goes on incurring losses from day to day and takes money from the Central Government and pays dividend and increases its rates year after year. This is the situation of the Railways. Who is responsible for that ? Ulti-

I would also like to say that I do not find any sort of constructive criticism about the Railway Board and their activities from the Minister or other authorities. Their activities should be corrected. There is a lot of scope for correcting them. Under this Bill there are special procedures for auction. I welcome it and would say that such procedures should be taken up seriously so that the revenue of the railways is augmented. These procedures will operate in 14 stations which have been notified by the Government.

j During the period of operation of this procedure, I think small businessmen will be harassed. There is provision for registered notice before the auction. I would like to know whether the registered notice will reach the consignee within the limited period of 7 days. If not, what would be his fate ?

In the name of social burden, railways have been incurring losses. I say that there should be a proper and rational definition for this term 'social burden'. We have talked in this House that bamboos are being supplied to big monopolists for manufacturing paper in the name of social burden. This is not social burden. i I want a proper definition from the Minister for this term 'social burden'. If something is done really for the sake of social burden, then people will bear anything. But that must be really for the welfare of the society. In the name of social burden if wagons are allowed to remain idle or wagons are released after taking bribes or if wagons are allowed to be used as warehouses, then we will oppose it.

The wagon industry is in a very bad shape. Governments have orders for supplying 14,000 wagons. But the Railway administration has suspended the wagon industry resulting in the stoppage of all ancillary industries concerning the railways. The manufacturers of wagons have their own grievances that the Railway administration do not supply axle box and wheel sets in time. So all these are kept idle in the godown. Wagon business is a huge operation in the Railways and the traders, manufacturers and some important railway employees are involved in this. This wagon business from top to bottom should be streamlined so that corrective measures

[Shri Sanat Kumar Raha] are taken in the wagon manufacture, wagon supply and goods traffic.

Wagon demand abroad is increasing. I think our Railways can easily meet 30 per cent of that demand. Our domestic demand is also increasing. From the brief statement given by the Minister, I find that the number of wagons loaded increased from 5,90,000 in June 1975 to 6,28,992 in July 1975.

So, the increase has been at the rate of 7.10%. Similarly, wagon revenue-earning tonnage has also increased by 3.69%. Sir, I shall not go into all these details. But I would only like to ask the honourable-Minister as to why, when our wagon loading has increased, when the revenue-earning wagon tonnage has increased and when the demand for our wagons abroad is increasing, the wagon industry, especially in West Bengal, is being kept in suspense. This is the question that I would like to ask.

Sir, this Bill is a very limited one and there is little scope for speaking. But I would like to urge upon the Minister to see that these things are seriously taken into consideration so that the whole system relating to wagons in the Indian railways is thoroughly overhauled and is scrutinised in detail.

Sir, in the name of social burdens, we had to incur an expenditure of Rs. 169 crores in 1970-71. It was Rs. 282 crores in 1974-75 and it is estimated that it will be 138 crores of rupees in 1975-76. This is the amount for what is called the social burdens. The railway administration is always taking the risk of incurring losses. This social burden will gradually increase and that I know. But, again, I demand that the Minister should seriously consider as to which kind of social burdens the railway administration should take on its shoulders particularly when we are facing the problems of shortage of foreign exchange and when we are not enhancing the export of our wagons abroad. The railways can always meet about 30-40% of the foreign demand for our wagons and

this is according to the statistics given in the document supplied by the administration.

Another thing I would like to mention : I find from the report that during this period of emergency, the West Zone Railways have less goods traffic. On the other hand, the other Zonal Railways have increased goods traffic. What is the reason for the West Zone Railways' less goods traffic ? Though I have mentioned the defects with regard to the whole wagon system. I would like to tell that during this period of emergency, the railways have made some achievements and they have produced some good results. Well, I think, the railways must do many more things in the future. Now that the emergency has given the green signal, the railways should be out of corruption and corruption should be completely weeded out from within the railway administration. Then only we would be able to urge upon the people morally to root out corruption saying that the railways have done it and are doing it honestly and sincerely. Since the railways are a national asset, we the people of this country should seriously try to protect the entire railway system which is our national asset.

With these words, Sir, I support this Bill.

SHRI NABIN CHANDRA BURAGOHAIN (Assam) ; Sir, I rise to speak on this amending Bill. Shri Sanat Kumar Raha was sorry for the delay in the introduction of the Bill. But I welcome it since it is better to be late than never.

Sir the various requirements which are to be complied with under Sections 55 and 56 of the Railways Act, 1890, take much time and it takes much time to dispose of the goods by auction belonging to the people who fail to take delivery.

In spite of the emergency, Sir, the anti-social reactionary traders have not given up their nefarious action of exploiting the situation with the purpose of having better profits and more and more exploitation of the special situation arising out of the stoppage of supply of essential goods. So, Sir, to put a stop to such activities of the

profiteers, black-marketeers and hoarders* this Bill is brought forward for the purpose of making wagons available on every occasion. This conduct of anti-social people not only creates scarcity of wagons but it prevents other people also to come forward. So this provision, new provision, of the Bill will surely, I think, help the situation and will also put a stop to the bad deeds of the profiteers, black-marketeers and hoarders.

The Ordinance promulgated on the 25th September, 1975, amending the Indian Railways Act, 1890, provides a special procedure for speedy disposal of goods which are not cleared within seven days after the termination of their transit. It also provides that such disposal should be by transfer to the Central Government or to a State Government or to an agency nominated by such Government, in the case of essential commodities required to be made available at fair prices and by public auction in all other cases. The Ordinance also provides that the special procedure would be applicable only at such stations as the hon. Minister has stated. It will now be applied only to 10 stations. I think, by and large, it will be extended to other stations also when there is need for a quick clearance of goods having regard to the volume of traffic and storage space available and other relevant factors.

Besides adopting such amendments for improvement of the situation by preventing unscrupulous traders, black-marketeers and profiteers, some other measures for improving the availability of wagons are also very badly called for. As Mr. Raha has now stated, our wagons industry suffers from not having much encouragement of the Railway authorities. What is the present position of the wagon availability? Wagon position in the country has considerably contributed to the bottleneck of our traffic. On many an occasion, the shortage of wagons has created artificial scarcity or has failed to carry the expected railway goods traffic. Wagon availability for trade is a function of both physical number of wagons available with the Railways as well as their turn-round, that is, the time-lag between two successive

loadings of the same wagon. Increased turn-round will improve things and help speedier release of wagons.

Sir, the Indian Railways depend on, wagons manufactured within the country. There is a scaling down in the target of production of wagons in the railway workshops. The Railways had 21 workshops previously but now the number of workshops producing wagons has been decreased to a great extent. So far as I know, only three workshops are producing wagons.

Only three workshops, the Golden Rock workshop, the Amritsar workshop and the Samastipur workshop, are engaged in this work at present. The others are closed.

Sir, what are the figures of wagon production in 1974-75. It is observed that the Railways' requirement of wagons in terms of four-wheelers during the Fifth Plan period, as indicated in the documents, would be about one lakh wagons. It is creditable that there was improvement in the turn round of wagons. Sir, the Railways must improve production for the following reasons; Sir, India is a vast country, and also India suffers from drought and flood off and on. The starving people because of droughts and floods need the supply of essential goods. On many an occasion, the Railway Ministry takes the ground that it cannot produce wagons all of a sudden to meet the needs created out of drought and flood. But the Ministry should know that enough number of wagons are to be made available at the time of flood or drought, and these wagons may give a great relief to the people suffering on account of drought and flood by carrying essential goods. Sir, India is a very big country and it covers hundreds and thousands of miles. So, to meet the dire needs at the time of adversity, I think the Railways should produce more wagons.

Sir, the potential of the wagon industry is revealed as follows: In 1958-59, they produced 12,500 wagons; in 1964-65, they produced 27,565 wagons which was the peak period. But the order of the Railway Board in 1966 to peg the output at 24,000 came as a rude shock. Since then, the railway workshops have defaulted in pro-

[Shri Nabin Chandra Buragohain]

during a good number of wagons which the country needs. Sir, it is also a very good thing that we are having exports too. It has also to be considered. We are to cater not only to our needs but also to the needs of poor and friendly countries. It is a good thing that India has been able to export wagons to East Africa, Hungary, Korea, Sri Lanka, Taiwan, Burma, Sudan, Ghana, Poland, Iran and Yugoslavia in stiff international competition.

Sir, from the studies and statistics, it seems that the shortage may continue for several years. We should not think of putting a stop to wagon export to these friendly countries because we want that our friendship with these countries should grow thicker and thicker.

Sir, I would like to lay emphasis on another point. From the records, the hon. Minister will find that indents throughout the country are not so easily honoured even now. That means, there is even a shortage of wagons.

Sir, this is a very important point. This was raised in the question Hour also to day. Our wagons are the scenes of accidents due to want of repairs to them. It has been found out that too much corrosion of these wagons on rails is taking place. If damages to them are not repaired in time, the result will be that not only the health of Railway administration will be adversely affected but there will be occasions for more and serious accidents. So, I hope the hon. Minister will ensure that timely action is taken about the maintenance of these wagons (*Time bell rings*). Therefore, more workshops for repair work are needed in the country.

(THE VICE-CHAIRMAN (SHRI V. B. RAJU) : Please complete.

SHRI NABIN CHANDRA BURAGOHAIN : Sir, I hope that these new provisions will to a great extent help in meeting the needs of our time and also improve the wagon availability. With these words, I support the Bill. Thank you.

श्री नगेश्वर प्रसाद शाही (उत्तर प्रदेश) :
उप-प्रभाषक महोदय, रेल मंत्री जी इस देश के प्रकांड विद्वान हैं, भारतीयता के

प्रतीक हैं, देश उन पर गर्व करता है और आशा करता है कि जब कि आज भी इस सर्वोच्च शक्तिमान संस्था में विदेशी भाषा का बोलबाला है और देशी भाषा की अवहेलना है, उस समय पंडित जी जैसे विद्वान मंत्री अन्य मंत्रियों के लिए आदर्श उपस्थित करेंगे और विधेयक प्रस्तुत करने में विदेशी भाषा का प्रयोग नहीं करेंगे।

श्री योगेन्द्र शर्मा (बिहार) : पंडित जी ने तो विदेशी भाषा का ही प्रयोग किया।

श्री नगेश्वर प्रसाद शाही : मैंने यही निवेदन किया था।

उप-प्रभाषक (श्री बी० बी० राजू) : शर्मा जी को जवाब देने की जरूरत नहीं है। आप बिल पर बोलिए।

श्री नगेश्वर प्रसाद शाही : श्रीमान्, जिस बात की शिकायत राधा साहब ने की है उसी को कवर करने के लिए यह विधेयक प्रस्तुत किया गया है ताकि व्यापारी लोग वैगनों का इस्तेमाल गोदाम के तौर पर न कर सकें। परन्तु रेलवे अधिकारियों को यह देखना होगा कि इस विधेयक के बावजूद भी इन तरह की गुंजाइश है कि व्यापारी इसका इस्तेमाल कर सकता है। यह गुंजाइश यों होती है कि जिस समय माल वैगनों द्वारा स्टेशन पर पहुंचता है, तो जिस व्यापारी का माल पहुंचता है वह उस बाबू से पहले से ही मेल रखता है जो वैगन एराइवल को रजिस्टर में नोट करता है। माल का वैगन स्टेशन पर पहुंच जाने के बाद भी बाबू उसको रजिस्टर पर नोट नहीं करता है और एक दो दिन का मार्जिन रख देता और दो दिन के बाद वह नोट करता है। हर बड़े शहर में और हर बड़े स्टेशन पर व्यापारी और रेलवे के बाबू के साथ सम्बन्ध रहते हैं और इस काम के लिए गहरी रकम बंधी रहती है। इस तरह से रेल के बाबू और व्यापारी के कन्नाइवेंस से वैगनों का एराइवल नोट नहीं किया जाता है और उसके नोट करने में डिले की जाती है।

उसमें डिले करते हैं। उसके लिए कोई इमी जिएट चेकिंग की व्यवस्था नहीं है कि रोज वह रजिस्टर चेक किया जाए जिसमें वैगन्स का एराइवल नोट होता है। जिस उद्देश्य से यह विधेयक लाया गया है उसके साथ-साथ इस तरह का प्रावधान हो जाए कि जिन-व्यवसायियों का माल रेलवे की लापरवाही के कारण समय से नहीं पहुंचता उनको रेलवे कम्पेनसेशन दे। फर्ज करें कि किसी बुकिंग स्टेशन और एराइवल स्टेशन के बीच सात दिन का समय होना चाहिए और सात दिन के अन्दर माल नहीं पहुंचता उस हालत में रेलवे व्यापारी को कुछ कम्पेनसेशन जरूर दे। उससे रेलवे को लाभ यह होगा कि आज जो माल रोड ट्रांसपोर्ट से जा रहा है वह रेलवे की ओर डाइवर्ट होगा और व्यापारी में इस तरह की भावना बढेगी कि अगर उसका नुकसान रेलवे की लापरवाही से होता है तो उसके लिए रेलवे कम्पेनसेशन देने को तैयार है।

श्रीमन्, मैं माननीय रेलवे मंत्री महोदय का ध्यान एक विशेष तथ्य की ओर आकर्षित करना चाहता हूं कि 1973 में जिस समय समस्तीपुर बाराबंकी मीटर गेज लाइन के कन्वर्शन का फैसला हुआ और उसके लिए बजट एलाटमेंट हुआ उस समय सदन में एनाउन्स किया गया था रेलवे की ओर से कि मार्च 1976 तक यह प्रोजेक्ट कम्प्लीट हो जाएगा और 41 करोड़ का एस्टीमेट उसके लिए स्वीकार किया गया था। अभी तक 10 करोड़ रुपया भी उस पर खर्च नहीं हुआ है और मार्च 1976 आने वाला है और 41 करोड़ का एस्टीमेट बढ़ा कर 48 करोड़ कर दिया गया। हम लोगों को आशंका इस बात की है कि 1980 तक जब तक इस प्रोजेक्ट को पूरा करने की बात कही जाती है, यह एस्टीमेट 48 करोड़ से बढ़ कर 80 करोड़ हो जाएगा और फिर शायद यह न कहा जाए कि इस प्रोजेक्ट को पूरा करने के लिए पैसा नहीं है। इसलिए मैं माननीय मंत्री

महोदय से निवेदन करता हूं कि चाहे 'वर्ल्ड बैंक' से लोन ले कर हो, चाहे जैसी व्यवस्था हो, कन्वर्शन के इस प्रोजेक्ट को शीघ्रता-शीघ्र पूरा करने की कोशिश होनी चाहिए, अन्यथा उस क्षेत्र की बहुत हानि हो रही है। उस क्षेत्र में कोई इंडस्ट्री नहीं लगती क्योंकि इंडस्ट्रियलिस्ट्स कहते हैं कि छोटी लाइन पर उनकी बड़ी मशीनें नहीं आ-जा सकती।

गोरखपुर में एक विशेष कठिनाई की ओर मैं माननीय मंत्री महोदय जी का ध्यान आकर्षित करना चाहता हूं और वह है बीच शहर में ओवर-ब्रिज का सबाल।

उपसभाध्यक्ष (श्री वी० बी० राजू) : शाही जी, यह तो आप रेलवे बजट पर भी बोल सकते हैं, आपको मौका मिलेगा।

श्री नागेश्वर प्रसाद शाही : इस विधेयक पर मैं थोड़ी सी बात कह रहा हूं ताकि पंडित जी का ध्यान आकर्षित हो जाए। बहुत बड़ी कठिनाई है।

श्रीमन्, सारा ट्रैफिक बन्द हो जाता है। ओवर-ब्रिज की यह मांग सालों से चली आ रही है। यह इतना छोटा सा मामला है कि अगर पंडित जी का ध्यान चला जाए तो पूरे शहर को राहत हो जाए।

एक बात मैं, श्रीमन्, और कहना चाहता हूं कन्वर्शन के सिलसिले में। उसके बाद खत्म कर दूंगा। राहा साहब ने बात उठाई थी वैगन इंडस्ट्री की। बंगाल में मुख्य मंत्री जी के जोर से इतना तक सम्भव है कि रेलवे में दो-चार हजार कर्मचारी जिनके लिए कोई काम नहीं है पूर्वी रेलवे में और पूर्वी-विक्षणी रेलवे में रेल के पे-रोल पर रखे हुए हैं। उनके लिए कोई काम नहीं है मगर रेल की हिम्मत नहीं है कि उनको अलग कर दें। लेकिन दूसरी तरफ पूर्वोत्तर रेलवे में पूर्वी उत्तर प्रदेश के क्षेत्र में रेल के काम के लिए भी पैसा नहीं मिलता। मैं रेल मंत्री जी से निवेदन करना चाहता हूं कि मुझे किसी

[श्री नागेश्वर प्रसाद शाही]

प्रान्त के खिलाफ कुछ नहीं कहना है मगर मैं यह अवश्य निवेदन करना चाहता हूँ कि जहाँ और क्षेत्रों में इस तरह की व्यवस्था है कि हजारों कर्मचारी बिना काम के रेलवे के पे-रोल पर रखे हुए हैं वहाँ पूर्वोत्तर रेलवे के इस कन्वर्शन के काम के लिए रुपए की उपलब्धि का प्रयास जरूर होना चाहिए। धन्यवाद।

श्री कमलापति त्रिपाठी : मान्यवर, यह बिल एक खास विचार से पेश किया गया है और इस का दायरा भी बड़ा संकुचित है। यह देखा गया कि माल भेजने वाला और जिसके नाम माल भेजा जाता है वह स्टेशनों पर अपने बैगन्स को जल्दी अनलोड नहीं करते और इस तरह से जो गुड्स शेड होता है उसका और बैगन्स का भी उपयोग अपने गोदाम के रूप में करते हैं। डेमरेज भी दे देते हैं, वारफेज भी दे देते हैं, लेकिन उसके बाद भी बैगन्स को खाली नहीं करते या गोदाम में उन का माल अनलोड हो गया है तो उसको हटाते नहीं या उसको देर से उठाते हैं। कभी-कभी ऐसे लोग जिनको आप ऐंटी सोशल कह सकते हैं, समाज के प्रति जिन की धारणाएं ऐसी हैं कि वे केवल अपने स्वार्थ की सिद्धि के लिए आवश्यक पदार्थों का संकट बाजार में पैदा कर दें, ऐसा करते हैं। एमैजियल कमोडिटीज जिन को आप कहते हैं उन को अगर समय पर बाजार में नहीं पहुंचाया तो एक प्रकार से उनका अकाल पैदा हो जाता है और उन की कीमत बढ़ जाती है और फिर वे उसका लाभ उठाते हैं। यह भी होता रहा है। मैं राहा जी की इस बात से सहमत हूँ कि इस बिल को हम देर में लाए। बहुत पहले इसको आ जाना चाहिए था क्योंकि बहुत दिनों से इस प्रकार की कार्यवाहियों की जा रही थी। लेकिन देर आयद दुरुस्त आयद। एक सही काम किया गया, देर से ही सही, लेकिन अब किया गया है और खाली इस बिल की मंशा इतना है कि इस तरह का लाभ

जो लोग उठाते हैं रेलवे के बैगन्स से या गुड्स शेड्स से और बाजारों में एक अकाल और संकट की स्थिति पैदा कर देते हैं पदार्थों का अभाव पैदा कर देते हैं इस चीज को हम रोक सकें। इसके लिए यह बिल पहले आर्डनेंस के रूप में आया क्योंकि पार्लियामेंट का सेशन हो नहीं रहा था, इमरजेंसी भी लगी थी और इसलिए यह सोचा गया कि पार्लियामेंट का सेशन जब होगा तो इस बिल को पास करा लेंगे। इसलिए आर्डनेंस के रूप में इस को निकाल दिया गया।

वर्तमान रेलवे ऐक्ट में यह अमेंडमेंट है। रेलवे ऐक्ट 1890 का बना हुआ है और उसमें बहुत अमेंडमेंट की जरूरत है और मैं यह सूचना दूँ मान्यवर, कि हमारे रेलवे के विभाग में रेलवे ऐक्ट का संशोधन करने के लिए एक अध्ययन हो रहा है और काफी काम उस पर हो चुका है। क्योंकि यह लगभग सौ बरस पुराना ऐक्ट है, इस में आज की बदली हुई स्थिति में बहुत कुछ परिवर्तन करने की जरूरत है। बहरहाल, इस बिल द्वारा हम कोई खास परिवर्तन नहीं कर रहे हैं, सिर्फ 56 ए के बाद चार और उपधाराओं को जोड़ रहे हैं 56-बी०, सी०, डी०, और ई० और उसमें एक प्रोसीजर एडाप्ट कर लिया गया है और बता दिया गया है कि जिसके माध्यम से हम व्यापारियों की इस प्रक्रिया को रोकने की चेष्टा करेंगे। यही इस का मंशा है। इस का सभी लोग स्वागत कर रहे हैं। इस के बाद बहुत से ऐसे प्रश्न उठा दिए गए, जिन के लिए आप ने स्वयं ही कहा कि वे सवाल तो ऐसे हैं कि जो महीने भर बाद रेलवे बजट आएगा उस में उठाए जा सकेंगे। बैगन इंडस्ट्री की बात है, उसमें आइसिस क्यों पैदा हो गई, बैगन इंडस्ट्री की क्या कंपेसिटी है, देश में उन की कितनी जरूरत है . . .

हमारे यहां कोई पुल बन रहा है वह क्यों नहीं जल्दी पूरा किया जाता, एन० जी० को

बी० जी० में बदलने के लिए समस्तीपुर से बाराबंकी का जो निश्चय किया गया है वह काम क्यों नहीं हो रहा है ये जो शाही जी ने बातें पूछी हैं, सही हैं। ये बातें आपको रेलवे बजट के समय कहनी चाहिए। उस वक्त उनका जवाब भी दे दिया जाएगा। इस बिल से इनका कोई खास सम्बन्ध नहीं है। मुझे क्षमा करें इस बिल में ये चीजें बिल्कुल असंगत हैं और इस विषय पर कुछ कहने की भी आवश्यकता नहीं है। इसके लिए जरा होशियार होना है। बैंगन में कितना रैवेन्यू मिला, टर्न ओवर अच्छा रहा है या नहीं आज मैं इन बातों को नहीं बता सकता हूँ। जब बजट पेश करूँगा तब सारी बातें सामने आ जाएंगी। इस तरह से बहुत संकुचित दायरे में यह बिल सदन के सामने आया है।

मान्यवर, एक बात जो शाही जी ने कही है वह मुझे पसन्द आई और इसकी कोशिश भी होनी चाहिए। माल जो भी भेजता है वह एक हफ्ते के अन्दर पहुँच जाए जिस जगह भेजता है उस जगह। जिस जगह माल भेजता है उस जगह उसका कोई रजिस्टर होना चाहिए जिसमें यह नोट हो माल किस वक्त पहुँचा है और इतने दिन लगे हैं। मैं समझता हूँ यह सुझाव अच्छा है इस पर हम विचार करेंगे।

मेरी प्रार्थना यह है कि यह जो बिल है बहुत आवश्यक बिल है। इसमें बहुत लाभ हुआ है। हमने देखा है आमदनी भी हुई है। टर्न ओवर अच्छा हुआ है। इससे जितना फायदा पहुँचा है उसको देखते हुए माननीय सदन को इसे स्वीकार करना चाहिए।

SHRI SAN AT KUMAR RAH A : If the delivery of the postal letter to the consignee concerned is not made in time, what will be the fate of that businessman ?

उप सभाध्यक्ष (श्री बी० बी० राजू) : सही समय पर पहुँचे यह आपका कहना है ?

श्री कमलापति त्रिपाठी : जो भेजने वाला होता है जो माल भेजता है पाने वाला जगह पर उसका नाम होता है और कौन पाने वाला है उसका नाम भी होता है। हम चाहते हैं कि एक हफ्ते के अन्दर नोटिस पहुँच जानी चाहिए। हमें उम्मीद है कि एक हफ्ते के अन्दर नोटिस पहुँच जाएगी। अगर व्यापारी जिसका माल होता है उसे नहीं उतारता है, माल को हटाता नहीं है तो एक हफ्ते के अन्दर उसकी नीलामी कर दी जाएगी।

THE VICE-CHAIRMAN (SHRI V. B. RAJU) : The question is :

"That the Bill further to amend the Indian Railways Act, 1890, be taken into consideration."

The motion was adopted. THE VICE CHAIRMAN (SHRI V. B. RAJU) : We shall now take up clause-' by-clause consideration of the Bill.

Clauses 2 and 3 were add&d to the Bill.

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

SHRI KAMLAPATI TRIPATHI : Sir.

I beg to move :

"That the Bill be passed." The question was put and the motion was adopted.

SUPPLEMENTARY DEMANDS FOR GRANTS FOR EXPEIUDITURE OF THE CENTRAL GOVERNMENT ON RAILWAYS FOR THE YEAR 1975-76

THE MINISTER OF RAILWAYS (SHRI "KAMLAPATI TRIPATHI) : Sir. I beg to lay on the Table a Statement (in English and Hindi) showing the Supplementary Demands (January, 1976) for grants for Expenditure of the Central Government on Railways for the year 1975-76.

[THE VICE-CHAIRMAN (SHRI V. B. RAJU) : The House stands adjourned till 2 P.M.

The House then adjourned for lunch at one minute past of ihe clock. /