

# LOK SABHA DEBATES

(Fifth Series)

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[ *March 23 to April 5, 1976/Chaura 3 to 16, 1898 (Saka)* ]



**Sixteenth Session, 1976/1897-98(Saka)**

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**LOK SABHA SECRETARIAT  
NEW DELHI**

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(Fifth Series, Volume LIX, Sixteenth Session, 1976)

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## LOK SABHA DEBATES

I

### LOK SABHA

Tuesday, March 23, 1976/Chaitra  
3, 1898 (Saka)

The Lok Sabha met at Eleven of the  
Clock

[Mr. SPEAKER in the Chair]

#### ORAL ANSWERS TO QUESTIONS Expenditure incurred on R.P.F.

\*206. SHRI S. P. BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state the total expenditure incurred on the Railway Protection Force during the last 3 years, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): The expenditure incurred on the Railway Protection Force during the last three years was as under:

Year	Expenditure in Rs.
1972-73 . . .	14,84,15,625
1973-74 . . .	15,78,36,782
1974-75 . . .	19,95,86,599

SHRI M. RAM GOPAL REDDY: We are spending crores of rupees on this Railway Protection Force every year. On account of this force, I want to know how much we have saved and if these people are not there, how much we would have lost. Will the Minister give an estimate?

SHRI MOHD. SHAFI QURESHI: This is a hypothetical question. Nobody can say that. How can we say  
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that if the Police force is not there we would have gained this much and on account of the Police force we have lost this much? It is a force on which expenses are being incurred and they are doing their job very well.

श्री नरसिंह नारायण पांडे : इस फॉर्म पर जितना धन खर्च हो रहा है, उसको युक्तफुल बनाने के लिए, फॉर्सिबल बनाने के लिए क्या मंत्री महोदय रेलवे प्रोटेक्शन फॉर्स के नियमों और कानूनों में या रेलवे एक्ट के नियमों और कानूनों में कोई परिवर्तन लाने पर विचार कर रहे हैं ताकि इस फॉर्स को ज्यादा मजबूत बनाया जा सके ?

श्री मुहम्मद शफी कुरेशी : जी हाँ। रेलवे मिनिस्टर साहब ने हाल ही में अपने बजट के जवाब में यह फरमाया था कि रेलवे प्रोटेक्शन फॉर्म को एक मजबूत फॉर्म बनाने के लिए उनको ज्यादा पावर दी जायेगी। अभी तक ये मिर्फ रेलवे जायदाद में मुहाफिज थे, प्राप्तिव्यूशन नहीं कर सकते थे, अब इन को पुलिस के अस्त्रियार दिये जायेगे जिसमें इनका काम ज्यादा अच्छा और मजबूती में हो सकेगा।

SHRI N. K. P. SALVE: There is a steep increase in the expenditure on the Railway Protection Force. In the last year it went from Rs. 15 crores to 19 crores. Nobody can deny the validity of the demand of the Railway Minister that the Railway Protection Force should be given large power in respect of prosecutions, etc. May I know from the Minister whether he is aware that most of the wagon breaking pilferages and the thefts which go on are because of the collusion of the Railway Protection Force with these



people? Can he give us some idea whether with this increase in the Railway Protection Force there has been any proportionate decrease in the claims on account of pilferage?

**SHRI MOHD. SHAFI QURESHI:** This is not correct to say that a large number of RPF people are involved in thefts and pilferages. There have been some cases, but the number is not very big. Hardly 300 to 400 cases have been detected so far.

So far as the other question of an increase in the expenditure on the RPF since 1974-75 is concerned, I may state that there have been on Account Payments made to RPF and six instalments of D.A. were given to staff during the said year. One Battalion of Railway Protection Force has been returned from Assam to Railways on 10-3-1974. Therefore, there has been some rise in the expenditure.

The number of claims has come down considerably in terms of payment although prices of certain commodities have gone up. There is a little difference in amount also. The payment is less as compared to the previous year.

**श्री डी० एन० तिवारी :** दो तीन वर्ष पहले रेलवे प्रोटेक्शन फोर्स में बड़ी गड़बड़ी थी। बाद में उसकी रीआर्गनाइज किया गया, मैं जानना चाहता हूँ कि उस रीआर्गनाइजेशन में उसमें कितना इम्प्रूवमेंट हुआ। क्या उस इम्प्रूवमेंट से रेलवे की फिज्जा पर कोई असर पड़ा ?

**श्री मुहम्मद साफी कुरेशी :** सिर्फ रेलवे प्रोटेक्शन फोर्स में ही गड़बड़ नहीं थी। दो तीन साल पहले तो मुल्क में गड़बड़ का वानावरण था और उसका असर रेलवे प्रोटेक्शन फोर्स पर भी पड़ा, लेकिन उसके बाद जो सुधार लाये गये उनका काफी अच्छा असर पड़ा है और जिन सज़ीद सुधारों को मिनिस्टर साहब ने एलान किया हैं, उनका काफी अच्छा असर पड़ने की उम्मीद है।

**श्री राम सहाय पांडे :** कलमानतीय लिपाडी जी ने राज्य सभा में बतलाया था कि मुगल मराय चोरी का अड्डा बनाया गया है, चोरों के लिए पैराडाइज बन गया है। उन्होंने यह भी बतलाया था कि वहा पर बहुत अबरदमन कोयले की चोरी होनी है। मैं जानना चाहता हूँ कि कोयले की चोरी कैसे होती है...

**अध्यक्ष महोदय :** यह आर० पी० एफ० का सवाल है, चोरी का सवाल नहीं है।

**श्री राम सहाय पांडे :** जो कोयले का पिटफरेज वहा होता है, उसकी रोकथाम के लिए आप क्या कर रहे है ?

**अध्यक्ष महोदय :** इस सवाल का जवाब न दिया जाय। आर० पी० एफ० चोरी नहीं करता है। कोयले की चोरी के बारे में आप अलग से सवाल पूछें।

**SHRI H. M. PATEL:** Since it is a fact that the Railway Protection Force itself is at times involved in these malpractices, we have also to ensure that it functions honestly and efficiently, has the Railways got some kind of mobile inspection force to see that the RPF & Security force function properly and are carrying on their duties efficiently?

**SHRI MOHD SHAFI QURESHI:** Every force which is there to protect the railway property or the security force is being examined by the senior officers and there is a regular watch kept by the senior officers on the functioning of this force.

### Strategy for Oil Exploration

\*207. **SHRI RAGHUNANDAN LAL BHATIA:** Will the Minister of PETROLEUM be pleased to state:

(a) whether his Ministry is considering a long term strategy for oil exploration;

(b) whether the strategy would aim at increasing indigenous production of crude; and

(c) of so, the broad features thereof?

THE MINISTER OF PETROLIEUM (SHRI K. D. MALAVIYA): (a) Yes, Sir.

(b) Yes, Sir.

(c) Government intend to strengthen and develop, to the maximum extent possible, the agencies responsible for the exploration and production of crude oil from indigenous sources. The agencies are:—ONGC whose sphere of activity extends to the whole of the country including the off shore areas and Oil India Limited which operates in Assam and Arunachal Pradesh. Except for Bombay High and the adjoining areas, Government also intend to utilise the services of such foreign firms and agencies as can play a part in the discovery and production of oil in our off-shore areas.

SHRI RAGHUNANDAN LAL BHATIA: I know what are the names of the foreign firms and agencies which are engaged in this task?

SHRI K. D. MALAVIYA. There are three international oil companies which are engaged in this task of search for oil. There are these areas. One is the Bengal-Orissa basin. There is the carlsberg India Group which is engaged there. Then you have got the Cauvery Basin. There is the Asamera Group for this and this is supplemented with our help. Then you have got the Reading Bates Group for Kutch area.

श्री विभूति मिश्र : मंत्री जी का इस सम्बन्ध में कार्य मराहतीय है। मैं जानना चाहता हूँ कि हिन्दुस्तान में किस जगह पर खुदाई का काम प्रारम्भ किया और कब तक यह देश आत्म निर्भर हो जाएगा तेल में चाहता 100 जगह पर खुदाई कर रहा है अभी अभी अखबारों में निकला है कि मिडिल

ईस्ट को चाहना अपने तेल के उत्पादन से बीट डाउन कर देगा। मैं जानना चाहता हूँ कि मंत्री जी इस उम्र में कब तक दुनिया को बीट डाउन कर देगे ताकि हम तेल के मामले में आत्म निर्भर हो जायें ?

श्री को० डी० भालवीय : देश भर में और देश की जो हमारी समुद्री परिधि है उसमें कई क्षेत्र हैं जहाँ पेट्रॉल कुएं हम खोद रहे हैं अपनी तरफ से, और इन कुओं में अधिकतर तेल मिलता है। चाहना में तेल मिला है और अपने देश में अपने परिश्रम में अगर लोग तेल निकालने में तो अच्छा ही है, हम को इस में क्या कहना है। लेकिन चाहना में ऐसा मुना जाता है कि जिस क्षेत्र में तेल मिला है वहाँ कुछ अधिक मात्रा में मिला है, जब कि हमारे यहाँ कई जगह पर मिलता है और चाहना के आकड़े कहीं प्राप्त नहीं हैं जिसके ऊपर हम भरों में कह सके कि हाँ ऐसा है। लेकिन हमारे यहाँ देश के अन्दर बहुत तेजी से तेल की ढूँढ ही रही है और हमें आशा है कि अगर इसी तरह से काम होता रहेगा तो 5, 6 सालों के अन्दर अधिकांश मात्रा में तेल प्राप्त कर लेंगे और शायद स्वतन्त्री भी हो जायें।

SHRI BISWANARAYAN SHASTRI: The Minister has stated that ONGC and Oil India are engaged in exploration in Assam. May I know which part of Assam is given? I think it is not entire Assam which is given to Oil India. Secondly, Sir, what is the percentage of the contribution by Oil India and also the ONGC to the production of crude in India?

SHRI K. D. MALAVIYA: The production of Oil India of crude oil is slightly more than 3 million tons out of the total of 7 million tonnes, which is increasing. The area where the Oil India is searching for oil is substantially, more or less totally, in Assam, but

Assam areas have also been thrown open for Oil and Natural Gas Commission. In Arunachal also oil was discovered; In Bora pilla in Nagaland, ONGC has searched and successfully found a small oil field.

**डा० कंसाल :** क्या मंत्री जी बतायेंगे कि बर्मा गैल और एसो के द्वारा जो इम्पोर्टेड क्रूड देश में आता है उसके अलावा हमें कितने टन और देश की आवश्यकता के लिए मंगाना पड़ता है तथा वह कहाँ और किसके द्वारा मंगाया जाता है ?

**अध्यक्ष महोदय :** वह तो द चुके हैं ।

**श्री के० डी० बालबीर :** स्पीकर साहब, यह प्रश्न इससे तो संबन्धित नहीं है ।

**SHRIMATI T. LAKSHMI-KANTHAMMA:** Sir, there have some parts which have been developed; there are other parts where they have resources and surveys also were conducted and oil was also available but those parts are not yet developed. I want to know whether Government would consider the balanced development of these areas whether in South or North oil is quite possible after survey for the exploration of oil. But, the excuse given was that there was lack of drilling machinery. I want to know whether this deficiency has been met in regard to Andhra Pradesh where there is a report of Soviet Study team for exploration of oil. Oil is available or oil could be found in the Godavary Krishna basis. If so, will the hon. Minister...explain why that has not been developed.

**SHRI K. D. MALAVIYA:** Can the hon. Member specify that area? Whether in South or North if oil is reported to be available, then we shall not lose any time in rushing to that place and get the drilling machinery and produce oil there. I am not aware of any place where oil is available.

**SHRI RAJA KULKARNI.** As a longterm strategy in oil, it is always necessary to maintain a particular specific ratio between the area of proved reserves and the area to be taken for exploration, drilling and production of oil. May we know whether from the Minister as a long-term strategy, India has established a particular ratio between these two areas and whether this ratio has been maintained when the production activities have been speeded up and whether the reserves are also increasing or not along with increasing production activities with a view to maintain ratio.

**SHRI K. D. MALAVIYA:** The hon. Member is perhaps trying to link up the two kinds of geological probability of finding oil in an area and when once some oil reserves are indicated, then by projecting the figures by computerisation with the possibility of finding oil, we know that there could be so much of oil. Such an exercise has always been made. But, unfortunately, every time such forecast or estimation by projection of figures do not succeed. But, whether there is proved crude we know what amount of oil has been produced from the crude. After a lot of search and drilling is done in the proven area if oil is found then there is not so much to be done there excepting to produce oil and taking it to refineries.

**SHRI INDRAJIT GUPTA:** Sir, in view the fact—I believe we still are requiring to import 14 or 15 million tonnes of crude every year—that the question of indigenous production has become crucial, may we know from the hon. Minister what are specifically the continuing constraints apart from shortage of financial resources that come in the way of our not becoming self-reliant in the field of actual exploration of oil or finding of oil? Is it due to the shortage of equipment or shortage of technical know-how or shortage in the qualified personnel? If so, what has been done in removing these constraints also within a planned period?

**SHRI K. D. MALAVIYA:** In my personal opinion, the only noticeable constraint is the time factor. After all even if we know and identify

a certain area by geo-scientific methods that oil could be found out here, it takes time to arrange for drill. It takes time to drill and produce oil, test it and establish the quantity. That itself takes, in my opinion, about three years. It takes three years to discover the oil and after that another three years to produce the oil—the world record is that about 50 or 70 months should be given to an area where oil has been indicated.

**SHRI INDRAJIT GUPTA:** My question is this. What are the things which prevent us from doing that—how long are we to go on depending on foreign sources?

**SHRI K. D. MALAVIYA** Obviously, we have to depend on import of oil every time. If I could get the money and resources and know-how and all that and the hardware that is required, then it will take us fifty or sixty months to become self-sufficient.

**Contract between Integral Coach Factory and Hindalco**

+

\*211 **SHRIMATI PARVATHI KRISHNAN:**

**DR. RANEN SEN:**

Will the Minister of RAILWAYS be pleased to state:

(a) whether the authorities of the Integral Coach Factory had entered into a contract with Hindalco, a Birla firm, in 1972 for aluminium rolled plain sheets to manufacture coaches during the years 1973 and 1974;

(b) if so, whether Hindalco had completed supplies by December 31, 1973 as stipulated in the contract; and

(c) if not, the facts thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI).** (a) to (c). A statement is laid on the Table of the Sabha.

(a) No, Sir. ICF entered into contract with M/s. Hindalco on 26-3-1973

for supply of approximately 309 tonnes of 4 sizes of aluminium sheets at the controlled prices subject to variations as per Aluminium Control Order (1970) and other statutory levies.

(b) and (c). No, Sir. Although the contractual terms gave a longer delivery period, the firm was requested to improve upon the delivery and complete the order by 31-12-73. The firm supplied 92 tonnes by 31-12-73.

**SHRIMATI PARVATHI KRISHNAN:** May I know what were the terms of the contract in regard to the per month delivery of the aluminium sheets and whether there was, any delay in that delivery and as a result thereof how far the production of the coaches affected?

**SHRI MOHD SHAFI QURESHI:** The delivery conditions stipulated in the purchase order for the four items placed on the HINDALCO were that in the case of item No. 1 the delivery will commence after two months from the receipt of order. As regards items 2—4 the delivery would commence at the rate of 5 to 10 metric tonnes per month within five to six months of the receipt of order. Actually in 1973-74 the production of coaches in the ICF was 750 coaches and in 1974-75 the production remained at the targeted level of 570 coaches. So, this did not affect the production of coaches in the ICF.

**SHRIMATI PARVATHI KRISHNAN:** May I know whether because of the delayed delivery any loss has been incurred by the ICF and whether any investigation is being made. Were there any penalty clauses and whether they were acted upon and also whether the files happened to be missing in regard to this contract?

**SHRI MOHD. SHAFI QURESHI:** Actually the order was placed on the firm for 308.909 metric tonnes. The balance quantity outstanding as on 15-7-1975 was 88.664 metric tonnes. The date 15-7-1975 is crucial because the Government of India revoked the

aluminium control order on 15-7-1975. There were two categories of aluminium—one was the levy and the other was non levy. These sheets come under non-levy. At that time HINDALCO asked for enhancement of price. According to the terms of the agreement they were at liberty to ask for enhancement. There are two producers of aluminium, namely, Indian Aluminium Company and HINDALCO. We found that the rates given by HINDALCO were less as compared to the price quoted by Indian Aluminium Company. The balance quantity of 88.664 m. tonnes was found to be on the high side based on their latest requirements and the ICF reduced the order to 43.500 m. tonnes. The additional amount paid to HINDALCO for this enhancement was Rs. 3.94 lakhs. This is not a loss suffered but an additional amount which we paid because the control order was revoked in 1975.

**SHRIMATI PARVATHI KRISHNAN:** But they failed to fulfil their contract in time.

**SHRI MOHD. SHAFI QURESHI:** According to the terms of the contract the delivery was to begin after five months of the placing of the order and the stipulation was that they will supply five to ten metric tonnes per month. Even if they supplied 10 metric tonnes per month delivery period would extend to three years. A request was made to the firm to supply, if possible, earlier. But that was not part of the contract.

**SHRI INDRAJIT GUPTA:** I understood the Minister to say just now that due to this slow delivery or somewhat delayed delivery, production of coaches was not affected. The statement says that 'although the contractual terms gave a longer delivery period, the firm was requested to improve upon the delivery and complete the order by 31-12-73'. Obviously, this request must have been made because coaches were on the production line and they felt it was necessary to get the aluminium sheeting. That was why they asked

the firm to speed up and complete the order by 31-12-73. Therefore, I wanted to know how is it, since the firm did not supply more than 92 tonnes out of 309 tonnes by 31-12-73, that production was not affected. It must have been affected. It was in order to meet the requirements of coaches that you had asked the company to speed up the delivery by 31-12-73. It was not done, and yet you say production of coaches was not affected.

**SHRI MOHD. SHAFI QURESHI:** Because purchases were made from the open market, also. I will give the figures of production of coaches. In 1973-74, it was 750 which was the target fixed for production. In 1974-75, the figure is 570 as per target. So there has not been any reduction with respect to targets so far as production of coaches was concerned. The only thing is there was a backlog in supply of 88 tonnes.

**SHRIMATI PARVATHI KRISHNAN:** What is the loss suffered?

**SHRI INDRAJIT GUPTA:** You had to buy in the open market?

**SHRIMATI PARVATHI KRISHNAN:** He said there is no loss.

**SHRI MOHD. SHAFI QURESHI:** The open market prices were much higher compared to what they quoted. That is what I am saying, that when the control order was lifted for the sheets, the prices were much higher in the open market.

**SHRI INDRAJIT GUPTA:** Have you understood it, Sir? Are you satisfied?

**SHRIMATI PARVATHI KRISHNAN:** To fulfil the contract, they had to buy in the open market. That is why the loss. But he says there is no loss. It is a contradictory answer.

**MR. SPEAKER:** If the open market prices were much higher, naturally the factor must have paid more.

**SHRI MOHD. SHAFI QURESHI:** That is what I said. When the control order was lifted, non-levy aluminium, which was required by ICF, was available in the free market. The original term was 'subject to variation in prices in the control order'. When the control order was lifted, we had to do it. We did not go to the open market, but we paid some more money, over Rs. 3 lakhs after ascertaining prevailing market prices. Even with the additional amount paid to these people, compared to the rates quoted by other people, their rates were lower.

**SHRI INDRAJIT GUPTA:** Are you satisfied. He is always giving figures of coach production, orders for coaches, for 1973-74 and 1974-75. This statement is relating to the period prior to 31st December 1973. The company was to give these aluminium sheets by 31st December, 1973.

**SHRI MOHD. SHAFI QURESHI:** No.

**SHRI INDRAJIT GUPTA:** It is in your statement. What can I do?

**SHRI MOHD SHAFI QURESHI:** I have made it clear that the terms of the contract indicated definite terms of delivery. They had to supply 5-10 tonnes a month, the total being 300 tonnes. They were within their right to supply it within 3 years. A request was made.

**SHRI VAYALAR RAVI:** Before lifting control?

**SHRI MOHD. SHAFI QURESHI:** A request was made to the firm, if it was possible for them to expedite.

**SHRI INDRAJIT GUPTA:** Why?

**SHRI MOHD. SHAFI QURESHI:** We made a request because we wanted it.

**SHRI N. K. P. SALVE:** The thrust of the question is whether or not Hindalco conformed to the terms of

the contract. If they have conformed to the terms of the contract, and despite that they were required to purchase in the open market, it is for them to decide. Therefore, the first question is whether they conformed to the terms of the contract. Then is it that they deliberately slowed down supplies under the contract, and when the control order was lifted, they said 'All right, now purchase at higher prices'. Is that when has happened? If this is what has happened, a two-fold explanation is called for from the hon. Minister. One, why did they take short deliveries and two, having taken short deliveries, why did they not penalise Hindalco for their being required to purchase at higher cost after the control was lifted?

**SHRI MOHD. SHAFI QURESHI:** The point is that according to the terms of the contract, Hindalco supplied the requisite quantities within time. The only thing is that when the control was lifted, the matter was about the price, not about the delivery. The dispute arose in regard to price; they wanted a higher price.

#### Derailments of Trains

\*212 **SHRI M RAM GOPAL REDDY:** Will the Minister of RAILWAYS be pleased to state—

(a) whether a recent study has revealed that a majority of the derailments on the Indian Railways were due to defective wagon build-up or defective overhauling of the wagons; and

(b) if so, the remedial steps the Railways have taken or propose to take in this regard?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH):** (a) No, Sir.

(b) Does not arise.

श्री एम० राम गोपाल रेड्डी : अध्यक्ष महोदय, मैंने प्रश्न हिन्दी में किया था, उत्तर हिन्दी में ही दें तो ठीक है।

श्री बूटा सिंह : (क) जी नहीं।

(ख) प्रश्न ही नहीं उठता।

श्री एम० राम गोपाल रेड्डी : अगर हमारी वेंगन्स के बनाने में डिफैक्ट नहीं है, तो यह बड़ी ख़ुशी की बात है। मगर हमारी वेंगन्स की रिपेयर बराबर नहीं ही सकती है, और इस कारण जो एक्सीडेंट हुये हैं उनके बारे में मंत्री जी क्या फरमाते हैं ?

श्री बूटा सिंह : हमारे यहां जो मरम्मत होती है वह एक लगातार चलता हुआ काम है। यह दो तरह की होती है। एक तो समय के अन्दर होती है, उसको हम पीरियॉडिकल ओवरहालिंग कहते हैं और दूसरे चलती हुई गाड़ियों में मरम्मत होती है जिसे लाइन पर वर्कशाप कहते हैं, उसको सिक लाइन कहते हैं। जहां भी डिफैक्ट हमारे नोटिस में लाया जाता है वहीं वेंगन खोलवाए ठीक कर दिया जाता है। अगर माननीय सदस्य का प्रश्न पीरियॉडिकल या जो समय निर्धारित मरम्मत होती है, उसके बारे में है तो मैं कहूंगा कि हमारी वर्कशाप की परफॉर्मन्स जो है, उसका कार्य बहुत ही ठीक और सराहनीय है। 1973-74 में जो ऐसे वेंगन थे, जिनको समय में ठीक करना चाहिये था, उनमें जो बाकी बचे थे, उनकी संख्या अब बहुत थोड़ी रह गयी है।

श्री एम० राम गोपाल रेड्डी : मरम्मत करने की जो आपकी कैपेसिटी, क्षमता है, वह सिर्फ चौथाई है। जितने भी वेंगन हैं, 4 लाख वेंगन में 4 साल में एक वेंगन को दुस्त करना पड़ता है। तो क्या समय में बराबर वृद्धि हो रही है, यह मैं पूछना चाहता हूँ।

श्री बूटा सिंह : माननीय सदस्य ने जो पूछा है, तो मालगाड़ियों के बारे में मैं कह सकता हूँ कि 426 गाड़ियों की डिरेलमेंट्स से एक साल में (1973-74) में सिर्फ 16 डिब्बे ऐसे थे जो ओवरहाल नहीं हो पाये। इसलिए यह सही है कि अब जो हमारी क्षमता हो जाएगी वह हमारी जरूरत के मुताबिक है।

श्री श्रींकार लाल बेरवा : मंत्री महोदय ने जैसा बताया कि माल डिब्बों में मरम्मत में किसी तरह की कोई खराबी नहीं है, वह अच्छे बनते हैं, तो क्या सब है कि पहले गैंगमैन 13 किलो मीटर की दूरी पर काम करते थे और आजकाल 19 किलो मीटर की दूरी पर काम करते हैं, इसलिए लाइन को पूरी तरह ठीक नहीं कर सकते हैं ?

श्री बूटा सिंह : यह तो वेंगन की मरम्मत का सवाल है। अगर लाइन की मरम्मत के बारे में पूछना है तो अलग में जवाब देंगे।

SHRI B. N. REDDY The main question, which was about derailment, has itself derailed. I want to know the main reason for increasing derailments, according to the government reports?

SHRI BUTA SINGH. I could not get his question.

MR. SPEAKER: It is a large question.... (Interruptions)

श्री राम सहाय पांडे : प्रश्न यह है कि रेलगाड़ियां कैसे उलटती हैं। मंत्री महोदय उनके कारण बताये कि क्या डिब्बों की खराबी के कारण उलटती हैं। मैं जानना चाहता हूँ कि गाड़ियों के उलटने के, डिरेलमेंट होने के और क्या कारण हैं ?

अध्यक्ष महोदय : और कई कारण हो सकते हैं।

survey for connecting Nilambur with Calicut

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\*215. SHRI N. SREEKANTAN NAIR:  
SHRI C. H. MOHAMED KOYA:

Will the Minister of RAILWAYS be pleased state:

(a) whether the Nilambur-Shoranur railway is running at a loss;

(b) if so, whether Government propose to extend the Shoranur-Nilambur railway line upto Calicut so that the passengers are benefited and the Railways can earn profit; and

(c) whether taking into account that Kallai is the world's second biggest timber centre and Nilambur where the forests are thickly grown (the oldest teak plantation of the world), Government propose to conduct a feasibility survey connecting Nilambur and Calicut?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes, Sir.

(b) and (c). It is not proposed to take up the survey for the line from Nilambur to Calicut on account of the very limited availability of funds.

SHRI N. SREEKANTAN NAIR: Is it not a fact that Kerala is a long strip of land lying between the Indian Ocean and the Western Ghats, and there are very few railway lines in the States? So, will the Government consider giving top priority to the question of extension, especially as the Government has admitted that it is running at a loss?

SHRI BUTA SINGH: The development of the railway is not taken into consideration on a State-wise basis. Naturally, if a particular line falls in a particular State, priority is accorded according to the potentialities of traffic and other considerations. You will kindly permit me to say that this particular section does not have that potentiality and it will not be possible, within the limited funds, to give any priority to this line

SHRI N. SREEKANTAN NAIR: From his reply I understand that the consideration of the needs of the various States is not a matter of importance to the Government of India. But it is a matter of importance to the people of the State which is neglected and which is discriminated against. Therefore, may I know, in view of the fact that the route mileage for a lakh of population in Kerala is less than one-third of the all-India average whether the Government considers giving some more consideration in the matter of giving new lines?

SHRI BUTA SINGH: I don't accept the insinuation made by the Hon. Member. As you must have noticed, the Hon. Minister for Railways has, in his budget speech and earlier also, stated that backwardness and the opening up of new areas will be the main consideration.

SHRI N. SREEKANTAN NAIR: What about his State?

SHRI BUTA SINGH: It will not be possible to open new railway lines in a particular State at this moment where it has no relation to these considerations. The considerations on which a railway line is taken up is not only economic viability, the opening up of backward and other areas where there is no railway line is also given due consideration.

SHRI C. H. MOHAMED KOYA: The Minister has said that there is no potentiality for railway lines there; how did he come to that conclusion? This is only an extension of an existing railway, to make it more profitable. This is the only railway in Kerala which is now running at a loss; in view of that, why has the Government not thought at least of having a survey?

SHRI BHUTA SINGH: It is not just an extension; its distance is 55 kilometers, involving about Rs. 33 crores. That is why I said that, with the



fundₛ available with us, it will not be possible, at this moment to accord priority to it. But in due course, when fundₛ are made available, we will definitely take up this line.

**SHRI B. V. NAIK:** It is not as though this is for the first time that the Railway Ministry has come forward and stated that, in order to hasten up the development of a particular backward or hilly or remote or forest infested tract, they would be opening up new railway lines. This has been said in 1974; this has been said in 1975 and, as far as I remember, this has been said for many years. I would like to know whether it will remain a sort of shibboleth or a pious hope. After all the promises handed out in the course of the last two to three years, how many of such areas have been opened up by the construction of new railway lines? On the basis of the figures furnished by the Railway Ministry itself, we find that the investment in the Railways has gone up by as much as 600 per cent while the route kilometre in the last 25 years has gone up by hardly 7 per cent.

**SHRI BUTA SINGH:** This is a wider and a separate question; if notice is given....

**SHRI B. V. NAIK:** This is a limited question in relation to part (a).

**SHRI BUTA SINGH:** So far as part (a) is concerned, as just now stated by me, there is no hesitation and there is no want of effort on the part of the Railways, but what can we do? As against Rs. 355 crores that we require for new lines in the 5th Plan, we were given only Rs. 100 crores and it is not possible to carry on even the projects in hand.

**SHRI VAYALAR RAVI:** There is a long-left demand of the people of Karnataka and Kerala to connect the two States via Mysore and the Shoranur—Nilampur is a part of it. I want to know whether Government will take up survey during this period and find

out whether it will be feasible to undertake this project.

**SHRI BUTA SINGH:** We shall take into consideration the suggestion made by the hon. Member.

#### Progress on Bongaigaon Refinery

\*217. **SHRI BISWANARAYAN SHASTRI:** Will the Minister of PETROLEUM be pleased to state

(a) the progress on the Bongaigaon refinery so far;

(b) when is it going to be commissioned;

(c) what will be the installed capacity of this refinery, and

(d) whether there will be provision for further expansion in future?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI):** (a) Process design and detailed engineering work for the crude distillation unit is at an advanced stage. The various civil works at site are progressing and most of the critical and long delivery items of equipment have been ordered. The process design for Kerosene Treating and Coker Units is progressing.

(b) The crude distillation unit is expected to be commissioned in 1977-78 and Kerosene Treating and Coker Units in 1978-79.

(c) The Refinery is slated to process one million tonnes per annum of crude.

(d) Apart from normal provision for increasing through put by debottlenecking, the possibilities of expansion of capacity are being reviewed from time to time by Government.

**SHRI BISWANARAYAN SHASTRI:** I am glad to hear that considerable progress has been made to commission the refinery in 1977-78. Apart from Assam, drilling work is being

undertaken in Arunachal Pradesh and Nagaland. May I know from the Hon'ble Minister whether crude that will be found in future will be processed in Bongaigaon refinery? For that purpose whether any provision has been made for its expansion in future? We have seen in Gauhati refinery that there is no possibility of expansion now. Now, we will have to see that similar situation does not arise in Bongaigaon refinery. For that purpose what measures Government have taken at this moment?

**SHRI ZIAUR RAHMAN ANSARI:** Sir, it is a hypothetical question. I have already said that the question of expansion is reviewed from time to time, of course keeping in view the economic and technological feasibility. Of course, when the crude will be found in that area, we shall look into this question.

**SHRI BISWANARAYAN SHASTRI:** About 3.0 million tonnes of crude has been found in that region. The capacity of the Gauhati refinery is 0.7 million tonnes. The capacity of the proposed Bongaigaon refinery is 1.0 million tonnes. Therefore, there will be additional crude to be refined. What steps have been taken the refining the additional crude in Bongaigaon?

**SHRI ZIAUR RAHMAN ANSARI:** As a matter of fact, at present the output of crude in Assam area is 4.20 million tonnes and out of this quantity of 4.20 million tonnes, 3.0 million tonnes are being refined in Barauni, 0.8 million tonne is being refined in Gauhati and 0.5 million tonne is being refined in Digboi. Now, we are going to commission this Bongaigaon refinery in 1978-79 for refining this one million tonnes of crude and as the crude will be found we shall look into the question of expansion of this refinery.

**SHRI RAJA KULKARNI:** Earlier the Minister stated in his reply that the crude distillation unit will be commissioned sometime in 1977-78. May I know what was the original

target date for commissioning the Bongaigaon refinery and whether there was a delay in this respect? If it is so, what are the reasons for the delay?

**THE MINISTER OF PETROLEUM (SHRI K. D. MALAVIYA):** There is no doubt that there has been some delay and we have now partially made up the delay and under the totality of circumstances, we hope that we shall make up substantially for the delays which have already occurred on account of non-availability of resources and several other technological problems that have been sorted out.

**SHRI D. BASUMATARI:** It is said that for the construction of the Bongaigaon refinery, three crores of bricks are required and I am told at present they are bringing them from Gauhati, which is 125 miles away, incurring huge expenditure on transport. May I know whether any place has been found nearby for manufacturing the bricks and bringing them to Bongaigaon?

**SHRI K. D. MALAVIYA:** I do not have the details about bricks with me at the moment.

**SHRI INDRAJIT GUPTA:** It was stated just now that the Assam oil-fields are producing 4 million tonnes of crude at present. It was also stated that 3 million tonnes are being supplied to Barauni. When Bongaigaon refinery is commissioned, it will process 1 million tonnes to start with. Half a million is being processed at Digboi. I am glad that Noonmati refinery, where I was yesterday, is processing not 75 but 36 million tonnes. This gives a total of 5.36 million as against a crude production of 4 million tonnes. I would like to know what steps are proposed to be taken to step up production of crude at Naharkatiya, Sibsagar and Rudrasagar where I found last year a lot of crude is being kept sealed because there is inadequacy of pipeline?

**SHRI K. D. MALAVIYA:** The hon member is quite correct. We have

discovered more oil; partially we have kept it underground and partially we have to prepare ourselves to produce it. The major question is to arrange for the transportation of the oil to Bongaigaon refinery when it is ready to receive it. About 5.5 million tonnes of crude will be taken care of by these refineries. The Digboi refinery perhaps will not process .5 million tonnes; it will be able to process more than .3 million. Noonmati might go up to .9 million though it may not be able to touch 1 million. Bongaigaon refinery will gradually take 1 million. We have got the oil in sight. Transportation arrangements are being made. The whole programme of linking up the transport, production of crude and commissioning of Bongaigaon refinery is being worked out. It is hoped that by the time Bongaigaon refinery is ready we shall be able to produce 5 or 6 million tonnes or perhaps even a little more crude which will be taken care of.

#### Production of Madras Fertilizers Ltd.

\*218. SHRI S. A. MURUGANANTHAM: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Madras Fertilizers Limited is maintaining steady progress in production; and

(b) if so, the facts thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI C. P. MAJHI):

(a) Yes, Sir.

(b) While the production of the company for the entire year 1974-75 was only 83,000 tonnes of nitrogen and 48,000 tonnes of P205, production during the period April, 1975 to February, 1976 was 133,000 tonnes of nitrogen and 55,000 tonnes of P205.

SHRI S. A. MURUGANANTHAM: What is the installed capacity of these two plants? Whether the factory

would reach the full production level? If not, what is the reason?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): The production in the factory is gradually going up. In 1971-72 the percentage utilisation of nitrogen was 51.52 per cent. In 1975-76 it has gone up to 88.4 per cent. In the case of P205, the percentage utilisation was 28.2 per cent, now it has gone up to 64.7 per cent.

SHRI B. V. NAIK: In response to another question on the floor of this House, the production in this country as well as imports have been discussed. We are having heavy stocks of nitrogen as well as P205 at the terminal points as well as in the inventories of the respective production units but we are still importing 2 million tonnes or 1.5 million tonnes of fertilisers from abroad as end product. Why is it that we are not able to utilise our capacity for higher production rather than go in for importation of these fertilisers at exorbitant prices from foreign markets?

MR. SPEAKER: It is too large a question. It is not allowed. Next Question. No member is present. The Question List is over. Now, we shall go to the next item.

#### WRITTEN ANSWERS TO QUESTIONS

##### Agreement with Iraq for Import of Crude

\*201. SHRI S. R. DAMANI: Will the Minister of PETROLEUM be pleased to state:

(a) whether any agreement has been signed with Iraq for import of additional crude;

(b) if so, its broad features; and

(c) the total quantity that will be imported yearly from this source under this agreement?

**THE MINISTER OF PETROLEUM (SHRI K. D. MALAVIYA):** (a) to (c). Imports of the order of 2.9 million tonnes had been effected from Iraq during 1975. Pending conclusion of a formal contract for 1976, supplies are continuing at the level of offtake as during 1975.

**Directives to M/s. Zuari Agro Chemicals for Pollution Control**

\*202. **SHRI ERASMO DE SEQUEIRA:** Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the directives given by Government to Messrs Zuari Agro Chemicals for pollution control, short and long term;

(b) the extent of their compliance to date; and

(c) arrangements made by Government to monitor the standards laid down?

**THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI):** (a) The Fertilizer Factory of M/s. Zuari Agro Chemicals Limited is located in the Union Territory of Goa. So far as the prevention and control of water pollution in the Union Territories is concerned, the Central Board for Prevention and Control of Water Pollution has been empowered under Law to issue consent as well as new permits to discharges of trade and/or sewage effluents. As such when M/s. Zuari Agro Chemicals Limited approached the Central Board, orders were issued by the Board on 11-4-1975 that the discharge into the sea could be permitted only if the effluents from the factory conform to the standards set out in ISI's specifications No. IS: 2490 (Part-I) 1974.

Subsequently the Board issued further detailed orders on 28-6-75 to the following effect:

1. The production of industrial ents from the factory plants shall not exceed the following quantities:—

(a) *Ammonia Plant*

Maximum hourly rate being	$\frac{5000 \text{ M}^3/\text{day}}{240 \text{ M}^3}$
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(b) *Urea Plant*

Maximum hourly rate being	$\frac{3600 \text{ M}^3/\text{day}}{150 \text{ M}^3}$
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(c) *Other Plants including cooling water*

Maximum hourly rate being	$\frac{1600 \text{ M}^3/\text{day}}{150 \text{ M}^3}$
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2. Arrangements shall be provided to measure the above flows by providing suitable notches or other equipments.

3. No effluents flow shall remain unmeasured.

4. The CO<sub>2</sub> absorption system in the Ammonia Plant shall be changed over to Benfield System.

5. Regular arrangements for neutralising free ammonia shall be made and commenced before the Urea Plant is put into commission. These neutralising arrangements include inlet arrangements, dosing, mixing and detention for effective action. They also include automatic PH monitoring consisting of indicator, recorder and controller.

6. The quality of effluent produced by the various Plants shall conform to the following standards:—

- (a) Urea Plant effluent after treatment. pH between 5.5 to 7  
Free Ammonia 1.2 mg./l.
- (b) Ammonia Plant. pH between 5.5 to 7  
Free Ammonia 1.2 mg./l.  
Arsenic Not to exceed 0.01 mg/l.
- (c) Other effluents. pH 5.5 to 7  
Free Ammonia 1.2 mg./l.
- (d) Final effluent after which no stream joins the effluent pipe line. pH 5.5 to 7  
Free Ammonia 1.2 mg./l.  
Arsenic Not to exceed 0.01 mg./l.

7. The entire effluents from the factory may be discharged into the sea at the point where it was being discharged.

8. The operation of the Neutralisation Plant and monitoring of the effluents of the above mentioned streams shall be carried out under the day to day supervision of the authorised persons viz. the representatives of the Government of Goa and all expenses towards providing the staff shall be reimbursed to the Government of Goa.

9. The operation and monitoring of the plant shall be maintained in the prescribed manner. Copies of the weekly records shall be submitted to the Central Board for Prevention and Control of Water Pollution and the Government of Goa.

10. The above conditions will be revised if free ammonia exceeding 1.2 mg. per litre is noticed in the final effluents joining the sea.

By an order dated 8-9-1975, the Board granted permission as under:

- (i) To lay a pipeline of suitable material and dimensions for the discharge of all the effluents from the existing discharge point at the Valsao Beach in Colabay, the length and direction of the pipeline including the point of actual discharge of the effluents to be determined by the National Institute of Oceanography after necessary investigations which is to be carried out at company's cost.
- (ii) The permission shall be valid upto 31st March, 1977 or upto the date when the permanent arrangements for the treatment of the factory's effluent is completed whichever is earlier.
- (iii) This permission is subject to the condition that the Board can vary or modify any or all of the conditions for the discharge of the factory effluents at its discretion at any time

without prior intimation to the company.

(b) The Central Board for Prevention and Control of Water pollution has reported that the company has successfully completed their mid-term proposals for the discharge of effluents. This consists of neutralisation of the company's effluents and allowing it to flow into the sea through a 2 K.M. long pipeline. The neutralisation of the effluent is being resorted to since June last. The neutralisation of the effluent is satisfactory as observed from the daily monitoring which is being carried out at site under the immediate supervision of Goa Government nominated Chemist in their Public Health Lab. The neutralised effluents are being discharged through the pipeline laid under the sea bed. The laying of the pipeline work was completed before 31-1-1976 as indicated by the company. The company also changed over to the Benheld System with effect from June, 1975 as a result of which the use of arsenic was eliminated.

In order to make the effluents conform to the standard prescribed by the Board on a permanent basis, the Company had to install a hydrolyser and strippers in the plant. The company has already placed the orders for these equipments and the necessary foreign exchange has also been released. It is expected that these measures would be completed by March, 1977.

(c) The arrangements for monitoring have been specified by condition No. 8 and 9 of the detailed orders issued by the Board on 26-6-1975 referred to in the reply to part (a). As per conditions imposed by the Board's orders, the firm furnished operation and monitoring data of effluent in the prescribed proforma for assessing the working of this short and mid-term arrangements. The monitoring is being carried out by Scientists engaged at the company's cost and supervised by the Chief Chemist of the P.H. Laboratory of Goa Government.

In addition, the Government of Goa have issued from time to time direc-

tives to the company in regard to pollution control both in the short term and long term and grant of assistance and relief to the persons affected as a result of pollution caused by the effluents via Guruvayur (length 61 kms). has taken appropriate action in this regard and for installation of facilities for effective control of pollution in the long term.

**Survey Report of Kuttipuram-Guruvayur Rail Link**

\*203. SHRI C. K. CHANDRAPPAN:  
SHRI C. JANARDHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the survey report of the Kuttipuram-Guruvayur rail link has been received by Government;

(b) if so, the salient features thereof;

(c) whether the construction of this line is expected to be taken up during this financial year; and

(d) if so, what amount has been earmarked for this purpose in the Annual Plan outlay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes, Sir.

(b) The cost of construction of the railway line from Kuttipuram to Trichur via Guruvayur (length 61 kms) is estimated to be Rs. 12 crores yielding a return of 1.4 per cent D.C.F.

(c) The survey report is under examination and a decision will be taken after the report is examined.

(d) Does not arise.

**Import of Drugs**

\*204. SHRIMATI BIBHA GHOSH GOSWAMI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government are aware that even after a lapse of 28 years of

independence, 75 per cent of drugs and medicines for the common people are still imported; and

(b) if so, the steps taken for encouraging indigenous production?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) and (b). The present status of the drug industry in India has been gone into by the Committee on Drugs and Pharmaceuticals. The data about the production of bulk drugs and formulations and import of more important bulk drugs, intermediates, has also been indicated in the Report. In so far as the total sales turn over of bulk drugs and medicines is concerned, the present imports are less than 10 per cent. thereof. Steps being taken by Government to encourage indigenous production of bulk drugs are indicated below:—

(i) During the Fifth Plan period, an investment of Rs. 70 crores is proposed to be made in the implementation of schemes of IDPL and HAL for manufacture of bulk drugs.

(ii) Drug units in the Indian sector are being encouraged to take up manufacture of bulk drugs by way of allowing them to manufacture formulations based on such drugs for an initial period of 2 years during which they are expected to set up facilities for basic manufacture of these bulk drugs.

(iii) Future manufacturing programme of bulk drugs have been assigned to the three main sectors viz. Public, Indian and Foreign on the basis of following considerations:—

(a) essential drugs especially the antibiotics which are vital to the national health programme should be entrusted to the public sector within the constraints to the financial resources available.

- (b) other areas where technology is available and the Indian sector is capable of arranging the requisite technological, managerial and financial resources, may be entrusted to this sector only.
- (c) high technology oriented areas requiring substantial investment and where public sector and the Indian sector would not be able to fill the gap between demand and availability especially those concerning tropical diseases, may be open to both the Indian and the foreign sector.

**Plan for Deep Drilling in Kasauli and Nagaland**

\*205. SHRI ISHAQUE SAMBHALI: Will the Minister of PETROLEUM be pleased to state:

(a) whether Government are having a plan for deep drilling in Kasauli area and Nagaland; and

(b) if so, the main features thereof?

THE MINISTER OF PETROLEUM (SHRI K. D. MALAVIYA): (a). Yes, Sir, at Ramshahr near Kausauli and in Nagaland.

(b) At Ramshahr preparatory work such as survey of the site and approach road, acquisition of land etc. is in hand. Other administrative details are being worked out. Drilling is likely to start in the second half of 1976.

In Nagaland gravity-magnetic survey has been carried out in Kohima district. One seismic party is being deployed in the area during the current Plan period. Parts of Borholla and Galeki structures in Assam extend into Nagaland. One well in Borholla has already been drilled and oil was encountered. Borholla and Tiru hill structures are also planned to be drilled during the current Plan period.

**Madurai Express**

\*208. SHRI S. M. BANERJEE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the "Madurai Express" had taken the total public loan to the tune of Rs. 139.08 lakhs according to its latest balance sheet of 30th April, 1975;

(b) if so, whether this loan stands matured and due for repayment; and

(c) what action Government have taken against Madurai Express in this regard?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a). It is presumed that the Hon'ble Member is referring to M/s. Indian Express (Madurai) Private Limited. The return of deposits filed by this company under Rule 10 of the Companies (Acceptance of Deposits) Rule, 1975 as on the 30th April, 1975 show the outstanding amount of deposits as Rs. 1,39,08,439.

(b) The amount of deposits that had matured and were due for repayment on the above date was shown as Rs. 64.04 lakhs, including Rs. 9.93 lakhs not claimed after the due date.

(c) Prosecution under Section 58A(3)(c), 58A(5) and 58A(3)(a) read with Section 629A of the Companies Act, 1956 has been launched by the Registrar of Companies, Tamil Nadu, before the Third Metropolitan Magistrate, Madras.

**Indigenous Fertilisers**

\*209. SHRI B. R. SHUKLA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the total quantity of fertilizers produced indigenously up to 30th November, 1975 has been sold to farmers in the country;

(b) the quantity of the marketable surplus of indigenous fertilizers lying

with the producers upto 30th November, 1975; and

(c) the quantity of fertilizers imported from abroad during the last calendar year?

**THE MINISTER OF CHEMICALS AND FERTILISERS (SHRI P. C. SETHI)** (a) and (b). During the period April—November, 1975, the total production of fertilizers in the country was 9.19 lakh tonnes of nitrogen and 2.07 lakh tonnes of phosphatic (P2O5). From time to time, there have been reports from the various units in regard to the accumulation of stocks with them both at the factory silos/godown and other points of distribution. The accumulation, as on 1st December 1975, was about 1.01 lakh tonne of nitrogen and 58,000 tonnes of P2O5. These figures relate only to the stocks held by the units in their factory silos or in their godowns at various places and do not cover the quantities which might be lying unsold with the various marketing agencies and other distribution points, including retail depots. Since these are scattered all over the country it is difficult to say precisely whether the fertilizers produced during the period April to November 1975 have been sold in their entirety to the farmer in the country.

It is relevant to mention that of late there is a pickup in demand for straight nitrogenous fertilizers like urea, but the demand for straight and complex phosphatics continues to remain sluggish. Government have taken a series of measures to improve the off-take of fertilizers. These include —

- (i) Reduction in the duty of imported phosphoric acid from 30 per cent to 15 per cent w.e.f. 1st December 1975.
- (ii) Reduction in the excise duty on single superphosphates from 15 per cent to 7½ per cent w.e.f. 1st December 1975.
- (iii) Reduction in the price of muriate of potash (MOP) from Rs 1085 to Rs 900 per tonne.

(iv) Reduction in the price of phosphatic fertilizers to the extent of Rs 1250 per tonne of P2O5.

(v) In addition the delivered price of urea to the farmer has also been reduced from Rs 1850 to Rs 1750 per tonne.

(c) About 19.62 lakh tonnes in terms of end products.

#### Establishment of drug manufacturing units in every State

\*213 **SHRI MANORANJAN HOZPA.** Will the Minister of CHEMICALS AND FERTILISERS be pleased to state

(a) whether Government are considering to establish drug manufacturing units in every State to cater to the needs of the people, and

(b) if so when and the broad features thereof?

**THE MINISTER OF CHEMICALS AND FERTILISERS (SHRI P. C. SETHI)** (a) and (b). There is no positive proposal at present before the Central Government to establish drug manufacturing units in every state. One of the recommendations of the Committee on Drugs and Pharmaceutical Industry however is that State Government should form Joint Sector Ventures in collaboration with well established companies or technical entrepreneurs. This recommendation will not doubt be considered by State Governments.

प्रथम श्रेणी के सकारी डिब्बों को खतम करने का प्रस्ताव

\*214. श्री पद्मा लाल बाह्याल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि क्या यात्रा में शान्ता लाने के लिए सरकार का विचार प्रथम श्रेणी के सकारी डिब्बों को खतम करने का है ?



रेल मन्त्रालय में राज्य मन्त्री (श्री मुकुन्द शर्मा कुरेशी) : जी नहीं।

भोपाल और बीना के बीच रेलगाड़ी के डिब्बे में बिस्कोट

\*216. श्री नाबूताम अहिरवार : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या 15 फरवरी 1976 को भोपाल और बीना के बीच एक यात्री गाड़ी के डिब्बे में बिस्कोट हुआ था ;

(ख) क्या हम बिस्कोट के परिणाम-स्वरूप डिब्बे में आग लग गई और एक व्यक्ति की मृत्यु हो जाने का भी समाचार है ; और

(ग) जी हां, तो इस बारे में रेल प्रशासन ने अब तक क्या कार्यवाही की है ?

रेल मन्त्रालय में राज्य मन्त्री (श्री मुकुन्द शर्मा कुरेशी) :

(क) जब 355 डाउन इटारसी जार्सी सवारी गाड़ी गुमेर और गुलाबगंज स्टेशनों के बीच जा रही थी, तो पटाखे फटने की एक घटना हुई। ये पटाखे एक वारात द्वारा सवारी डिब्बे में ले जाये जा रहे थे।

(ख) इससे आग नहीं लगी। यह पटाखों का अचानक फटना था। खतरे की जर्जर खींचने पर ज्योंही गाड़ी रुकी, एक बूढ़ा व्यक्ति टर के मारे कूद पड़ा। उसके तुरन्त बाद और लोग भी कूद और उसके ऊपर गिरे। मनीजा यह हुआ कि उस बूढ़े व्यक्ति को गंभीर आन्तरिक चोटें आयी और बाद में उसकी मृत्यु हो गयी।

(ग) पुलिस द्वारा मामले का जांच की जा रही है।

### Production of Crude and Gas during Fifth Plan

\*219. SHRI Y. ESWARA REDDY: SHRI BHOGENDRA JHA:

Will the Minister of PETROLIUM be pleased to state:

(a) whether the Oil and Natural Gas Commission has evolved a plan to step up its crude and gas production during the Fifth Five Year Plan; and

(b) if so, the main features thereof?

THE MINISTER OF PETROLEUM (SHRI K. D. MALAVIYA): (a) Yes, Sir.

(b) O.N.G.C. is intensifying its on-land exploration work in Assam, Gujarat, Punjab basin, Ganga Valley, West Bengal and Tripura, etc. It is proposed to commence production from Bombay High oil fields from April or May this year. The production of crude oil is expected to increase to 10.85 million tonnes in 1978-79 against an actual production of 4.03 million tonnes in 1973-74. Gas supplies will increase to 1993 million cubic metres against 386 million cubic metres in 1973-74. It is planned to establish additional recoverable reserves of 70 to 100 million tonnes of oil during the Fifth Plan period.

### Setting up of Drug Manufacturing Units

\*220. SHRI N. K. SANGHI Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state

(a) whether more licences are to be issued for setting up drug manufacturing units in the country;

(b) whether the existing manufacturing units are able to produce to their available capacity; and

(c) if not, what steps are being taken to achieve this target?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) to (c) In order to achieve

the targets fixed by the Task Force for the production of drugs and formulations by the end of the 5th Plan Period, it is proposed to expand production facilities in the public sector, licence larger capacities in the organised sector and encourage greater production in the small scale sector of the drug industry. The Government extends appropriate facilities within the framework of its policy to enable the units concerned to achieve their licensed capacity.

**मध्य प्रदेश के पिछड़े और जनजाति क्षेत्रों में नई रेलवे लाइनें**

1077. श्री भतीरथ भंडार : क्या रेल मंत्री यह बताते की क्या करेंगे कि

(क) क्या मध्य प्रदेश के पिछड़े क्षेत्रों के विकास को ध्यान में रखते हुए राज्य के उन पिछड़े और जनजाति क्षेत्रों में आगामी योजना में नई रेलवे लाइन का निर्माण करने की प्रक्रिया या प्रस्ताव है जिनका रेल से विशुल सम्पर्क नहीं है ;

(ख) क्या इंदौर, दोहद, खंडवा और खरगोन में, जिनके बारे में राज्य के उद्योग मंत्री ने मध्य प्रदेश विधान सभा में फरवरी, 1976 में उल्लेख किया था, रेलवे लाइन निर्माण करने के बारे में सर्वेक्षण करने का कोई प्रस्ताव है; और

(ग) क्या भविष्य में नई रेलवे लाइनों के निर्माण की योजना बनाने समय पिछड़े और जनजाति क्षेत्रों के हितों को ध्यान में रखा जायेगा ?

रेल मंत्रालय में उपसंचो (श्री बूटा सिंह) : (क) से (ग) : देश के पिछड़े क्षेत्रों में नयी लाइनों के निर्माण के सम्बन्ध में, रेल मंत्रालय की स्वीकृत नीति के अनुसार आर्थिक/समय रूप से मध्य प्रदेश राज्य के पिछड़े हुए जनजाति क्षेत्रों के अन्तर्गत निम्नलिखित नयी रेलवे लाइनों के निर्माण में सम्बन्धित प्रस्ताव तैयार किये जा रहे हैं उन पर विचार किया जा रहा है :-

क्रम सं०	लाइन का नाम	वर्तमान स्थिति
1.	गुना मकरी बड़ी लाइन (193 कि० मी० लागत 10.51 करोड़ रुपये)	यह लाइन बन रही है और अप्रैल 1976 तक इसके बनकर तैयार हो जाने की आशा है।
2.	इलरी राजहरा-जगदलपुर बड़ी लाइन (234 कि० मी० लागत 46 करोड़ रुपये)	अन्तिम मार्ग-निर्धारण सर्वेक्षण पूरे कर लिए गये हैं और तत्सम्बन्धी रिपोर्टों की जांच की जा रही है।
3.	हिरवागढ़-दमुआ बड़ी लाइन (1:3 कि० मी० लागत 2.25 करोड़ रुपये)	इस निर्माण-कार्य का अनुमोदन हो चुका है और 1975-76 के बजट में इसे शामिल कर लिया गया है।
4.	महोबा-बजुराही बड़ी लाइन (75 कि० मी०)	सर्वेक्षण किया जा रहा है।
5.	गर्ची-कोर्वा बड़ी लाइन (300 कि० मी०)	सर्वेक्षण किया जा रहा है।
6.	रतलाम-बामवाडा बड़ी लाइन (90 कि० मी०)	सर्वेक्षण किया जा रहा है।

और अधिक लाइनों के सर्वेक्षण या जिन लाइनों के लिए पहले सर्वेक्षण हो चुके हैं, उनके निर्माण-कार्य को शुरू कर सकना इस पर निर्भर करेगा कि, पांचवी योजना को अन्तिम रूप दिये जाने पर, देश के पिछड़े क्षेत्रों में नयी लाइनों के निर्माण के लिए रेलों को कितनी धनराशि उपलब्ध होगी।

**Investigation of C.B.I. in the case of M/s. May and Baker Group**

1078. SHRI K. S. CHAVDA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the case of M/s. May & Baker Group *vis-a-vis* loss of file regarding their case/proposal of association of Indian capital was handed over to the C.B.I.;

(b) the terms of reference and points communicated to C.B.I.; and

(c) was the investigation to be made for the loss of file or the loss of foreign exchange to the country?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) to (c). The matter concerning loss of file pertaining to M/s. May and Baker in connection with the proposal to associate Indian capital was referred to C.B.I. with all relevant facts for investigation. C.B.I. have intimated that since the loss of file does not disclose any criminal offence therefore they would not be agreeable to take up the investigation on the subject.

**Golcha Properties Private Limited**

1079. SHRI BISHWANATH JHUNJHUNWALA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the total accumulation of money with the liquidator of Golcha Properties Private Limited;

(b) the total amount yet to be paid by the Company to its creditors;

(c) whether all the concerns of the Golchas under the liquidator are earning profits; and

(d) if so, when the remaining amount of the creditors is likely to be paid?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) As on 29th February, 1976, a sum of Rs. 26,05,947.34 has accumulated with the Official Liquidator, Jodhpur.

(b) About Rs. 42 lacs.

(c) There is no other concern of Golchas under the charge of Official Liquidator, Jodhpur. However, both Cinema Houses, belonging to M/s. Golchas Properties (Private) Ltd. (in liquidation) at Bombay and Delhi are earning profits.

(d) The Rajasthan High Court by its order dated 15-12-1975 has under section 391 of the Companies Act, 1956 sanctioned a scheme of arrangement whereunder the remaining amount due to the creditors is to be paid. The scheme will become operative as soon as the conditions laid down in the order of the court are fulfilled on expiry of the period prescribed for filing appeal from the said order. Having regard to the current liability exceeding Rs. 30 lakhs due to the Income-tax Department which is rising at the rate of Rs. 2,000/- every day, as well as the costs, charges and expenses of the Official Liquidator due to him under the scheme it is difficult to say as to when it would be able to pay the remaining amount due to the creditors.

**Misuse of Industrial Licence by Ffizers**

1080 SHRI BHALUSHAI PARMAR: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the condition of association of Indian capital which was to

be implemented by June, 1975 by Pfizers has been deferred;

(b) whether the Company has not executed the export bond although it was assured in the House in 1975 that the bond would be executed and would be effective retrospectively;

(c) what is the value of exports, year-wise on the basis of conditions imposed on Pfizers, in respect of Tetracycline and what are their actual exports of Oxytetracycline and its formulations since the grant of expansion licence to them; and

(d) whether Government propose to take action against the company for non-fulfilment of the conditions of industrial licence and misuse of industrial licence?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) An extension of two years from 10th June, 1975, has been granted to M/s. Pfizers to raise the Indian participation in the Company to 40 per cent.

(b) The Chief Controller of Imports and Exports is pursuing with the company the question of execution of legal agreement for export performances, as laid down in the relevant industrial licences.

(c) and (d). Actual production of tetracyclines by M/s. Pfizers and export performance of the company during the years 1966 to 1974 are given below:—

*Production of Tetracyclines by M/s. Pfizers*

Year	Oxytetracycline	Tetracycline	Total	Value of exports (in Rs.)
1966 . . . . .	Kgs. 9794	Kgs. 640	Kgs. 10434	11,98,701
1967 . . . . .	9523	772	10295	6,97,155
1968 . . . . .	10339	1289	11619	7,23,379
1969 . . . . .	13661	120	13781	24,70,745
1970 . . . . .	28786	..	28786	78,88,222
1971 . . . . .	30815	..	30815	68,08,401
1972 . . . . .	36590	..	36590	68,64,650
1973 . . . . .	39720	..	39720	65,93,469
1974 . . . . .	31759	966	32725	73,10,217

Information is being collected from the concerned authorities about the fulfilment of the export obligation or otherwise. The information will be laid on the Table of the House as soon as the same has been received

**Development Project on Rupsa-Bangriposi Metre Gauge Railway Line**

1081. SHRI SHYAM SUNDER MOHAPATRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether some developmental project on the metre gauge line bet-

ween Rupsa-Bangriposi (Orissa) are going to be taken up during this year for the benefit of the zone; and

(b) if so, what are they?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). Rupsa-Bangriposi is a narrow gauge line, not metre gauge. No development project is likely to be taken up this year due to limited financial resources.

खंडवा-धुधमेर (पश्चिम रेलवे) लाइन पर सुधार

1082. श्री गंगाधरन बीक्षित : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पश्चिम रेलवे में खंडवा धुधमेर लाइन में सुधार करने हेतु पांचवीं पंचवर्षीय योजना के दौरान कोई धनराशि मंजूर की गई है ;

(ख) यदि हा, तो वर्ष 1974-75 के दौरान उक्त लाइन पर किये गये सुधारों पर किन्ती धनराशि खर्च हुई ; और

(ग) इस लाइन पर सुधार करने हेतु वर्ष 1975-76 के दौरान क्या व्यवस्था की गई है ?

रेल मन्त्रालय में उपमन्त्री (श्री बूटा सिंह) : (क) जी हां।

(ख) 54.93 लाख रुपये।

जो सुधार किये गये हैं, उनमें गान स्टेशनों पर लूप लाइनों का विस्तार, तीन नये पार स्टेशनों की व्यवस्था, चार स्टेशनों पर अतिरिक्त लूप लाइनों का व्यवस्था, छः स्टेशनों पर चिमे हुए सिगनलों और अर्न्तस्थित गियरो का बदलना, चार स्टेशनों पर अन्तर्पाश का मानक बढ़ाना और दो बड़े गाड़ के टाचे में परिवर्तन करना शामिल है।

(ग) 55.52 लाख रुपये।

उत्तर रेलवे में प्रयोग न किये गए रेलवे टिकटों की राशि लौटाना

1084. श्री हरी सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि गत एक वर्ष के दौरान उत्तर रेलवे में कितने व्यक्तियों के अपने प्रयोग न किये गए टिकटों की राशि लौटाने की मांग की तथा कितने व्यक्तियों को उनके टिकट की राशि वापस दी गई ?

रेल मन्त्रालय में उपमन्त्री (श्री बूटा सिंह). 1975 में उत्तर रेलवे पर 4630 व्यक्तियों के किराये की वापसी का दावा किया जिन्में से 3091 को बिना प्रयोग किये टिकटों का पैसा लौटा दिया गया।

#### Production of Cancer Drugs

1085. SHRI NANUBHAI N. FATEL : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) what was the production of cancer drugs approved in 1963 viz. Algycon and Glycosid during the last three years and what was the production of the items modified in 1967, item-wise;

(b) whether any opinion of the Law Ministry was taken for non-fulfilment of industrial licence in this regard; and

(c) if so, the facts thereof?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) Actual production during 1972 to 1974 of items covered by the Licence No. L/22/166/63-CH. III, dated 21-8-63 has as amended by letter dated 16-5-67 has been as follows:

(Figures in kgs.)

S. No.	Name of item	Production during		
		1972	1973	1974
1	Active principles of Serr a . . . . .	2852	689	587
2	Active principles of Belladonna . . . . .	120	8015	7463
3	Synthesis of O-Nitrophenol . . . . .	525	2638	4170
4	Synthesis of O-Aminopherol . . . . .	254	2327	1837
5	Synthesis of 8-Hydroxyquinolidine . . . . .	661	2857	3043

There was no production of other items viz. (i) synthesis of 8-Hydroxy-quinolone (ii) active principals of podophyllum (Glycoside and Aglycone fractions)

(b) Yes, Sir

(c) The various aspects of the case has been examined in consultation with the Ministry of Law, Dept of Science and Technology, CSIR, DGTD etc, and taking an overall view of the performance of the company in the context of their exports the concerned authorities were advised to permit remittances which were held in abeyance.

**Payment of Wages to Labourers working on New Railway line between Kasara and Igatpur**

1086 SHRI Z. M. KAHANDOLE:  
Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the reports that payment of wages to the poor tribal labourers employed for construction of new railway line between Kasara and Igatpur Jn Central Railway (District Nasik) Maharashtra, is not made regularly and they also do not get full wages; and

(b) if so, whether Government have made adequate arrangements for checking the accounts of the contractors with the help of Departmental and Vigilance machinery?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH):** (a) No.

(b) Does not arise. However, the Railway Administration has been advised to look into this matter and take appropriate steps.

**Hathi Committee Report**

1087. SHRI M. KATHAMUTHU;  
SHRI CHANDRA SHAILANI:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have taken a final decision on all the recommendations of the Hathi Committee report on drug industry; and

(b) if so, the broad features thereof?

**THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI)** (a) No, Sir.

(b) Does not arise.

**Withdrawal of cases against Railway Employees and Workers**

1088 SHRI SAROJ MUKHERJEE:  
SHRI SHYAM SUNDER  
MOHAPATRA:

Will the Minister of RAILWAYS be pleased to state:

(a) what are the latest figures of Railway workers and employees who are still kept suspended since the last strike and at the same time not yet reinstated, Zone-wise;

(b) the total number of workers and employees dismissed since the last strike, Zone-wise; and

(c) whether the Ministry has any plan to withdraw all the cases against the Railway employees and reinstate all the employees so far suspended and dismissed?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH):** (a) and (b). A statement giving the figures is attached.

(c) The policy of the Government as repeatedly stated in the Sabha is that those employees not involved in acts

of violence, sabotage or intimidation will be taken back on duty on indivi-

dual appeals. This policy is being acted upon.

*Statement*

Railway	No. still under suspension in the context of May '74 strike	No. of employees dismissed/removed/terminated in the context of May '74 strike.	No. of employees still dismissed/removed/terminated in the context of May '74 strike.
Central . . . .	12	1,704	54
Eastern . . . .	..	2,848	246
Northern . . . .	2	1,389	27
North Eastern . . . .	..	826	9
Northeast Frontier . . . .	..	3,336	163
Southern . . . .	..	521	26
South Central . . . .	..	580	6
South Eastern . . . .	14	2,108	221
Western . . . .	3	3,507	55
C.L.W. . . . .	..	44	..
D.L.W. . . . .	..	11	4
I.C.F. . . . .	..	24	3
<b>TOTAL . . . .</b>	<b>31</b>	<b>16,898</b>	<b>814</b>

**Allotment of Petrol Pumps**

1089. SHRI B. S. BHAURA;  
SHRIMATI BHARGAVI  
THANKAPPAN:

Will the Minister of PETROLEUM be pleased to state:

(a) the number of petrol pumps in the country as on 1st January 1975;

(b) the number of new petrol pumps sanctioned during the year 1975; and

(c) the number of petrol pumps sanctioned to persons belonging to Scheduled Castes and Scheduled Tribes during the year 1975?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) and

(b). The total number of retail outlets all over the country are indicated below:—

	As on 1-1-1975	As on 1-1-1976
(1) I.O.C. . . .	3553	3587
(2) Bharat Refineries	3173	3157
(3) H.P.C. . . .	1868	1872
(4) Caltex . . .	1206	1201
(5) I.B.P. . . .	480	578
(6) A.O.C. . . .	164	164
	<b>10444</b>	<b>10559</b>

Decrease in the figure as on 1-1-1976 in case of certain companies is on ac-

count of more outlets having been closed down by them than the new outlets opened.

(c) From 1-1-1974, dealerships for 25 per cent of retail outlets owned and operated by the Indian Oil Corporation only are reserved for persons belonging to Scheduled Castes/ Scheduled Tribes. During the year 1975, appointment letters for 7 retail outlets were issued to persons belonging to Scheduled Castes and Scheduled Tribes.

**Proposal to build two more Refineries**

1090. SHRI P. R. SHENOY: Will the Minister of PETROLEUM be pleased to state:

(a) whether there is any proposal to build two more refineries in the coastal area of the country; and

(b) if so, whether one of the proposed refineries will be situated in Karnataka?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) No, Sir.

(b) Does not arise.

**New Railway Lines in Backward Regions**

1091. SHRI S L. PEJE:  
SHRI SHANKER RAO  
SAVANT:

Will the Minister of RAILWAYS be pleased to state:

(a) whether some provision has been made in the Fifth Five Year Plan for construction of new railway lines in the backward regions;

(b) whether Government have undertaken preliminary Survey-works

in the backward regions with a view to undertaking construction of new railway lines;

(c) if so, the particulars of new railway lines proposed to be undertaken during the Fifth Five Year Plan; and

(d) whether Government intend to take up the construction of Apta-Dasgaon railway line a portion of the coastal Mangalore railway, during the Fifth Plan; and if so, what provisions has been made therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (c). No specific provision has been made in the draft Fifth Five Year Plan for construction of new railway lines in backward areas. There is provision of Rs. 100 crores for construction of new lines and a list of lines under construction/approved for construction is attached.

(b) Yes.

(d) Final Location Survey for Apta-Dasgaon rail link has already been completed. Traffic Survey and financial appraisal of this rail link is proposed to be carried out during 1976-77. The construction can only be considered if adequate funds are available.

*Statement*

The proposals for construction of new railway lines during the Fifth Plan as a whole have not yet been finalised. However, the following new railway lines/restorations in the backward regions of the country are at present under construction or have been approved for construction:—

S. No.	Name of Project	Gauge	Length (in Kms)
1	BG line in the area served by former Howrah—Amta Light Railway . . . . .	BG	73.53
2	BG line in the area served by former Howrah—Shekhais Light Railway . . . . .	BG	17.10



Sl. No.	Name of Project	Gauge	Length (in Kms)
3	BG line in the area served by former Shahdara—Saharapur Light Railway	BG	161.00
4	Restoration of Chhitauni—Bagaula line	MG	28.41
5	Restoration of Gohara—Paripat line	BG	43.27
6	Restoration of Dalma—Daryapur line	BG	26.00
7	Rohtak—Bhawanipur BG line	BG	49.30
8	Jhanjhapur—Lakha Bazar cw line	MG	42.30
9	Sakri—Hassanpur	MG	74.40
10	BG rail links to Ramnagar and Kathgodam	BG	168.66
11	Nadkude—Bibiagar cw link	BG	153.00
12	Banspari—Jhakhura	BG	176.00
13	Hirdagarh—Damua	BG	14.30

On account of severe constraint of funds in the 5th Plan, it has not been possible to take up the construction of more railway lines in the backward areas. Surveys have been ordered for a number of lines in the project ward areas so that these projects could be considered for construction as soon as the availability of funds improves.

#### Progress in Construction of Chitauni-ghat Bridge

1092. SHRI HARI KISHORE SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for the slow progress in the construction of Chitauni-ghat bridge on river Gandak;

(b) whether the bridge is likely to be completed as scheduled; and

(c) if not, the steps proposed to be taken to improve the situation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (c). Work on the construction of Gandak bridge can be taken up only after the river training works, which are to be constructed as a flood control measure at

the cost of U.P. Government, are completed. The Government of U.P. and the Planning Commission are being persuaded to provide funds for the project. It is not possible to give a target date for completion of this project at present.

#### Holding of Post of Managing Director by Shri Ramnath Goenka in his Companies

1093. SHRI D. K. PANDA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Company Law Board has revised its earlier decision which prohibited Shri Ram Nath Goenka from holding the post of Managing Director in any of his companies; and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) and (b). Government was advised that the remuneration paid to a Managing or Whole-time Director is remuneration to which he becomes entitled as a Director, and therefore, unless, the re-

remuneration paid to a Director is over and above the remuneration to which he would be entitled as Managing or Whole-time Director, his holding the office would not be deemed to be an office or place of profit under the company within the meaning of Section 314 of the Companies Act, 1956. Hence it was found that provisions of section 314 (1B) of the Companies Act, 1956 were not applicable to Shri Ram Nath Goenka.

रामघाट रोड रेलवे क्रॉसिंग और जी० टी० रोड रेलवे क्रॉसिंग पर दुर्घटनाएं

1094. श्री अन्नू सौलानी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) अलीगढ़ में रामघाट रोड रेलवे क्रॉसिंग और जी० टी० रोड रेलवे क्रॉसिंग पर गत एक वर्ष में कितनी दुर्घटनाएं हुईं तथा इन दुर्घटनाओं में कितने लोगों की मृत्यु हुई और कितने जखमी हुए ;

(ख) क्या ऐसी दुर्घटनाओं को रोकने के लिए सरकार का विचार इन दोनों पर उपरिप्ल बनाने का है ; और

(ग) यदि हां, तो कब तक ?

रेल मंत्रालय में उपमन्त्री (श्री बूटा सिंह) : (क) 1975-76 में अर्थात् अप्रैल, 1975 से फरवरी, 1976 तक रामघाट रोड के समपार पर एक दुर्घटना हुई जिसमें एक व्यक्ति घायल हुआ। लेकिन उक्त अवधि में जी० टी० रोड समपार पर कोई दुर्घटना नहीं हुई।

(ख) और (ग) रेलों द्वारा समपारों के स्थान ऊपरी/निचले सड़क पुलों की व्यवस्था राज्य सरकारों के अनुरोध पर की जाती है।

रामघाट रोड, अलीगढ़ में समपार नं० 109-ए के मामले में राज्य सरकार ने समपार के स्थान पर एक ऊपरी सड़क पुल बनाने के लिए हाल में एक प्रस्ताव भेजा है और यह मामला विचाराधीन है।

जी० टी० रोड पर समपार के बदले ऊपरी सड़क पुल बनाने के बारे में राज्य सरकार में कोई प्रस्ताव अभी तक प्राप्त नहीं हुआ है।

रामघाट रोड पर ऊपरी सड़क पुल के बारे में राज्य सरकार में आगे कार्यवाही करने के उद्देश्य से पहुंच-भागों सहित प्रस्तावित ऊपरी सड़क पुल से सम्बन्धित पूरी योजना प्रस्तुत करने के लिए कहा गया है। चूंकि यह प्रस्ताव अभी जांच पड़ताल की प्रारम्भिक स्थिति में है इसलिए इसके पूरा होने की निर्धारित तिथि के बारे में कुछ कहना जल्दबाची होगी।

**Theft of passengers' goods at New Delhi Station and on trains originating from Delhi/New Delhi Stations**

1095. SHRI K. SURYANARAYANA: Will the Minister of RAILWAYS be pleased to state:

(a) whether recently there have been a number of cases of theft of passengers' belongings at New Delhi station and on trains originating from Delhi/New Delhi stations;

(b) if so, the number of such cases during the last three months together with the number of occasions when the culprits could be apprehended; and

(c) what action has been taken to tighten up the security measures at stations and on trains?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) During the last three months i.e. December, 1975, January and February 1976, the following 75 cases of theft of Passengers' belongings were registered with Delhi Railway Police:—

	No. of cases of theft of Passengers' belongings registered with Railway Police	No. of occasions when culprits could be apprehended
Delhi Main Railway Station	37	3
New Delhi Railway Station	38	4

(c) The following security measures have been adopted:—

- (i) Intensive Patrolling is done by the uniformed police at the platforms to guard the property of the Passengers.
- (ii) Special patrolling is done during the peak hours when the trains arrive.
- (iii) Special police in plain clothes is detailed for surveillance of bad elements.
- (iv) Movements of vagrants and aimless persons are kept under constant watch.
- (v) Special attention is paid to the ladies compartments and police constables are also detailed for observation along-with.
- (vi) Booby Traps have been organised at the platforms and in trains to apprehend the criminals committing crime.
- (vii) 'Nakabandi' is done for interception of the criminals at strategic points.

(viii) Off side of the trains have also been manned to get hold of the thieves.

(ix) Police constables in uniform as well as in plain clothes are detailed to keep a vigil at the booking windows and reservation halls etc.

(x) Special sources have been created amongst the public for eliciting useful information relating to culprits.

(xi) A special interrogation staff spots out the culprits and takes up the known thieves for interrogation in working out the gangs who indulge in luggage lifting.

(xii) Information regarding criminals operating in Delhi is exchanged with counterparts in adjoining States so that criminals may not go unchecked.

(xiii) Wide publicity is given to the bona-fide passengers to beware of the luggage lifters and pick pocketers.

#### Production of Fertilizers in Andhra Pradesh

1096. SHRI K. RAMAKRISHNA REDDY: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the total production of fertilizers in Andhra Pradesh during 1972-73, 1973-74 and 1975-76; and

(b) the proposals to step up the production in the State?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) and (b). Presently, a large sized unit is in production at Vizag; in addition, there is also a

small superphosphate unit in Andhra Pradesh. Their production during the

period 1972-73, 1973-74 and 1975-76 has been as under:—

Name of the Unit	Production in '000' tonnes					
	1972-73		1973-74		1975-76 (April '75—Feb. '76)	
	'N'	'P 2O5'	'N'	'P 2O5'	'N'	'P 2O5'
Coromandel Fertilizers Limited	59	62	54	61	42	44
Hyderabad Chemicals and Fertilizers	..	1.0	..	2.3	.	0.6

In addition, a coal-based plant with a capacity to produce 900 tonnes of ammonia per day (equivalent to about 1/2 million tonnes of urea per annum) is in advanced stage of implementation; this project is now expected to be commissioned in July, 1977. A letter of intent has also been issued for the establishment of a fertilizer plant at Kakinada with a capacity of 228,000 tonnes of nitrogen and 81,600 tonnes of P2O5 per annum.

**Accident to Down Ranchi-Howrah Express train near Dash Nagar**

1097. SARDAR SWARAN SINGH SOKHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Down Ranchi-Howrah Express train met with an accident near Dash Nagar on the Howrah-Kharagpur section of South Eastern Railway in the early hour of 8th February, 1976;

(b) if so, how many passengers were killed and injured and what compensation was paid to the next of kin; and

(c) the causes of the accident and steps Government propose to take to avoid recurrence of such accidents?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) 84 Down Hatia-

Ranchi-Howrah Express was involved in a collision at Dash Nagar halt on 8-12-1976.

(b) In this accident, 10 passengers were injured of whom one sustained grievous injuries.

No claim for compensation has been paid and no claim has so far been received.

(c) This accident has been inquired into by the Additional Commissioner of Railway Safety, South Eastern Circle, Calcutta, and his report is awaited. According to his provisional finding, however, the accident has been attributed to failure of railway staff. Suitable action will be taken on receipt of his report.

Safety Organisations set up on the railways have been engaged in inculcating safety consciousness amongst the staff connected with the running of trains and in ensuring that the staff do not violate safety rules or indulge in short cut methods. Thorough inquiries are held into all accidents and appropriate remedial measures are taken to prevent recurrence of similar accidents. Technological improvements in the shape of improved signalling and interlocking, track circuiting, etc. have also been made to the extent feasible. Deterrent action is taken against defaulting staff.

### Survey for Hubli-Karwar Rail Link

1098. SHRI B. V. NAIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether a techno feasibility survey of the Hubli-Karwar rail link is proposed to be taken up in view of higher price of imported petroleum costs; and

(b) if so, the steps being taken by Government in this direction?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). A preliminary Engineering and Traffic Survey was carried out recently, for a rail link from Hubli to Karwar. The examination of the survey reports has revealed that the line will have length of 191.29 kms., estimated cost Rs. 348 crores and will yield a return of 0.19 per cent (DCF). The proposal has therefore, been shelved.

### Ticket Booking facilities for Suburban Passengers in Howrah Subway

1099. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state:

(a) whether the ticket booking facilities for suburban passengers in the Howrah subway are inadequate; and

(b) if so, whether Government are considering to increase the number of counters there?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No

(b) Does not arise

### Probe into Salary Structure and Perks of Top Executives of Companies

1100. SHRI SARJOO PANDEY:  
SHRI MOHINDER SINGH  
GILL:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have decided to probe into the salary struc-

tures and perks of the top company executives; and

(b) if so, the names of the companies to be covered?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) Unlike the remuneration of managerial personnel in the public limited companies or their subsidiaries, which is regulated by Sections 309/198 of the Companies Act, the remuneration payable to company executives is not regulated by the said Act. In respect of managerial remuneration, however, an Informal Group consisting of representatives of the Ministry of Law, Justice and Company Affairs, Ministry of Industry and Civil Supplies and the Ministry of Finance has been constituted to examine the question whether it is necessary to revise the existing guidelines as contained in Chapter IV of the 14th and the 17th Annual Reports on the working of the Companies Act, 1956 for payment of managerial remuneration and perquisites, in terms of Section 309/198 of the Companies Act, to managerial personnel in public limited companies and their subsidiaries.

(b) Does not arise

### Separate Terminal Stations for Eastern and South Eastern Railways at Howrah

1101. SHRI SAMAR MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering to start construction work for two terminal stations at Howrah—one at Salkhia for Eastern Railway and another near Chandmari bridge for the South Eastern Railway; and

(b) if so, when the work is likely to start there?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). There is a proposal for construction of a sepa-

rate terminal for Eastern Railway suburban trains in Howrah area. The work shall be done in phases. Phase I of the work includes shifting the present Belur Scrap Yard to Dankuni and shifting of Howrah General Stores and Signal Workshop to the vacated space at Belur.

A survey for a separate suburban terminal for South Eastern Railway is in progress.

**Electrification of Kotab'asa-Kerindule Railway Line**

1102. SHRI K. PRADHANI: Will the Minister of RAILWAYS be pleased to state:

(a) when is the electrification work of Kotabalasa-Kerindule Railway line likely to be completed;

(b) whether it is delayed beyond schedule; and

(c) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) 1978-79.

(b) Yes.

(c) The main reasons for delay are:

(i) The necessity to redesign the electrification scheme for augmenting the through-put of the section by increasing the trailing loads of ore trains in order to move 12 million tonnes per annum as against 6 million tonnes per annum originally envisaged; and

(ii) Paucity of funds.

सरकार के विभागों में पेट्रोल की खपत में  
सितस्ययिता

1103. श्री अमन प्रसाद घूसिया : क्या पेट्रोलियम मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार के सभी विभागों को समय-समय पर पेट्रोल की खपत

में सितस्ययिता के लिये अनुदेश जारी किये गये थे। यदि हाँ, तो तत्सम्बन्धी मुख्य बातें क्या हैं और उनका पालन किया गया और यदि नहीं तो इसके क्या कारण हैं ; और

(ख) केन्द्रीय सरकार के प्रत्येक विभाग में जनवरी 1975 और फरवरी 1976 में पेट्रोल की खपत का तुलनात्मक विवरण क्या है ?

पेट्रोलियम मन्त्रालय में उपमन्त्री (श्री जियाउद्दुल्लाह अंसारी) : (क) जो हाँ। वित्त मन्त्रालय (व्यय विभाग) ने प्रशासन तथा सरकार के योजना मन्त्रालय में (दाता भत्ता तथा आकस्मिक निधि) किराया करने के सम्बन्ध में अनुदेश जारी किये गये हैं। इन अनुदेशों में पेट्रोल पर व्यय भी सम्मिलित है।

(ख) सूचना एकत्र की जा रही है एवं सप्ताह पटल पर प्रस्तुत की जाएगी।

**Statement of P.M. on Disposal of Cases in Courts**

1104 SHRI SHASHI BHUSHAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Prime Minister in her message to the West Bengal Lawyers Conference has stressed the need to dispose of cases in courts expeditiously and said 'cases should not be allowed to drag on and if necessary, changes in legal procedures could be introduced'; and

(b) the reaction of his Ministry towards this and the steps taken in this regard?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) Yes, Sir.

(b) Significant changes have been made in the Criminal Procedure Code, 1973, which are conducive to expeditious disposal of cases. A number of changes have been made in the Code of Civil Procedure (Amendment) Bill, 1974, which are calculated to accelerate disposal of cases.

**Variation in Nature of Participation of States in construction of new lines**

1105. SHRI ARJUN SETHI: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 60 on the 6th January, 1976 regarding construction of Jakhapura-Banspani rail link in Orissa State and state:

(a) the variations in the nature of participation of the States in the construction of new lines;

(b) whether there have been any exceptions, especially in case of any economically backward States, and

(c) what action is taken in a case where the State Government is not economically viable enough to bear the 50 per cent of the capital cost?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). A statement giving the offers made by various State Governments or in case where State Governments have been approached for participation in the construction of new rail links, is laid on the Table of the House [Placed in library. See No LT-10507/76]

(c). The cases have to be considered on merits.

मुजफ्फरपुर स्थित रेलवे शार्थर बटलर फेक्टरी द्वारा निम्नत बंगल

1106. श्री के० एम० "बबुकर" : क्या रेल मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या हाल ही में बंगल बनाने वाले कारखानों को भारी मात्रा में बंगल

बनाने का आर्डर दिया गया है, और

(ख) यदि हा, तो उत्तर बिहार में मुजफ्फरपुर स्थित शार्थर बटलर कारखाने को, जिसे हाल ही में सरकार ने अपने नियंत्रण में लिया है, कितने बंगल बनाने का आर्डर दिया गया है ?

रेलवे मंत्रालय में उद्देश्यी (श्री बूटा सिंह) : (क) जी हा ।

(ख) चाँपहिनो के हिमाच में 720 माल डिब्बे ।

**Recruitment of relations of line staff and Low Paid Employees (Northern Railway)**

1107 SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state.

(a) whether after the May, 1974 strike the officers of the Railway Board, General Managers' office and Divisional Officer have recruited their sons, daughters and other near and far away relatives in better jobs while the line staff and low paid employees were totally ignored;

(b) whether even under Apprentices Act, only 20 p.c of Railway employees' sons and daughters were absorbed and the rest of the vacancies have gone to relations of officers of Railway Board, General Managers' office, D.S. Office and high paid officials ignoring the line staff.

(c) whether Government propose to entrust such recruitments to an agency like Public Sector Commission to avoid favouritism, nepotism and casteism; and

(d) the number of youths employed under loyal workers quota and Apprentices Act in Northern Railway, division-wise?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH):** (a) No; out of a total of over 2100 appointments made against the 20 per cent quota for employment of wards of loyal workers, sons/daughters of officers account for 46, of whom only 13 are sons/daughters of Class I officers.

(b) No.

(c) The scheme for employment assistance to the loyal workers is being withdrawn from 31-3-76.

In regard to recruitment of apprentices, it is not considered necessary to change the existing practice of recruitment by Selection Boards from amongst names forwarded by the Employment Exchanges, Recognised Associations of Scheduled Castes/Scheduled Tribes and applicants who are wards of Railway employees

Division	Sons/daughters of loyal staff	Act Apprentices as on 31-12-1975
Head Quarters . . . . .	312	..
Delhi . . . . .	200	..
Perozepur . . . . .	94	..
Allahabad . . . . .	289	..
Moradabad . . . . .	180	..
Lucknow . . . . .	136	..
Bikaner . . . . .	413	..
Jodhpur . . . . .	117	..
Other offices . . . . .	382	..
<i>Workshops</i>		
Amritsar . . . . .	..	242
Jagadhari . . . . .	..	315
Lucknow Charbagh . . . . .	..	320
Lucknow Akmbagh . . . . .	..	271
Bikaner . . . . .	..	70
Jodhpur . . . . .	..	222
Gaznabad . . . . .	..	9
W.A.E.E., Jagadhri . . . . .	..	32
S.P. & S./Sh akurbasti . . . . .	..	48
Dy. C.E.E., Lucknow . . . . .	..	46



**Proposal for Goods and Passenger Traffic on D.B.K. Railway Line**

1106. SHRI KUMAR MAJHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to allow goods and passenger traffic on DBK railway line; and

(b) whether there is any proposal to allow passenger traffic to Barbil Railway Station?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Due to limitation of capacity to handle projected iron ore traffic on this line, for which it was primarily constructed, there is no proposal at present for opening this section for general goods traffic. However, the question of providing limited passenger service is currently under consideration.

(b) No.

**Import of Crude on Easy Terms**

1109 SHRIMATI ROZA DESHPANDE: Will the Minister of PETROLEUM be pleased to state:

(a) whether India is trying to import crude on easy terms;

(b) if so, the facts thereof;

(c) whether Iran has reduced the price of crude,

(d) whether any other member of OPEC has decided to reduce the price of crude; and

(e) if so, the broad features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAURRAHMAN ANSARI): (a) and (b). Following arrangements

have so far been finalised for the import of crude oil during 1976:—

Name of the Country	Quantity in Million tonnes
UAE	1.0
Saudi Arabia	1.1

These supplies have been arranged on a bilateral basis. It is not in the public interest to disclose other details.

Negotiations with a few other oil producing countries are still in progress.

(c) to (e). It is seen from press reports that the price of heavy crude has been reduced by some of the oil producing countries.

**Free Legal Aid to Poor**

1110 SHRI VASANT SATHE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have made any further progress in the proposal to render free legal aid to the economically weaker sections of the community;

(b) if so, the salient features thereof, like total cost involved and the institutional frame work envisaged;

(c) whether Government propose to initiate some pilot project in selected areas for giving legal aid to the poor before introduction of the scheme on a large scale; and

(d) if so, the salient features thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) to (d). The nature, scope and extent of grant of legal aid is under examination of Government.

कटिहार में खान-पान की निजी ठेकेदारी व्यवस्था के स्थान पर विभागीय व्यवस्था करना

1111. श्री ज्ञानेश्वर प्रसाद यादव : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वोत्तर रेलवे में कटिहार स्टेशन पर 1 अक्टूबर 1975 में खान पान की निजी ठेकेदारी व्यवस्था के स्थान पर विभागीय खान पान व्यवस्था की जाने वाली थी ; और

(ख) यदि हां, तो इस संबंध में क्या कार्यवाही की गई है ?

रेल मन्त्रालय में उपमन्त्री (श्री बूटा सिंह) : (क) और (ख). कटिहार स्टेशन पर खान पान व्यवस्था काफी समय तक मिले जुले आधार पर की जाती रही है और इसे विभागीय व्यवस्था के रूप में बदलने का परा प्रयास किया गया था। एक बार 1975 में इसका निर्णय भी कर लिया गया और इस आशय के आदेश जारी कर दिए गए कि कटिहार में ठेकेदार द्वारा मंचालित खान पान को प्राइवेट व्यवस्था के बदले विभागीय व्यवस्था की जाए। लेकिन इस निर्णय के विरुद्ध संसद सदस्यों से प्राप्त कई आभ्यावेदनों और इस तथ्य को देखते हुए, कि व्यवस्था से घाटा लगातार बढ़ रहा है, इस मामले की पुनरीक्षा की गयी और यह फैसला किया गया कि फ़िनहान इन मुद्दों को विभाग द्वारा न बनाया जाये।

रेलवे द्वारा खाद्य पदार्थों के मूल्यों में वृद्धि

1112. श्री शंकर बहाल सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या खाद्यान्नों के मूल्यों में गिरावट के कारण गत एक वर्ष के

दौरान देश के होटलों तथा खाद्य पदार्थों के मूल्यों में किसी हद तक कमी की गई है ; और

(ख) यदि हां, तो इस अवधि के दौरान रेलवे द्वारा खाद्य पदार्थों के मूल्यों में वृद्धि किए जाने का क्या प्रौढित्व है ?

रेल मन्त्रालय में उपमन्त्री (श्री बूटा सिंह) : (क) आपात स्थिति की घोषणा के बाद कुछ होटलों और रेस्तरांओं द्वारा भोजन की कुछ मदों की दर में कमी किये जाने की रिपोर्ट मिली है।

(ख) आपात स्थिति की घोषणा से पूर्व 18-6-1975 में जब कच्चे सामान की कीमतें ऊंची थी, केवल शाकाहारी और सार्मिष भोजन की थाली तथा परोनने के लिए तैयार भोजन की कोमनों में मामूली सी वृद्धि की गयी थी। आपात स्थिति की घोषणा के बाद मूल्य सूची में सामान्यतया कोई वृद्धि नहीं हुई है और वास्तव में बहुत सी रेलों पर खाने पीने के सामान की कोमनों में कमी की गयी है।

#### Train Fare between Faizabad and Jhansi

1113. SHRI R. K. SINHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a train which goes to Ahmedabad via Lucknow and Jhansi and starts on two days in a week from Varanasi and on five days in a week from Faizabad;

(b) whether this train runs between Faizabad and Jhansi as a passenger train and then upto Ahmedabad as Express train but the fare charged for the distance from Faizabad to Jhansi is that of an Express train;

(c) the reasons for charging Express Train fare from passengers for the rouse between Faizabad and Jhansi; and

(d) whether Government propose to remedy this anomaly?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH):** (a) Yes.

(b) to (d). Due to strained line capacity on this route, Ahmedabad-Faizabad/Varanasi Expresses have been introduced by merging some of the passenger trains on Faizabad-Lucknow, Kanpur-Jhansi, Jhansi-Bhopal, Bhopal-Ratlam and Dahod-Baroda sections. On the sections where these trains are running as passenger trains only ordinary passenger fares are being charged.

#### Fertilisers Factories

1114. **SHRI P. GANGADEB:**  
**SHRI CHANDRA SAILANI:**

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state whether Government are planning to establish more fertilizers factories in the near future?

**THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI):** Three large sized fertilizer plants are being set up in the public sector at Bhatinda, Panipat and Trombay and two in the Co-operative sector at Phulpur (U.P.) and at Tarapore (Maharashtra) during the Fifth Five Year Plan. These are in addition to the 13 projects which were under implementation at the beginning of the Fifth Plan.

Letters of intent have also been issued for development of capacities in the Private sector at Kakinada (Andhra Pradesh), GSFC Expansion (Baroda), Ennore (Tamil Nadu) and Kota Expansion (Rajasthan).

#### Expenditure incurred on Apta-Dasgaon Railway Line

1115. **SHRI SHANKERRAO SAVANT:** Will the Minister of RAILWAYS be pleased to state what expenditure has been incurred during the current year on the rail line between Apta and Dasgaon?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH):** No expenditure has been incurred on this project in the current financial year. While examining the final location survey reports carried out for this project, it has been felt necessary to carry out a traffic survey and financial appraisal of Apta-Dasgaon rail link. This has been included in the Railways budget for 1976-77 at an anticipated cost of Rs. 85,000. The project will therefore be considered for being taken up for construction after the proposed surveys and financial appraisal are completed and also subject to the availability of funds.

#### Reduction in price of Drugs made by Public Sector

1116. **SHRI D. D. DESAI:** Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there has been a sharp reduction in prices of drugs manufactured in public sector organisations;

(b) if so, the retail price of these drugs before the reduction and after it;

(c) whether prices of any drug was also increased; and

(d) if so, the particulars thereof?

**THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI):** (a) and (b). No general price reduction has been made in the case of bulk drugs manufactured by

public sector undertakings. IDPL have however, voluntarily reduced the pooled price of Sulphaguanidine from Rs. 115.68 per kg to Rs. 100 per kg ex-factory for the bulk. There

had been reduction in the prices of following formulations made by M/s. IDPL consequent to reduction in prices of Chloramphenicol and Ampicillin canalised through S.T.C. :

S. No.	Name of the formulation	Pack size	Retail price before reduction	Retail price after reduction
			Rs.	Rs.
(1)	Chloramphenicol caps. 250 mg	100 caps	43 45	37 43
(2)	Chloramphenicol-Streptomycin caps.	50 caps	20 00	18 54
(3)	Broadil caps 250 mg.	25×4 caps strip	119 60	96 39

Government had also approved maximum retail price of Em-Dopa tablets (250 mg) at Rs. 61.33 per 10×10 strip on 20th May, 1975 IDPL have, however, reduced the maximum retail price from Rs. 61.33 to Rs. 53 per 10×10 tablets from 4th June, 1975.

(c) and (d). A statement showing the list of bulk drugs and formulations manufactured by the public sector undertaking, viz., Indian Drugs and Pharmaceuticals Limited and Hindustan Antibiotics Limited, in respect of which prices were revised upwards during 1976 is laid on the Table of the House [Placed in Library. See No. LT-1050C/76].

#### Construction of Jakhapura-Banspani Railway Line

1117. SHRI CHINTAMANI PANI-GRAHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the construction work of Jakhapura-Banspani Rail Link will be undertaken soon;

(b) if so, by what time; and

(c) how many track kilometers will be undertaken for construction in 1976-77 and will it start from Jakhapura to Daitari?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (c). Final Location Surveys for the construction of Banspani-Jakhapura rail link have recently been completed. Provision of Rs. 1 crore has been made for the project in 1976-77 and construction work is proposed to be taken up in the coming Financial Year. It is proposed to discuss the subject of phasing of the project and extent of cost to be borne by the State Government of Orissa in an inter-ministerial meeting under the aegis of the Planning Commission, and decisions in this regard are expected to be taken shortly.

#### Legal Aid set up in States

1118. SHRI DASARATHA DEB: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether any legal aid set up to aid poor and Scheduled Castes and Scheduled Tribes litigants has been set up in different States;

(b) what steps are being taken to persuade the remaining States to set up such legal aid apparatus immediately; and

(c) whether Government propose to encourage private agencies also to provide legal aid?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (DR. V. A. SEYID MUHAMMAD): (a) Scheme of Legal Aid has been in operation, in a small way, in many States and Union Territories since the Second Five Year Plan. According to the information available, currently the Scheme of Legal Aid is in operation in Andhra Pradesh, Bihar, Kerala, Gujarat, Haryana, Himachal Pradesh, Jammu & Kashmir, Madhya Pradesh, Uttar Pradesh, Maharashtra, Karnataka, Orissa, Punjab, Rajasthan, Tamil Nadu, Tripura, West Bengal, Dadra, Nagar Haveli, Goa, Diu & Daman and Pondicherry.

(b) and (c) The role of the State Governments and voluntary agencies in an integrated Legal Aid Programme is under examination of Government.

छितीनी में गण्डक नदी पर पुल बनाने के लिए  
टेंडर मांगा जाना

1119. श्री रामवेश सिंह : क्या  
रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वांतर रेलवे के छितीनी में गण्डक नदी पर पुल बनाने हेतु रेल विभाग ने पञ्जीकृत ठेकेदारों से टेंडर मागे थे; और

(ख) यदि हां, तो क्या पुल निर्माण के लिए ठेका इस बीच दे दिया गया है ?

रेल मन्त्रालय में उपमन्त्री (श्री बूटा सिंह) : (क) जी हां।

(ख) बाढ़ में टेंडरों को रद्द करना पड़ा क्योंकि उत्तर प्रदेश सरकार, जिसे गण्डक पुल के लिए नदी को नियंत्रित करने के कार्य की लागत वहन करनी है, अपेक्षित छदराशि रेलवे को उपलब्ध नहीं करा सकी।

Drop in off take of Soda Ash Industry

1120. SHRI DHAMANKAR: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the reasons for the recent sharp drop in the off take of Soda Ash by consumers, as a result of which the manufacturers are stated to be passing through difficult times and have been reducing the prices drastically to liquidate their heavy stocks;

(b) the steps being taken to see that the manufacturers get a fair return and the industry as a whole does not suffer; and

(c) whether it is proposed to lift the ban on export of this item and give the industry an export outlet?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) to (c) Government exercises no control on the price and distribution of soda ash. The accumulation of stocks of soda ash with the manufacturers are partly due to a marginal shortfall in the off-take by the consumer industries and partly because of increase in production in the recent months. The difficulties of the producers as represented by the Alkali Manufacturers' Association are being looked into. Exports of limited quantities may be permitted to enable the manufacturers to maintain production provided that the internal demand is met in full.

एक ही प्रकार का धर्मनिर्पेक्ष कानून

1121. डा० लक्ष्मीनारायण पांडेय : क्या जिल्हा, न्याय और कम्पनी कार्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या उनके मन्त्रालय ने जनशक्ति अनुसन्धान संस्थान के सहयोग से एक योजना का प्राकल्प तैयार किया है जिसमें समाज के सभी वर्गों के लिये एक समान धर्मनिर्पेक्ष कानून का प्रस्ताव किया गया है;

(क) क्या उनके मंत्रालय ने जनशक्ति अनुसन्धान संस्थान के सहयोग से एक योजना का प्रारूप तैयार किया है जिसमें समाज के सभी वर्गों के लिये एक समान धर्म निर्पेक्ष कानून का प्रस्ताव किया गया है,

(ख) क्या इस योजना प्रारूप में बाल-विवाह निवारण, एक पत्नीत्व प्रथा, सभी विवाहों के रजिस्ट्रीकरण तथा दत्तक आदि के लिये एक समान कानूनी व्यवस्था है, और

(ग) यदि हाँ, तो तत्सम्बन्धी मुद्दय बताते क्या है और इसके क्रियान्वयन के लिये क्या कदम उठाने का प्रस्ताव किया गया है ?

बिधि, न्याय और कम्पनी कार्य मंत्रालय व राज्य मंत्री (डा० वी० ए० सेखर मुहम्मद) :

(क) जी नहीं।

(ख) और (ग) प्रश्न ही नहीं उठते।

#### Conditions of Petroleum Workers

1122 SHRIMATI PARVATHI KRISHNAN Will the Minister of PETROLEUM be pleased to state

(a) whether the workers of gasoline filling stations, refineries, petrochemical complexes and places handling Petroleum products in India are exposed to serious health hazards; and

(b) if so, the steps proposed by Government to protect these people?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) and (b). The information is being collected and will be placed on the Table of the Sabha.

अलाभप्रद रेलवे लाइनों से लाभ प्रारम्भ होना

1123. श्री हरी सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कुछ वर्षों से कुछ रेलवे लाइनों घाटे में चल रही हैं;

(ख) यदि हाँ, तो क्या इन रेलवे लाइनों में से कुछ रेलवे लाइनों में सरकार को अब लाभ होना शुरू हो गया है, और

(ग) क्या इन रेलवे लाइनों में यात्रियों की संख्या में वृद्धि हुई है ?

रेल मंत्रालय में उपमंत्री (श्री बूटा सिंह) (क) जी हाँ।

(ख) चालू वर्ष 1975-76 की स्थिति वर्ष के खतरे बन्द होने के बाद ही मालूम होगा।

(ग) जी हाँ।

#### Re-Instatement of Substitutes in Dhanbad Division (Eastern Railway)

1124 SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) how many Substitutes in each Department of Railways in Dhanbad Division, Eastern Railway, were removed in connection with May 1974 strike,

(b) the policy of the Ministry regarding reinstatement of Substitutes;

(c) how many of them have been taken back on duty upto 29th February, 1976, and

(d) the reasons for not reinstating all of them?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (d). Information is being collected and will be laid on the table of the Sabha

#### Profits earned by Foreign and Indian Drug Companies

1125. SHRI BISHWANATH JHUNJHUNWALA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) what was the quantum of profit earned by the foreign and Indian

drug manufacturing units, separately in the country during the last three years, year-wise;

(b) how much of the profit earned by the foreign companies was repatriated to foreign countries;

(c) how much of the profit earned by Indian companies was ploughed back in the same concern for cost reduction and research purposes; and

(d) whether Government propose to fix a limit of profit repatriation by foreign companies and if so, when?

**THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI):** (a) to (d). The information is being collected and will be laid on the Table of the House.

**Manufacture of Drug Intermediates by M/s. Ciba Atul and Ciba Geigy**

**1126. SHRI SOMCHAND SOLAN-KI:** Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether intermediates which have no price control are manufactured by Ciba Atul and Atul and are sold at exorbitant prices by Ciba Geigy;

(b) whether ciba Geigy converts these intermediates or gets them converted on loan licences from other companies, charging their own profits;

(c) whether in this process, profit is earned at multi points, thereby flouting the provisions of price control; and

(d) what are the items covered under such arrangement, licence number and date under which covered; and item-wise production during the last three years?

**THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI):** (a) to (d). This matter is under enquiry with the MRTP Commission on an application filed by the Registrar of Restrictive Trade Agreements.

**Import of Raw Materials by Foreign Drug Firms**

**1127. SHRI SOMCHAND SOLAN-KI:** Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) what are the raw materials allowed to be implemented by foreign firms with more than 26 per cent. foreign equity;

(b) whether in recommending imports of raw materials, the authorities obtained no-objection certificates from Indian units;

(c) who approved import of Glybenclamide in 1974 and whether M/s Cadila had represented against it on the plea that they were producing enough of this material to meet the country's demand; and

(d) the quantities of Glybenclamide imported during the last three years, firm-wise, approval against which imports were effected and the foreign exchange involved therein?

**THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI):** (a) and (b). There are a number of raw materials which are allowed to be imported by all manufacturing firms including those having foreign equity of more than 26 per cent and as such imports are allowed as per Import Trade Control Policy from time to time in force. Item-wise, quantity and value of imports of raw materials are published by Deptt. of Commercial Intelligence, Calcutta, in the monthly statistics of Foreign Trade of India (Volume II).

(c) As per Import Trade Control Policy in force during 1974-75, import of Glybenclamide was permissible. Import was allowed in accordance with the said Policy. In January 1974, Cadila Chemicals Pvt. Ltd. intimated this Ministry that they had commenced production of this item and also requested for ban on imports. After taking into account

the capability of this unit and the quality of their product, CCI&E were requested on 13th January, 1976 to place Glybenclamide on the Restricted List. Accordingly, Glybenclamide was placed on the restricted list in the Import Trade Control Policy for the year 1975-76. Glybenclamide have since been placed on the Banned List for imports from August 1975.

(d) Details regarding quantities of Glybenclamide imported by various companies during the last three years, approvals against which imports were effected and foreign exchange involved are being collected and will be laid on the Table of the House.

**Strain on Fertilizer Projects due to Non-availability of Crude Oil**

1128. SHRI SHYAM SUNDER MOHAPATRA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state.

(a) whether there is any strain on our fertilizer projects due to non-availability of crude oil, and

(b) whether Government are considering to set up more plants with products other than crude oil as base?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C SETHI): (a) and (b). Crude oil, as such, is not used by our fertilizer units, though they use petroleum products like naphtha and fuel oil as feed stock and for steam raising and supplies of these products to the industry are being fully maintained. It is, however, Government's policy that fertilizer production should, to the extent possible, be based on the locally available feedstocks, taking into account the location and other techno-economic factors. In fact, some of the plants under operation/implementation are/would be based on feedstocks like gas, coal, etc.

**रतलाम डिडीजन में बिना बिजली की व्यवस्था वाले रेलवे स्टेशन**

1129. डा० लक्ष्मी नारायण पांडेय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) रतलाम डिडीजन में उन रेलवे स्टेशनों के नाम क्या हैं जहाँ बिजली की व्यवस्था नहीं की गई है जबकि निकटवर्ती क्षेत्रों पर बिजली की लाइनें हैं,

(ख) इसकी व्यवस्था करने में विलम्ब के क्या कारण हैं; और

(ग) क्या कुछ रेलवे स्टेशनों में आने जाने वाले क्षेत्रवर्ती यात्रियों ने भी रेलवे अधिकारियों का ध्यान इस समस्या की ओर दिलाया है ?

रेल मंत्रालय में उपमंत्री (श्री बृदा सिंह) (क) रतलाम मण्डल के निम्नलिखित 10 स्टेशनों के निकटवर्ती क्षेत्रों में बिजली की मरलाई उपलब्ध होने पर भी बिजली की व्यवस्था नहीं हो पायी है —

- (1) फन्दा
- (2) हनियाखेडी
- (3) नीमादखेडी
- (4) अजन्नी
- (5) असलावदा
- (6) बिसलवाम कला
- (7) शम्भूपुरा
- (8) वेरठा जक्शन
- (9) ताजपुर
- (10) चंचेलाव

(ख) और (ग) उम क्षेत्र में रहने वाले रेल उपयोगकर्ता मण्डल परामर्श समिति के सदस्यों ने उपर्युक्त स्टेशनों में से कुछ पर बिजली लगाने के लिए अनुरोध किया है। उपर्युक्त 10 स्टेशनों में से फन्दा, हनियाखेडी और नीमादखेडी स्टेशनों का विद्युतीकरण



कार्यक्रम में शामिल कर लिया गया है और फन्दा स्टेशन पर बिजली लगायी जा रही है। स्टेशनों पर बिजली लगाने का काम एक योजनाबद्ध कार्यक्रम के अन्तर्गत पर किया जाता है। लेकिन धन के अभाव के कारण बिजली की मलाई उपलब्ध होने पर भी सभी स्टेशनों पर बिजली लगाने का कार्यक्रम बनाना और इस दिशा में प्रगति करना सम्भव नहीं हो सका है।

**लाल-अजमेर खण्ड (पश्चिम रेलवे) पर भारी माल यातायात**

1130. डा० लक्ष्मी नारायण पांडेय : क्या रेल मंत्री यह बताने की अपा करेंगे कि :

(क) क्या पश्चिम रेलवे के रतलान मण्डल के रतलाम-अजमेर खण्ड पर भारी माल यातायात रहना है क्योंकि वहां 3 सोभेट के कारखाने, 2 चीन मिले, दो कपडा मिले, डिस्टिलरी स्टोवोड फेक्टरी तथा अन्य कारखाने स्थित हैं,

(ख) क्या इन कारखानों के माल के भारी यातायात के कारण अन्य व्यापारियों को माल डिव्हे उल्लेख नहीं करने हैं और उन्हे इससे भारी परेशानी होती है, और

(ग) क्या मई, 1975 में इस बारे में रतलाम के मंडल अधिकारी को कोई शिकायत की गई थी, और यदि हा, तो उस पर क्या कार्यवाही की गई है ?

**रेल मन्त्रालय में उपमन्त्री (श्री बूटा सिंह) (क) जी हा।**

(ख) और (ग) पहले में पूर्व योजित यातायात की निकासी को प्राथमिकता देने के लिए कभी-कभी माल डिव्हे सप्लाई करने में कठिनाई हुई है। इस सम्बन्ध में कुछ सम्भाव्येदन भी प्राप्त हुए थे। माल डिव्हे की सप्लाई बढ़ा दी गयी है और इस खण्ड पर माल डिव्हे की सभी मार्गों की जरूरतें अब तुरन्त पूरी की जा रही हैं।

**मध्य प्रदेश में रेलवे लाइनें**

1131. डा० लक्ष्मी नारायण पांडेय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :-

(क) मध्य प्रदेश राज्य सरकार द्वारा प्रदेश में किन-किन क्षेत्रों में रेल लाइनों की मांग की गई है,

(ख) राज्य में किन-किन क्षेत्रों में प्रस्तावित रेल मार्गों पर सर्वेक्षण कार्य चल रहा है और किन-किन क्षेत्रों में निर्माण कार्य चल रहा है, और

(ग) निर्माण मार्गों पर कार्य कब से चल रहा है तथा कब तक पूरा होने की आशा है ?

**रेल मन्त्रालय में उपमन्त्री (श्री बूटा सिंह) : (क) से (ग). एफ विवरण मभा पटल पर रखा गया है। [देखिए सत्या L T 10509/76]**

**इंडियन इरम एण्ड फार्म्युटिकल्स लिमिटेड द्वारा कच्चे माल का आयात**

1132. डा० लक्ष्मी नारायण पांडेय : क्या रसायन और उर्वरक मन्त्री यह बताने की अपा करेंगे कि :-

(क) इंडियन इरम एण्ड फार्म्युटिकल्स लिमिटेड ने अधोपधिया के लिए आवश्यक कच्चे माल के आयात पर गत दो वर्षों में कितना धन व्यय किया है ?

(ख) क्या इस प्रकार का कच्चा माल भारत में ही तैयार किये जाने की सम्भावना है;

(ग) क्या इस लक्ष्य की पूर्ति के लिये भारत में कुछ और अधोपधिया निर्माता एकक स्थापित किये जाने का विचार है ,

(घ) यदि हा, तो ये एकक कहाँ स्थापित किये जायेंगे, और

(ङ) ऐसे एकक इस समय कहा-कहाँ कार्य कर रहे हैं और उनमें कौन-कौन सी अधोपधियाँ तैयार की जाती हैं ?

**रसायन और उर्वरक मंत्री (श्री पी० सी० सेठी) :** (क) गत तीन वर्षों के दौरान औद्योगिक निर्माण के लिये इंडियन इरम एण्ड फार्मास्यूटिकल्स लिमिटेड द्वारा आयोजित बच्चे माल का सी० आई० एफ० मूल्य निम्न प्रकार है —

1973-74 8085 लाख रुपये

1974-75 156 43 लाख रुपये

(ख) से (ङ). कुछ बच्चे माल/मध्यवर्ती पदार्थों, जैसे साइड्रिक एमिड, पैरानिट्रो-क्लोरो-बैजीन और पैंग-निट्रो बैजोडक एमिड, जिनका हान्य ही तक आयोजित किया जा रहा था, का अब देश में ही निर्माण किया जा रहा है। पैंगनिट्रोक्लोरो बैजोडक का निर्माण मैसूरम हिन्दुस्तान औद्योगिक कमिन्स लि० रसायनी द्वारा और साइड्रिक एमिड का निर्माण मैसूरम साइड्रिक इंडिया लि०, आंध्र प्रदेश द्वारा किया जा रहा है। यह सम्भव है कि कुछ और रसायनों/मध्यवर्ती पदार्थों का निर्माण स्वदेश में ही किया जाय। तथापि ऐसे उत्पादों का निर्माण उनकी मांग, अर्थ-व्यवस्था आदि पर निर्भर करेगा। इस स्तर पर यह बताना सम्भव नहीं है कि भावी उद्यमियों अथवा वर्तमान रसायन और औद्योगिक निर्माताओं द्वारा इन रसायनों का निर्माण किन स्थानों पर किया जायेगा।

**भुसावल डिवीजन (मध्य रेलवे) के स्टेशन पर बंगनों के लिये व्यवस्था**

1133. श्री गंगा खरच दीक्षित : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या व्यापारियों ने मध्य रेलवे के भुसावल डिवीजन के विभिन्न स्टेशनों पर छोटी खेपों तथा बंगनों के लिये उचित व्यवस्था न होने के बारे में शिकायत की है;

(ख) क्या ग्राम तौर पर प्रत्येक स्टेशन के लिये छोटी खेपों का कोई कोटा निर्धारित है लेकिन उसका प्रबन्ध चिन्न-भिन्न है; और

(ग) यदि हा, तो उक्त कठिनाई को दूर करने के लिये क्या कार्यवाही की गई है ?

**रेल मन्त्रालय में उपमन्त्री (श्री बूटा सिंह) :** (क) जी नहीं।

(ख) जी नहीं।

(ग) प्रश्न नहीं उठना।

#### Line Works in Progress in Gujarat

1134. SHRI D. D DESAI: Will the Minister of RAILWAYS be pleased to state:

(a) the names of the line works in progress in Gujarat;

(b) the feasibility/engineering surveys for new lines in progress in Gujarat, if any;

(c) the date fixed for completion of those projects and the likely dates of completion; and

(d) the reasons for delays, if any?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) The following works are in progress in Gujarat:

(i) Virmagmi-Okhla/Porbander M. G. to B. G. conversion

(ii) Sabarmati-Gandhinagar B. G. new line.

(b) The following surveys for new lines in Gujarat have been carried out 'are in progress:

(i) Conversion of Nadiad-Kapadvanj N. G. line to B. G. and its extension upto Modasa or construction of a new M. G. line from Shamlaji Road to Kapadvanj via Modasa.

(ii) Gandhidham-Lakhpur M.G./B. G. new line.

(iii) Bhavnagar-Tarapore B. G. new line.

(c) and (d). The target dates of present position of these projects are completion of the projects and the as follows:—

Name of Work	Target date of completion	Present Position
1. Sabarmati—Gandhinagar B.G. new line.	31-12-1975 (For goods traffic)	Works required for movement of goods traffic completed and section opened to goods traffic on 1-1-1976.
2. Viramgam—Okha/Porbandar M.G. to B.G. conversion.	31-3-1978 for the section from Viramgam to Rajkot (1st phase) subject to timely availability of adequate funds, opening of 2nd phase of 114 kms. from Rajkot to Kanalus will be taken up after 31-3-1978	Overall progress achieved about 40%.
3. Nadiad—Kapadvanj N.G. to B.G. conversion-cum-extension to Modasa/Shamlaji Road—Modasa Kapadvanj M.G.—reconnaissance engineering-cum-traffic surveys for.	Surveys completed.	Survey reports are under consideration.
4. Gamhitham—Lakhpur M.G./B.G. new line preliminary engineering cum-traffic surveys for.	Survey completed	Survey reports are under consideration.
5. Bhavnagar—Tarapore B.G. new line preliminary engineering-cum-traffic surveys for.	30-6-1976	Proposal will be considered further after survey reports are received.

ग्वालियर, मुरैना तथा डबरा रेलवे स्टेशनों के कांसियों पर उपरि-पुलों के निर्माण के लिये प्रस्ताव

1135. श्री हुकूम खान कश्मीर : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश सरकार द्वारा ग्वालियर, मुरैना तथा डबरा रेलवे स्टेशनों के कांसियों पर उपरि-पुलों के निर्माण के प्रस्ताव भेजे गये हैं और यदि हाँ, तो केन्द्र सरकार को ये प्रस्ताव कब प्राप्त हुए और उन पर क्या कार्यवाही की गई ?

(ख) प्रत्येक उपरि-पुल पर किन्ती टांका खर्च होगी; और

(ग) सरकार का विचार तत्सम्बन्धी कार्यों को कब तक पूरा कर देने का है ?

रेल मन्त्रालय में उल्हन्नी (श्री मुटा सिंह) : (क) से (ग). ग्वालियर और मोरेना में उपरि सड़क पुलों के निर्माण के प्रस्ताव राज्य सरकार से आये थे। डबरा में ऊपरी सड़क पुल बनाने के लिए अभी तक कोई प्रस्ताव प्राप्त नहीं हुआ है।

ग्वालियर में ग्वालियर छासी सड़क पर कि० मी० 1223/12-13 पर स्थित समपार के बदले ऊपरी सड़क पुल के निर्माण का प्रस्ताव मई, 1973 में प्राप्त हुआ था और रेल प्रशासन तथा राज्य सरकार अभी इसकी प्रारम्भिक जांच पड़ताल ही कर रहे हैं।

मोरेना में किलोमीटर 1263/8-9 पर स्थित समपार सं० 450 के स्थान पर एक ऊपरी सड़क पुल बनाने के प्रस्ताव पर 1965-66 में विचार किया गया था। राज्य सरकार और

रेल प्रशासन द्वारा इस प्रस्ताव पर विचार कर लिये जाने के बाद राज्य सरकार ने जुलाई, 1969 में इस प्रस्ताव को छोड़ दिया।

अतः इस समय केवल ग्वालियर में ही ऊपरी सड़क पुल बनाने के प्रस्ताव पर विचार किया जा रहा है और इसकी जांच की जा रही है। राज्य सरकार तथा रेल शासन द्वारा इस प्रस्ताव को विस्तृत जांच कर लिये जाने के बाद ही पुल पर आने वाले खर्च तथा निर्माण कार्यक्रम का अन्तिम रूप दिया जा सकता है।

**ग्वालियर उच्च न्यायालय में विचाराधीन मामले**

1136. श्री हुकम चन्द कछवाह : क्या बिबि, न्याय और कम्पनी कार्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) ग्वालियर उच्च न्यायालय में कितने मामले एक वर्ष से अधिक समय से विचाराधीन पड़े हुए हैं, और

(ख) क्या सरकार का विचार न्यायालय के पास पांच वर्षों से अधिक समय से विचाराधीन मामलों को शीघ्रता से निपटाने के लिए कोई कार्यवाही करने का है ?

बिबि, न्याय और कम्पनी-कार्य मन्त्री (श्री एच० धार० गोखले) : (क) 12 मार्च, 1976 तक मध्य प्रदेश उच्च न्यायालय की ग्वालियर स्थित न्यायपीठ में 5636 मामले एक वर्ष से अधिक समय से लम्बित थे।

(ख) उसी तारीख तक 1237 मामले पांच वर्ष से अधिक समय से लम्बित थे। पुराने मामलों को यथासम्भव शीघ्र निपटाने के लिए जोरदार प्रयत्न किए जा रहे हैं।

**इन्दौर उच्च न्यायालय में निर्धारित मामले**

1137. श्री हुकम चन्द कछवाह : क्या बिबि, न्याय और कम्पनी कार्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) इन्दौर उच्च न्यायालय में ऐसे कितने मामले विचाराधीन हैं जिन्हें दायर किए हुए एक वर्ष से अधिक समय हो गया है, और

(ख) क्या उस न्यायालय में बहुत बड़ी संख्या में ऐसे मामले हैं जो गत पांच वर्षों से विचाराधीन हैं और क्या केन्द्रीय सरकार ने उन मामलों को निर्धारित समय में उन्हें शीघ्र निपटाने के लिये कोई कार्यवाही की है ?

बिबि, न्याय और कम्पनी कार्य मन्त्री (श्री एच० धार० गोखले) : (क) तारीख 1-1-76 तक मध्य प्रदेश उच्च न्यायालय की इन्दौर स्थित न्यायपीठ में 5196 मामले एक वर्ष से अधिक समय से लम्बित थे।

(ख) इनमें से 1394 मामलों में पांच वर्ष से अधिक समय से लम्बित थे। पुराने मामलों को यथासम्भव शीघ्र निपटाने के लिए जोरदार प्रयत्न किए जा रहे हैं।

**Drive to check Ticketless Travelling**

1138. SHRI VASANT SATHE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have recently undertaken a special drive to check ticketless travelling by beggars and others in trains; and

(b) if so, the achievements thereof so far, Zone-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) A statement indicating the total number of persons detected travelling without tickets or with

improper tickets, amount of Railways' dues realised, number of persons prosecuted and judicial fines realised during the period 1st August 1975 to

31st January 1976 is attached. No separate statistics of beggars detected travelling without tickets are maintained.

Statement

Railway	Number of persons detected travelling without tickets or with improper tickets	Amount of railway dues realised (Rupees)	Number of persons prosecuted	Amount of judicial fine realised (Rupees)
Central . . . . .	1,59,484	26,12,689	16,597	1,34,780
Eastern . . . . .	2,71,171	30,87,092	57,643	3,44,736
Northern . . . . .	1,15,850	19,22,610	17,496	7,53,190
North Eastern . . . . .	86,097	9,85,648	14,452	4,53,155
Northeast Frontier . . . . .	51,190	6,67,127	965	27,863
Southern . . . . .	88,426	15,46,857	2,939	14,097
South Central . . . . .	77,391	13,59,660	4,612	7,813
South Eastern . . . . .	1,63,853	17,97,130	7,315	23,120
Western . . . . .	2,26,983	28,32,382	29,947	58,456
<b>TOTAL . . . . .</b>	<b>12,40,445</b>	<b>1,68,11,195</b>	<b>1,51,966</b>	<b>18,17,230</b>

Selling of Adulterated Petrol in Madhya Pradesh

1139. SHRI VASANT SATHE: Will the Minister of PETROLEUM be pleased to state:

(a) whether some agencies in Madhya Pradesh and other parts of the country have been found to be selling adulterated petrol and other petroleum products;

(b) if so, what action has been taken against these dealers; and

(c) whether Government are considering to undertake a special drive to check short measures which are reported to be very common?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) and (b). The requisite information is being collected and will be laid on the Table of the Sabha.

(c) The dispensing pumps and other measures used at the premises of dealers for dispensing motor spirit, high speed diesel and such other liquid fuel and lubricating oils are verified and authenticated by the Weights and Measures Authorities of the State Governments at least once a year, as stipulated in the Weights and Measures (Enforcement) Act of the States and the Rules framed thereunder. In addition to this, the premises are also frequently visited by the Inspecting Authorities for

Inspection of the accuracy of the dispensing pumps etc., and also to detect their fraudulent use, if any, by the dealers. This apart, the Inspecting Authorities attend to any complaint with regard to the alleged short-measurement made by the public.

#### Progress on Oil Exploration

1140 SHRI S. R. DAMANI: Will the Minister of PETROLEUM be pleased to state:

(a) the sources identified fit so far for commercial operations for oil exploration;

(b) the broad features of programmes drawn to commence them; and

(c) the additional output resulting thereunder and the estimated unit cost of production?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) Already several fields in Gujarat and Assam are producing oil on a commercial basis. Further, exploratory drilling carried out in the recent past led to the discovery of commercial deposits in Upper Assam and in Bombay High and very recently off Bassein and in Arunachal Pradesh

(b) Bombay High is expected to be put on production shortly. Amguri, Charali and Berhella structures in Assam will start producing from the year 1977-78. The Bassein structure and the discovery in Arunachal Pradesh would require exploratory-cum-assessment drilling

(c) The total indigenous production of crude oil during current year is expected to be of the order of 83 million tonnes, which will increase to over 14 million tonnes in 1978-79.

The cost of production of oil is related to the location, size and the productivity of the field and ranges from Rs. 200 to Rs. 350 per metric tonne in different areas

#### Activities of Multinational Firms

1141. SHRI B. R. SHUKLA: Will the Minister of PETROLEUM be pleased to state:

(a) whether multinational firms are clandestinely indulging in offering bribes and various other types of temptations to Government officials and other individuals to further the prospects of their trade in India; and

(b) whether Government have set up any agency to ascertain and watch the activities of such multinational firms in resorting to bribery and corruption?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) No such instance has come to the notice of the Government.

(b) Allegations of corruption against Government officials when brought to the notice of the Government are investigated through the existing vigilance machinery in the Centre and States

#### Alleged Activities of U.S. Firms in India

1142 SHRI C. K. CHANDRAPPAN:  
SHRI BIRENDER SINGH  
RAO:  
SHRI N. K. SANGHI:  
SHRI SAMAR GUHA:  
SHRI INDERJIT GUPTA:

Will the Minister of PETROLEUM be pleased to state:

(a) whether Government's attention has been drawn to the news item appeared in the 'Hindustan Times' dated 15th February, 1976 under the caption—"Indian officials got pay-offs from U.S. firms";

(b) whether huge amounts of money are alleged to have been transferred by Phillips Petroleum Company of America in favour of

some Indian officials for construction of Phillips facilities in India in violation of the law; and

(c) if so, the facts of the above case and action taken in this regard?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI):** (a) to (c). Government have no information in regard to the facts stated in the news item. According to subsequent press reports Phillips Petroleum Company has denied the charges.

#### **Rail Link between Chandigarh and Rajpura**

1143. **SHRI RAGHUNANDAN LAL BHATIA:** Will the Minister of RAILWAYS be pleased to state:

(a) whether any proposal has been sent by Punjab Government to Railways to provide a rail link between Chandigarh and Rajpura; and

(b) if so, whether the Railways have agreed to the proposal?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH):** (a) Yes.

(b) Necessary surveys are proposed to be carried out shortly at the cost of the Punjab State Government. Further consideration to this project will be given after the surveys are completed and reports thereof are examined from all angles

#### **Modifications in Bharat Refineries for Refining of Bombay High Crude**

1144. **SHRI RAGHUNANDAN LAL BHATIA:** Will the Minister of PETROLEUM be pleased to state: the total cost involved in modifications and changes being made in the Bharat Refineries for refining the Bombay High Crude?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI):** The cost involved in modifications and changes

to be made in the Bharat Refineries for refining Bombay High Crude is estimated at Rs. 200 lakhs to be incurred in three stages. The first stage estimated to cost Rs. 90 lakhs is under implementation. The essentiality of incurring expenditure in stages 2 and 3 is under consideration.

#### **Production of Nitrogenous Fertilizers**

1145. **SHRI RAGHUNANDAN LAL BHATIA:** Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether production of nitrogenous fertilizers in the country would go up this year;

(b) if so, whether there will still be a marginal import of nitrogenous fertilizers to meet the country's need of nitrogenous fertilizers; and

(c) if so, facts thereof?

**THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI):** (a) Yes, Sir. The current year (1975-76) is expected to end with a production of about 15.3 lakh tonnes of nitrogen, as against 11.85 lakh tonnes during 1974-75. The production target for the next year (1976-77) is currently estimated at 18.5 lakh tonnes of nitrogen

(b) and (c). The total availability of nitrogen in the country, taking into account the expected production and the available stocks, would be somewhat short of the estimated level of consumption during the year, for which imports to the extent necessary would be organised

#### **Production of Fertilizers during 1975-76**

1146. **SHRI RAGHUNANDAN LAL BHATIA:**  
**SHRI P. GANGADEB:**

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether production of fertilizers in the country has gone up during 1975-76;

(b) if so, the percentage of increase;

(c) whether production of phosphatic fertilizer had declined; and

(d) if so, facts thereof?

**THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI):** (a) and (b). Yes, Sir. The production of fertilizers (in terms of nitrogen) was 13.7 lakh tonnes during the period April 1975 to February, 1976, as compared to a production of 10.6 lakh tonnes during the corresponding period of last year, thereby registering an increase of 29 per cent (nearly). The year 1975-76 is likely to end with a total production of a little over 15 lakh tonnes of nitrogen, as compared to 11.85 lakh tonnes during 1974-75.

(c) and (d). Production of phosphatic fertilizers (in terms of  $P_2O_5$ ) however declined marginally over that of last year; production during April, 1975 to February, 1976 was 2.86 lakh tonnes of  $P_2O_5$ , as compared to 2.93 lakh tonnes during the corresponding period 1974-75. This marginal decline was mainly due to the decline in the demand, particularly for the superphosphate.

**Use of vegetable oil in soap making**

**1147. SHRI M. RAM GOPAL REDDY:** Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government propose to disallow the use of vegetable oil in soap making; and

(b) if so, the reasons therefor and alternative suggested to soap manufacturers?

**THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI):** (a) and (b). The organized sector of the soap industry is not using edible oils except for small quantities of coconut oil used in the manufacture of toilet soap. The soap

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industry in the small scale sector is being encouraged to use minor oils increasingly as substitute of vegetable oils and tallow.

**Full capacity working of I.C.F. Perambur**

**1148. SHRI M. RAM GOPAL REDDY:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the Integral Coach Factory is not working to its full capacity?

(b) if so, the reasons therefor; and

(c) what remedial steps Railways propose to take to utilise its full capacity?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH):** (a) Yes.

(b) Production of coaches has been scaled down to accord with the reduced funds allotted in the Budget in respect of Rolling Stock Programme.

(c) The Integral Coach Factory is not at present working to its full capacity as regards coach production, but in order to utilise the available capacity the production has been diversified for other items of work such as rehabilitation repairs to coaching stock normally done in the Railways' Maintenance Workshops, manufacture of components hitherto obtained from trade etc. and meeting the export orders.

**Impact of the proposed refinery at Mathura on Taj Mahal**

**1149. SHRI M. RAM GOPAL REDDY:** SHRI CHANDRA SHAILANI: SHRI JANESHWAR MISRA:

Will the Minister of PETROLEUM be pleased to state:

(a) whether Taj Mahal and bird life in the Ghana sanctuary and the environments around Mathura will be seriously affected by the setting up



of the proposed petroleum refinery unit at Mathura;

(b) whether any study has been made in this regard; and

(c) what steps Government propose to take to eliminate any ill effects of this petroleum unit?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) to (c). The possibility of effluents from the Mathura Refinery adversely affecting the environment at Agra and Mathura including bird life in Ghana Sanctuary in Bharatpur has been under very close examination in the Ministry of Petroleum and in the Indian Oil Corpn., the Project authorities. The IOC has been in touch with a number of organisations both within the country and abroad in its efforts to seek adequate guidance to ensure that the effect of emission of pollutants is controlled to such an extent that there would be no adverse effect.

2. The steps that are being taken and proposed to be taken by the IOC are briefly mentioned below:

(i) The types of effluents from the refinery can be divided into two categories; those to be discharged to the surface and those to be discharged to the atmosphere. Effluents to be discharged to the surface will be treated waste water which may contain as pollutants oil, phenol and sulphides. The treatment facilities proposed to be installed in the refinery will ensure that all these contaminants are reduced to below the limits specified by the current Indian Standard Specifications for industrial effluents to be discharged into inland river waters. Adequate technology and know-how and manufacturing capacities exist

within the country for providing the necessary treatment facilities. The treated waste water is proposed to be discharged into the Jamuna river down stream of Mathura and facilities for the proper dilution of the treated effluents with the river water will be provided at the point of discharge. The use of treated water for irrigation purposes is also under consideration.

(ii) Among the effluents to be discharged to the atmosphere are petroleum vapours, catalyst particles and flue gases. The discharge of petroleum vapours will be minimal because of the use of floating roof storage tanks. Petroleum vapours in low concentration are not a health or environmental hazard. The catalyst particles discharged in the form of fine powder are an inert synthetic material, chemically very similar to clay and will not cause any adverse effect.

(iii) The major pollutant in the flue gases discharged to the atmosphere is sulphur dioxide from the furnaces in the refinery. The sulphur dioxide gas combines with moisture to form acid which would corrode marble. The sulphur dioxide in the flue gases arises from the sulphur present in the crude oil and consequently also in the fuel burned in the refinery furnaces. The IOC plans to reduce the emission of sulphur dioxide as follows:

(a) The refinery will process 50 per cent very low sulphur Bombay High crude and only low sulphur fuel oil from this crude will be used in the refinery furnaces.

- (b) The ~~five~~ <sup>two</sup> gases will be scrubbed to remove sulphur dioxide.
- (c) The height of the stack would be increased to 80 metres to facilitate better dispersion of sulphur dioxide in the atmosphere.
- (iv) To calculate the resultant ground level concentration of sulphur dioxide in the Agra region due to its emission from the Mathura Refinery which is situated 40 KM by air from Agra, the India Meteorological Deptt. is carrying out extensive investigations. These include collection of 'meteorological' data and the use of computer programmes to work out the dispersion of sulphur dioxide in the atmosphere. The studies so far carried out have been based on the use of mathematical models and constants developed in other countries. Further investigations are under way to confirm the correctness of those constants under the local meteorological conditions.
- (v) Since much work has been carried out in Italy on the effect of sulphur dioxide on marble monuments etc, IOC has entered into an agreement with M/s. Tecneco—an Italian firm which is a subsidiary of Government owned ENI group, which is dealing with pollution and its control. Tecneco's scope of services comprises two main parts:
- (a) Determination of the typical meteorological conditions from the point of view of atmospheric pollution and calculation of the ground level concentration of the effluents, particularly at Agra.
- (b) Determination of the existing level of pollution in the Agra zone and the present status of preservation of the monuments. Experts from Tecneco are already working in the Agra-Mathura area.
- (vi) Apart from obtaining expert advice from Tecneco, IOC has constituted a Project Group with Dr. B. B. Lal, retired Chief Chemist of the Archaeological Survey of India as Group Leader. This Group will cover all aspects related to the preservation of monuments and coordinate with other Deptts. such as the India Meteorological Deptt. (IMD), Archaeological Survey of India, Deptt. of Science and Technology, CSIR, etc.
- (vii) To advise the IOC, who are the project authorities, on a continuing basis on the measures to be taken for keeping the pollution effect of the Mathura Refinery on the Taj Mahal and other historical monuments to the absolute minimum, an expert committee has been constituted. This Committee, under the Chairmanship of Dr S Varadarajan, Chairman, IPCL includes representatives from the Ministry of Petroleum, IMD, National Committee on Environmental Planning and Co-ordination, National Environmental Engineering, Research Institute, Indian Institute of Petroleum and the Govt. of Uttar Pradesh Representatives from other organisations such as the Archaeological Survey of India and the Indian Standards Institution are being invited to the Committee's meetings as necessary. This Expert Committee is coordinating all actions leading

to studies on the existing levels of pollution, collection of meteorological data etc., collating and analysing information available world-wide with special reference to monuments of stone and marble, and recommending measures to be adopted by the IOC.

3. It will thus be seen that Government are seized of the problem and are taking suitable action not only to reduce the emission of pollutants from the refinery, but also to treat the effluents in such a way that the pollutants do not adversely affect the historical monuments at Agra in particular, and the environment in general. The several investigations and studies now underway will enable the IOC to take all necessary steps to achieve this aim.

#### राज्य सरकारों द्वारा दहेज सम्बन्धी नियमों में संशोधन

1151. श्री फत्नालाल बारुपाल : क्या विधि, न्याय और कम्पनी कार्य मन्त्री यह बताने की कृपा करेंगे कि किन-किन राज्यों ने अपने दहेज सम्बन्धी नियमों में संशोधन किये हैं और अब तक उनके क्या परिणाम निकले हैं ?

विधि, न्याय और कम्पनी कार्य मंत्रालय में राज्य मन्त्री (डा० बी० ए० सैयद मुहम्मद) : बिहार, उड़ीसा और पश्चिमी बंगाल राज्यों में दहेज प्रतिषेध अधिनियम, 1961 को लागू करने के लिए उसमें हाल ही में सम्बद्ध राज्यों द्वारा संशोधन किए गए हैं। हरियाणा राज्य विधान मण्डल ने भी इस अधिनियम के उपबन्धों को निरसित करने और कुछ उपान्तरों सहित उनको पुनः अधिनियमित करने के लिए एक विधेयक पारित किया है। इन संशोधनों के परिणाम अभी इतनी जल्दी निर्धारित नहीं किए जा सकते हैं।

#### कोयला चुराने पर पकड़े गए व्यक्ति

1152. श्री फत्ना लाल बारुपाल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि : 1972, 1973, 1974 और 1975 में रेलवे विभाग ने कोयला चुराने वाले कितने व्यक्तियों को पकड़ा और उन्हें क्या सजा दी गई ?

रेल मंत्रालय में उपमन्त्री (श्री बूटा सिंह) : रेलों द्वारा 1972 से 1975 के वर्षों में कोयला चुराते हुए पकड़े गये व्यक्तियों के वर्षवार आंकड़े नीचे दिये गये हैं :—

वर्ष	पकड़े गये व्यक्तियों की संख्या
1972	6937
1973	7576
1974	7940
1975	12537

प्रत्येक मामले में उपलब्ध साक्ष्य के अनुसार पकड़े गये व्यक्तियों पर मुकदमा चलाया गया या उनके विरुद्ध विभागीय कार्रवाई की गयी।

#### झांसी में बन्द की गई यात्री गाड़ियाँ

1153. श्री नाथूराम अहिरवार : क्या रेल मन्त्री यह बताने को कृपा करेंगे कि :

(क) क्या साबरमती अहमदाबाद-लखनऊ एक्सप्रेस गाड़ी के चलने से झांसी से चलने वाली कौन-कौन सी यात्री गाड़ियाँ बन्द की गई हैं; और

(ख) साबरमती एक्सप्रेस गाड़ी में कितने यात्री डिब्बे लगाए जाते हैं ?

रेल मंत्रालय में उपमन्त्री (श्री बूटा सिंह) : (क) और (ख) इस मार्ग पर लाइन क्षमता की तंगी के कारण कई वर्तमान गाड़ियाँ, जिनमें 51/52 झांसी भोपाल सवारी गाड़ियाँ और झांसी से चलने वाली 107/108

सवारी गाड़ियां शामिल हैं, को मिलाकर अहमदाबाद-कैजाबाद/वाराणसी के बीच साबरमती एक्सप्रेस चलाई गयी है। इसके लिए समयों में यथा-आवश्यक उपयुक्त संशोधन भी किया गया है।

(ग) साबरमती एक्सप्रेस के डिब्बों की संख्या अलग-प्रलग खण्डों पर 10 से लेकर 13 डिब्बों तक होती है।

#### **Encroachment on Railway land near Gauhati Railway Station**

1154. SHRI BISWANARAYAN SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether quite a large number of unauthorised hutments are there on both sides of Railway track from the Bharalu bridge to Gauhati Railway Station in Assam;

(b) if so, what steps have been taken to evict those encroachers and demolish the unauthorised construction;

(c) whether those encroachers have been encouraged by some Railway employees who collect revenue from the occupants; and

(d) if so, what action is going to be taken against those Railway employees?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) There were 528 encroachments on Railway land on both sides of the Railway track from Bharalumukh to Gauhati Railway Station at the end of 1974.

(b) 302 encroachments have been removed from January, 1975 till date. Eviction of the balance 226 encroachments are under process.

(c) No.

(d) Does not arise.

#### **Extension of Broad Gauge Line from New Bongaigaon to Gauhati**

1155. SHRI BISWANARAYAN SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) when will the construction work for extension of the broad gauge railway line from New Bongaigaon to Gauhati be started; and

(b) the amount provided for this project and spent so far and the progress made?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) The construction work on the parallel B. G. rail link from Rangiya to Gauhati has already been taken up and between Bongaigaon and Rangiya is expected to be taken up shortly.

(b) Out of the provision of Rs. 30 lakhs made during the current financial year for this project, an expenditure of Rs. 20.6 lakhs has since been incurred. An allocation of Rs. 2 crores has been proposed for this project in the Railway Budget for 1976-77. Over all progress on the project is 2 per cent.

#### **Indian Tube Company**

1156. SHRI BISWANARAYAN SHASTRI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether proceedings against the Indian Tube Company and its distributors in Northern India have been completed by the Monopolies and Restrictive Trade Practices Commission;

(b) if so, what action has been taken or is proposed to be taken by the Monopolies and Restrictive Trade Practices Commission to check this monopoly house from indulging in restrictive trade practices; and

(c) the salient feature of the report of the Director of investigation on the first inquiry in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) No, Sir.

(b) In view of reply at (a) above, this does not arise.

(c) As the inquiry proceedings before the Commission are not yet complete and issues relating to the inquiry are the subject matter of pending appeals before the Supreme Court, it is not possible to disclose the salient features of the first report of the Director of Investigation in this case.

#### Profit margin in imported drugs

1157. SHRI S. A. MURUGANANTHAM:  
SHRI SHASHI BHUSHAN:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the State Trading Corporation has agreed to reduce the profit margin of the drugs being imported by it;

(b) if so, the particulars thereof;

(c) whether the retail prices of these drugs also will be reduced accordingly; and

(d) if so, the facts thereof?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) and (b). Yes, Sir. STC have agreed to reduce their service charged on imported drugs from 5 per cent *ad valorem* on cif. value to 4 per cent in respect of actual users.

(c) and (d). The details are not available at present as reduction will have prospective application.

#### List of Essential Drugs

1158. SHRI N. K. SANGHI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have listed essential drugs for the public health system in the country;

(b) if so, their number; and

(c) whether the country's requirements of these drugs are met through internal production and whether there is any proposal under Government's consideration to have them produced in the public sector units in order to ensure their steady supply for public availability?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) to (c). The Committee on Drugs and Pharmaceuticals Industry (Hathi Committee) has identified 117 medicines as essential which in its opinion are extensively used by the Medical Practitioners both in urban and rural areas. The requirements of the country of bulk drugs/intermediates required for the production of these drugs are partly met by imports and partly by indigenous production. Government have already approved proposals of Public Sector Undertakings for expansion in the manufacture of some of the essential drugs identified by the Committee. Manufacture of some more drugs will also be taken up by these undertakings.

#### Loss by Fertilizer Plants in Public Sector

1159. SHRI D. D. DESAI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether any fertiliser plant or plants in the public sector has suffered heavy loss during the year 1975-76; and

(b) if so, the extent of the losses and the reasons thereof?

**THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI):** (a) and (b). The following

fertilizers companies in the public sector are expected to suffer losses during 1975-76, as given below:—

Name of the company	Amount of loss (Rs. in crores)	Reasons for loss
1. Fertilizer Corporation of India Limited	20.97	The main reasons for the losses are increase in the cost of inputs like Naptha, fuel oil, coal, sulphur, electricity etc. and increase in the fixed cost like salaries and wages and repairs and maintenance. Reduction in the price of methanol and an NPK fertilizer also contributed to the loss.
2. Fertilizers and Chemicals, Travancore Limited	13.23	The loss is mainly due to heavy reduction in fertilizer prices coupled with increase in cost of raw materials and other inputs such as rockphosphate, fuel oil and electricity, recurring loss in Ammonium Sulphate due to cost of production being higher than the statutory selling price and production of urea in the Cochin Division not having reached breakeven levels mainly due to technical reasons.
3. Neyveli Lignite Corporation Limited.	4.00	Substantial under-utilization of capacity due to operational and technological problems.

**Proposal to reduce price of petrol**

1160. **SHRI SAROJ MUKHERJEE:** Will the Minister of PETROLEUM be pleased to state:

(a) whether Government propose to reduce the price of petrol for use of cars and other vehicles in near future, in view of the decline in international price of petrol; and

(b) if so, how much reduction is likely to be made?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI):** (a) No, Sir.

(b) Does not arise.

**Life saving drugs and their availability**

1161. **SHRI SAROJ MUKHERJEE:** Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) what steps his Ministry propose to take to reduce the price of life-saving drugs;

(b) is there any plan to make life-saving drugs easily available in all capital cities, district towns and in rural centres; and

(c) if so, the broad features thereof?

**THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI):** (a) to (c). The Committee on Drugs and Pharmaceutical Industry under the Chairmanship of Shri Jaisukhlal Hathi has made a number of recommendations to rationalise prices of drugs and formulations which are indicated below:—

**Bulk Drugs**

The Committee recommended that all bulk drugs should be brought under price control subject to the following exemptions:—

(a) Bulk drugs which are being produced in the country and are also being imported should be freed from price control subject to the condition that the manufacturers will not sell at rates higher than the

selling prices of STC for imported products;

- (b) Bulk drugs whose total sales do not exceed Rs. 25 lakhs per annum may be exempted from price control.

In order to encourage the production of bulk drugs the committee has recommended that manufacturers should be allowed full cost of production plus a return of 12 to 14 per cent post tax.

### Formulations

The Committee suggested the following exemptions from price control in the case of formulations:—

- (a) Formulations based on the essential drugs identified by the Committee for usage of generic names may be free of price control;
- (b) units having total turnover of less than Rs. 1 crore may be exempted except for the units which come under the purview of the MRTP Act.
- (c) All formulations whose annual turnover is less than Rs. 15 lakhs may be exempted. In the case of formulations having annual turnover in excess of Rs. 15 lakhs, they should be brought under price control even in the case of units whose turnover is below Rs. 1 crore.

For the purpose of pricing of formulations, the Committee has recommended a selective system of cost examination. Formulations should be put together in product groups of equivalent therapeutic value and costing should be specifically done in the case of the leading producers. The price control be thereafter based on the prices allowed to the leader producers. All other producers

should be left free to fix their prices subject to the ceiling fixed for the leader.

The Committee has recommended the following system of price margins in addition to a complete computation of costs.

The profitability on formulations should be so devised as to provide a ceiling of profit between 3 per cent to 13 per cent on sales turnover for different categories of manufacturers viz. large-scale, medium-scale and small scale and also depending upon the fact whether such manufacturers combine in their activity manufacture of bulk drug and/or research or not.

Translated into terms of mark-ups the effect of the Committee's recommendations would involve mark-ups ranging 60 to 75 per cent. In order to ensure that profitability ceilings do not work to the disadvantage of manufacturing units particularly the Indian Sector, the Committee has further recommended that as an alternative criterion a ceiling on profit may be specified between 10 to 12-1/2 per cent post tax return on net worth.

In view of the fact that the prices for many manufacturers who do not fall within the leader group might be substantially higher than their costs, the Committee has further recommended the continuance of the existing scheme of funding of excess profits to be utilised for purposes to be specified by Government.

It is found that acceptance of the recommendation would in some cases help to bring down prices but it would also in the case of a large number of essential drugs result in price increases. In view of these implications Government is giving careful consideration to entire question of pricing and the recommendations of the Committee. The Government would be taking final decision on these recommendations soon.

At present the prices of drugs are controlled under the Drugs (Prices Control) Order, 1970 which provides for a detailed mechanism for fixation of price of drugs at reasonable levels. As a result of cost examination by

the Bureau of Industrial Costs and Prices the prices of several bulk drugs have been revised in the past, however, the prices of the following drugs have been reduced:—

S.No.	Name of the Drug	Unit	Pre-revised price (Rs)	Price as now fixed by the Government (Rs)
1.	Vitamin B 12	gram	100.00	95.00 (w.e.f. 30-6-75)
2.	Riboflavin-5 Phosphate	kg.	2500.00 (Franco-India) 2800.00 (Nivedita) 3000.00 (IDPL)	2350.00 (for all) (w.e.f. 10-7-75)
3.	Benzathin Penicillin	Kg.	1263.00 (HAL) 2000.00 (Geoffray-Manners)	1375 (for all) (w.e.f. 10-2-75)

The STC based on the reduction in prices of drugs in the international market have also reduced the prices

of the following bulk drugs w.e.f. 30-4-75:—

S.No.	Name of the Drug	Pre-revised price		Revised Price	
		Rs. per	kg.	Rs. per	kg.
1.	Ampicillin Anhydrous	2030.00		1540.00	
2.	Ampicillin Sodium	1670.00		1300.00	
3.	Ampicillin Trihydrate	1425.00		1105.00	
4.	Chloramphenicol Powder (Pooled Price)	646.00		524.60	
5.	Chloramphenicol Palmitate	670.00		552.00	
6.	Chloramphenicol Sodium Succinate	1060.00		748.00	
7.	Indomethacin	1316.		816.68	

A large number of formulations are based on these bulk drug and there have been consequential reduction in the prices of formulations based on these drugs.

The Committee on Drugs and Pharmaceutical Industry has also made

certain recommendations in regard to the distribution of life-saving drugs. These recommendations are under consideration. Certain steps have, however been taken to implement some of the recommendations on distribution of drugs to the extent possible.



**Allocation of funds for Ole Fines Project of I.P.C.**

1162. SHRI B. S. BHAURA: Will the Minister of PETROLEUM be pleased to state:

(a) whether Government have allocated necessary funds to the Ole Fines Project of the Indian Petro-Chemical Corporation for the next financial year;

(b) whether the commissioning of this project has been delayed because of the late supply of equipments by a British firm; and

(c) the facts thereof and when is the completion of this project expected?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) Necessary funds for the Olefins Project of Indian Petrochemicals Corporation Limited have been provided in the Budget Estimates 1976-77.

(b) and (c). Delay in supply of equipment by some U.K. vendors has been one of the many factors leading to delay in the commissioning of the project.

The project is now expected to be mechanically completed by early 1977.

**New Railway line between Mangalore and Bombay**

1163. SHRI P. R. SHENOY: Will the Minister of RAILWAYS be pleased to state:

(a) the average number of passengers per day travelling from places between Trivandrum and Mangalore in the West Coast to Bombay in the Jayanti Janata Express introduced recently;

(b) the average number of passengers, per day, travelling from these places and places in West Coast North of Mangalore, to Bombay;

(c) whether Government propose to lay railway line from Mangalore

to Bombay in view of large passenger and cargo traffic from the West Coast to Bombay moving in circuitous and tedious routes at present; and

(d) if so, the steps taken to lay this line?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) The average number of passengers booked by Jayanti Janata Express per day to Bombay and other intermediate state is about 700.

(b) There is no Railway line North of Mangalore and the average number of passengers travelling by Road Transport is not available with the Railways.

(c) and (d). Final location surveys have already been carried out from Apta to Dasgaon and Final location survey from Dasgaon to Ratnagiri including spot checks between Ratnagiri and Mangalore is in progress. It is also proposed to carry out an Engineering-cum-traffic and financial appraisal of Apta-Dasgaon rail link during 1976-77. The proposal will be considered further after the surveys are completed and their reports examined.

**Production of Chemicals from Sea Water**

1164. SHRI P. R. SHENOY: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the variety of chemicals that can be produced from sea water; and

(b) the steps taken and proposed to be taken to produce these chemicals on commercial scale?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) Sea water contains, in the dissolved state, a variety of inorganic chemicals like Common Salt (Sodium Chloride), Calcium Carbonate, Calcium Sulphate, Potassium Chloride, Magnesium Sulphate, Magnesium Chloride, Magnesium Bromide etc. It is, however, not economically viable to recover a number of these compounds.

(b) At present in India large quantities of Common Salt (Sodium Chloride) are recovered from sea water, besides, small quantities of Calcium Chloride, Magnesium Chloride, Magnesium Bromide, Magnesium Carbonate, Potassium Chloride, Calcium Sulphate, Bromine and Bromides, etc., are also being recovered.

The Central and Marine Research Institute, Bhavnagar working under the Council of Scientific and Industrial Research are engaged in developing suitable and economic processes for production of chemicals from sea water or pittern.

#### Production of Crude Oil

1165. SHRI P. R. SHENOY:  
SHRI SHANKARRAO  
SAVANT:

Will the Minister of PETROLEUM be pleased to state:

(a) the total production of crude oil in the country in 1974-75 and 1975-76 so far;

(b) the estimated production in 1978-79 in the light of availability of new sources of oil; and

(c) whether there is enough capacity to refine the estimated crude oil?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI):

- (a) (i) Production of crude oil in 1974-75 = 7.68 (M. Tonnes)  
(ii) Production of crude oil in eleven months of 1975-76 = 7.69 ,, ,,

(b) The estimated Production of crude oil in 1978-79 is likely to be 14.1 million tonnes.

(c) Yes.

#### Eviction of Refugees from Netaji Nagar Colony under Barasat Anchal Panchayat

1166. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any representation regarding

the eviction of 2,000 refugee families staying in Netaji Nagar Colony No. 1 and 2 under Barasat Anchal Panchayat (24 Parganas of West Bengal);

(b) if so, the nature of demands; and

(c) steps taken by Government to stop that eviction?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (c). Sizeable areas of Railway land has been encroached between KM. 1/11 to 2/14 and KM. 3/11 to 4/10 on both sides of Railway line between Barasat and Korea Kadambagachi Stations. Railway Administration had initiated action to remove the encroaches. Representation was received from the encroachers for staying eviction. State Government has also written to the Railway administration and the action has been stayed and is under correspondence with West Bengal Government.

#### Development of Drug Intermediate Complex at Durgapur

1167. SHRI D. K. PANDA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Hathj Committee has recommended development of a drug intermediate complex at Durgapur; and

(b) if so, Government's decision thereon?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) and (b). The Committee on Drugs and Pharmaceutical Industry in their report, while noting that recovery of chemicals from coal-tar distillation products has been undertaken at Durgapur on a fairly large scale, have recommended that new units should be established for the manufacture of bulk drugs at Durgapur to utilise the available downstream products. The Committee has also recommended that the potentialities of coal carbonisation complex situated in

Durgapur and elsewhere should be fully explored by the Central and State Governments.

The Durgapur Chemicals Limited have, on the basis of these recommendations, submitted a proposal for an integrated coal-tar chemical project for drugs, dye intermediates and chemicals at an estimated outlay of Rs. 60 crores during the current plan. No decision has yet been taken on the proposal.

#### **Allotment of dealerships to Co-operative Societies of lorry owners**

1168. SHRI K. SURYANARAYANA: Will the Minister of PETROLEUM be pleased to state:

(a) whether Government have decided to give preference to Co-operative Societies of lorry owners in the allotment of retail units for the sale of public sector oil companies' products;

(b) if so, what is the number of such societies granted dealerships for the products of Indian Oil Corporation; and

(c) whether any applications from any such societies for new or additional retail units are pending with public sector oil corporations?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) No, Sir. No special preference is given to the Co-operative Societies of lorry owners. Requests from them are considered as per normal procedure followed for the other Consumer Co-operative Societies.

(b) Indian Oil Corporation has so far granted 22 retail outlet dealerships to Co-operative Societies of Lorry/Truck owners under its normal procedure.

(c) Some applications from such co-operative societies are pending with the public sector oil companies which would be considered by them based on their policy procedure.

#### **Offshore drilling in Orissa Coast**

1170. SHRI SHYAM SUNDER MOHAPATRA: Will the Minister of PETROLEUM be pleased to state:

(a) whether work on offshore drilling in Orissa Coast has started as per Government announcement; and

(b) whether areas on Balasore Coast have also been surveyed and if so, when will the work start?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) Drilling of one well in the Bay of Bengal off the Coasts of West Bengal and Orissa has been completed and another well is being drilled.

(b) The area has been surveyed but the date does not warrant any drilling at this stage.

#### **Alleppy-Kayamkulam Techno-Economic survey**

1171. SHRI C. JANARDHANAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Kerala State Government has agreed to bear the cost of techno-economic survey for the portion from Alleppy to Kayamkulam;

(b) if so, whether the survey for the portion also will be taken up along with the survey of Ernakulam to Alleppy already in progress; and

(c) the salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No.

(b) and (c) Do not arise.

#### **Progress of Techno-Economic Survey between Cochin and Alleppy**

1172. SHRI C. JANARDHANAN: Will the Minister of RAILWAYS be pleased to state:

(a) at what stage is the techno-economic and engineering survey of

the rail link between Cochin and Alleppey at present;

(b) by when it is expected to be completed; and

(c) whether the construction of this line is supposed to be taken up during this financial year; and if so, what amount has been earmarked for this purpose in the Annual Plan outlay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) The survey is in progress and overall physical progress is 40 per cent.

(b) The survey is expected to be completed by the middle of the year.

(c) The construction of this line is not proposed to be taken up during the current financial year.

#### Steps to protect oil rigs in open sea

1173. SHRI SHASHI BHUSHAN: Will the Minister of PETROLEUM be pleased to state the steps taken to protect the oil rigs in the open sea in view of large-scale violations of Indian waters by foreign vessels?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): Adequate precautionary measures would be taken, as and when necessary, for the security of the oil rigs and equipment. It will not be in the public interest to disclose the measures.

#### Strengthened Railway line for double decker railway coaches

1174. SHRI SHASHI BHUSHAN: Will the Minister of RAILWAYS be pleased to state whether any railway line has since been strengthened to meet the requirement of double decker railway coach?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): The double decker coach designed can operate on the existing B. G. Railway track. As such strengthening of the track is not envisaged at present.

#### Construction of by-pass at Rajkharwan

1175. SHRI ARJUN SETHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Department of Steel has since deposited a sum of Rs. 50 lakhs with the Railways for construction of a by-pass at Rajkharwan; and

(b) if so, the action taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) The work has not yet been taken in hand as a review is being made by the Ministry of Steel and Mines of the need for this work.

#### Improvement in Paradip Raji link in Orissa

1176. SHRI ARJUN SETHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Paradip rail link in Orissa is in a bad shape due to insecure tracks; and

(b) if so, the reasons therefor and how soon would the tracks be opened for passenger traffic?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No. There is nothing insecure regarding the track.

(b) Traffic facilities for running passenger trains are being provided on this section. Efforts shall be made to complete these in 1976-77.

हाजीपुर को लालगंज, बेंगाली, साहिबगंज (पूर्वोत्तर रेलव) के साथ जोड़ने के लिए रेल-मार्ग

1177. श्री के० एम० "सबुकर" : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि : सरकार का विचार हाजीपुर को लालगंज,

वैशाली, साहिबगंज, केसरिया अरेराज तथा अन्य स्थानों से जोड़ने के लिये पूर्वोत्तर रेलवे में एक शाखा लाइन निमित्त करने के लिए एक सर्वेक्षण करने का है ?

**रेल मन्त्रालय में उपसन्त्री (श्री बृटा सिंह) :** बहुत सीमित साधन उपलब्ध होने के कारण अभी इस सर्वेक्षण को कराने का कोई प्रस्ताव नहीं है।

### श्रीषध उद्योग में लगी पूंजी

1178. श्री के० एन० "सधुकर" : क्या रसायन और उर्वरक मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान इस सभाचार की ओर दिलाया गया है कि जिन उद्योगपतियों ने श्रीषध उद्योग में अपनी पूंजी लगा रखी है उन्होंने सरकार से यह सांग की है कि श्रीषध उद्योग में लगी सरकारी पूंजी का अविलम्ब विस्तार किया जाये और उन्होंने इस सम्बन्ध में सरकार को जापन भी दिया है;

(ख) यदि हां, तो उस पर सरकार की क्या प्रतिक्रिया है; और

(ग) श्रीषध-उद्योग में सरकारी पूंजी निर्णायक स्थिति में कब तक पहुंचेगी ?

रसायन और उर्वरक मन्त्री (श्री पी० सी० सेठी) : (क) जी, हां।

(ख) और (ग) इंडियन ड्रग्स एण्ड फार्मास्युटिकल्स लि० और हिन्दुस्तान एन्टीबायोटिक्स लि० की प्रायोजनाओं के विस्तार के लिये पांचवीं पंचवर्षीय योजना के प्रारूप में 70 करोड़ रुपये का प्रावधान किया गया है। सम्भाव्यता रिपोर्ट के आधार पर इन एककों के विस्तार में निम्नलिखित परिकल्पना की गई है:—

### इण्डियन ड्रग्स एण्ड फार्मास्युटिक्स लि०

(1) 21.79 करोड़ रुपये के निवेश से सिन्थेटिकड्रगज

प्लांट, हैदराबाद का विस्तार जिससे उत्पादन क्षमता में 1988 मी० टन से 3886 मी० टन की वृद्धि होगी।

(2) बिहार में एक निकोटिनामाइड प्लांट की स्थापना जिसमें 8.58 करोड़ रुपये का अनुमानित पूंजीगत परिव्यय निहित है।

(3) गुड़गांव, हरियाणा में 8.10 करोड़ रुपये के अनुमानित पूंजीगत परिव्यय से एक नये सूत्रयोग एकक की स्थापना।

(IV) एन्टीबायोटिक्स प्लांट ऋषिकेश विस्तार, जिसमें लगभग 15.69 करोड़ रुपये का निवेश निहित है।

### हिन्दुस्तान एन्टीबायोटिक्स लि०

(I) पैसिलिन प्लांट की क्षमता का विस्तार जिसमें 2.94 करोड़ रुपये का अनुमानित पूंजीगत परिव्यय निहित है।

(II) 2.91 करोड़ रुपये को अनुमानित लागत से एरिथ्रोमाइसीन प्लांट का विस्तार

(III) 1.67 करोड़ रुपये की अनुमानित लागत से अर्ध संश्लिष्ट पैसिलिन प्लांट का विस्तार

(IV) 4.16 करोड़ रुपये की अनुमानित लागत से एरिथ्रोमाइसीन प्लांट की स्थापना

(V) 4.46 करोड़ रुपये की अनुमानित लागत से एक नये सूत्रयोग प्लांट की स्थापना

यह आशा की जाती है कि पांचवीं पंचवर्षीय योजना के अन्त तक उपरोक्त समस्त प्रावधानों सहित प्रायोजनाओं को सरकार द्वारा स्वीकृत किया जायेगा।

### Self Sufficiency in Production of Crude Oil

1179. SHRI SHANKERRAO SAVANT: Will the Minister of PETROLEUM be pleased to state:

(a) what was the annual production of crude in India during 1973-74; and

(b) when are we expected to reach self-sufficiency in crude?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) Production of crude oil during 1973-74 7.19 (Million Tonnes)

(b) The estimated production of crude by the end of the V Plan period from the present known resources is expected to be of the order of 14 million tonnes against a projected demand of the order of about 32 million tonnes. All efforts are being made to discover more oil and the exploratory activities have been stepped up for this purpose.

### Contract between a Shipping Company of Singapore and Cochin Refinery Limited

1180. SHRI RAJ DEO SINGH: Will the Minister of PETROLEUM be pleased to state:

(a) whether a Shipping Company of Singapore named as Norse Shipping Company has entered into a contract with the Cochin Refinery Limited;

(b) whether the Cochin Refinery Limited is losing regularly in this contract;

(c) if so, the reasons for the loss specially when the whole Refinery earned a profit of 7 crore rupees; and

(d) what was the profit envisaged in this freight contract?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) Yes, Sir.

(b) No Sir,

(c) Does not arise.

(d) No profit was envisaged by Cochin Refinery Ltd.

### Revised rates of certain allowances

1181. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether, after revision of pay scales, the orders for revised rates of National Holiday allowance, travelling allowance, acting allowance and other allowances have since been issued; and

(b) if not, the time by which the rates will be issued and the reasons for this extraordinary delay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b): The revised rates of Night Duty Allowance and Messing Allowance have already been notified. As regards National Holiday Allowance, it has been decided not to revise the existing rates.

The revision of rates of travelling allowance is under the active consideration of Government and the revised rates will be notified soon.

The question of revision of rates of acting allowance (paid on a daily basis) is still under consideration and is likely to be finalised shortly.

### All India Judicial Service

1182. SHRI RAJDEO SINGH:  
SHRI VASANT SATHE:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government are considering to constitute an All India Judicial Service on the pattern and lines of the Indian Administrative Service; and

(b) if so, when it is expected to come into being?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) and (b). The proposal to constitute All India Judicial Service was examined from time to time from 1960 onwards. In view of lack of unanimity amongst the State Governments about the desirability of constituting such a Service, the proposal was dropped in August 1969. However, the matter is under examination whether the proposal should be once again revived and the State Governments should be consulted in the matter.

#### Replacement of machinery and plant of Railway workshops

1183. SHRI HARI SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether nearly 60 per cent of the existing machinery and plant of all Railway workshops are outdated and over-aged; and

(b) if so, what steps Government propose to replace them?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) Depending upon the urgency and priority, overaged machines are being replaced by new units every year within the funds made available.

Simultaneously, reconditioning of old machines is also being done.

#### Procedure for recruitment of Apprentices

1184. SHRI HARI SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry has recently decided to recruit 12,000 apprentices every year; and

(b) if so, what would be the procedure of recruitment of the above apprentices?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) The Ministry of RAILWAYS have increased the number of trade apprentices for training under the Apprentices Act to over 12,000 per annum.

(b) In the first place wide publicity is given regarding the number of apprentices likely to be recruited both reserved and non-reserved categories by notifying the vacancies through the local Employment Exchanges within the recruitment unit, by intimating to the recognised associations of Scheduled Castes and Scheduled Tribes and by exhibiting it on the Notice Boards of the Railway offices situated in the area of recruitment. Thereafter selections are made by Selection Boards from amongst the candidates sponsored by the employment exchanges etc., and also from amongst the applicants who applied directly.

#### Priority for orders placed with Railway Workshops

1185. SHRI HARI SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railway workshops are getting orders from various Ministries of the Government of India to supply their various requirements; and

(b) if so, what are those requirements and which Ministry is given priority in the matter of supply thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) The requirements are mostly Rolling Stock items and components thereof. Priority in the matter of supply is determined according to the urgency of the requirements.



**Broad gauge line for Khamgaon and Amraoti Stations (Central Railway)**

1186. SHRI VASANT SATHE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government had received proposals for diversion of broad gauge lines on Central Railway to bring Khamgaon and Amraoti on broad gauge lines;

(b) if so, when were the proposals received, the estimated cost of the project and the decision taken by Government in the matter; and

(c) in view of the growing importance of Khamgaon and Amraoti as commercial and industrial centres, whether Government are considering incorporation of the proposal in the Fifth Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (c). There is no proposal under consideration at present to carry out the proposed diversion which will increase the length by about 11 kms. In view of the very limited availability of funds, it may not be possible to take up the proposed diversion in the 5th Five Year Plan.

**Existence of Dumex and Pfizer as two separate companies**

1187. SHRI BHALJIBHAI PARMAR: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether M/s Dumex and Pfizer were existing as two separate companies at any time or Dumex came earlier and Pfizer purchased them, if so, in which year and whether administrative Ministry approved such a purchase;

(b) whether change in the name of the firm was endorsed on the industrial licences of M/s Dumex and if so, why some of the products of this company bear the name 'Dumex' and some other bear the name of 'Pfizer';

(c) what is the production during last three years of product range of

Dumex and Pfizer, separately, item-wise giving official approval number and date against each item; and

(d) under what name and style the company/companies under this group function?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) M/s. Dumex was incorporated as a Private limited company on 21st November, 1950. The approval of the Government was accorded under the Indian Companies Act 1913 and the company was registered in Bombay on 21st November, 1950. The name of the Company was changed from M/s. Dumex to M/s. Pfizers Limited on 1st June, 1961 and a certificate of incorporation was issued by the Registrar of Companies, Bombay.

(b) and (c). The licences issued to M/s. Dumex were rendered in the name of M/s. Pfizers on its re-incorporation as M/s. Pfizers. It is being checked up as to now some of the products of this company bear the name 'Dumex' and some others bear the name of 'Pfizer'. Item-wise production figures for last three years of product range of Dumex and Pfizer separately with official approval number and date for each item are being collected. This data, when collected, will be laid on the Table of the House.

(d) so far as Government is aware, this company is functioning under the name of 'Pfizer Ltd.' only. However, exact position about the name and style is being ascertained. This information will also be laid on the Table of the House as early as possible.

कानूनी कित्तबों, नियमों तथा विनियमों का हिन्दी अनुवाद

1188. श्री शंकर दयाल सिंह : क्या विधि, न्याय और कम्पनी कार्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) सहाय्यक कानूनी पुस्तकों, नियमों तथा विनियमों का हिन्दी में अनुवाद करने की दिशा में कितनी प्रगति हुई है; और



(ख) क्या चारू वर्ष के लिए इस सम्बन्ध में कोई लक्ष्य रखा गया है; और यदि हाँ, तो तत्सम्बन्धी मुख्य बातें क्या हैं ?

विधि, न्याय और कम्पनी कार्य मन्त्रालय में राज्य मंत्री (डा० बी० ए० लैबल मुहम्मद) (क) उन 13 विधि पुस्तकों की बाबत, जिनको विधि के गौरव ग्रन्थ का दर्जा प्राप्त हो गया है, अनुवाद अधिकांश प्राप्त करने के लिए विदेशी प्रकाशकों के साथ किए जाने वाले करारों को शीघ्र ही अन्तिम रूप दिये जाने की सम्भावना है। इन पुस्तकों के अनुवाद का कार्य उन कर्गों पर हस्ताक्षर हो जाने के पश्चात् ही प्रारम्भ होगा। 411 केन्द्रीय अधिनियमों, 53 अध्यादेशों और 279 कानूनी नियमों के हिन्दी में प्राथिष्ठ पाठ राजपत्र में प्रकाशित हो चुके हैं। 123 केन्द्रीय अधिनियमों, 27 अध्यादेशों और 36 कानूनी नियमों के हिन्दी में प्राथिष्ठ पाठ प्रकाशनाधीन हैं। इसके अतिरिक्त 208 केन्द्रीय अधिनियमों के हिन्दी अनुवादों को अन्तिम रूप दिया जा चुका है और ये मुद्रण के विभिन्न प्रक्रमों पर हैं।

(ख) ऐसी विधि पुस्तकों को, जिनको विधि के गौरव ग्रन्थ का दर्जा प्राप्त हो गया है, हिन्दी में अनुवाद किए जाने के बारे में कोई लक्ष्य नियत नहीं किया गया है। किन्तु सभी कानूनी नियमों के हिन्दी में अनुवाद को विनिश्चित अवधि में पूरा करने के लिए एक स्कीम पर विचार किया जा रहा है।

रेलवे लाइन का श्रीनगर तक बढ़ाया जाना

1189. श्री शंकर दयाल सिंह : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि .

(क) क्या श्रीनगर तक रेलवे लाइन को बढ़ाने के बारे में सर्वेक्षण किया जा रहा है, और

(ख) यदि हाँ, तो तत्सम्बन्धी प्रति-वेदन क्या है और क्या कार्य कब तक पूरा हो जायेगा ?

रेल मन्त्रालय में उपमन्त्री (श्री बूटा सिंह) : (क) और (ख). बड़ी लाइन का जम्मू से ऊधमपुर तक विस्तार करने और श्रीनगर के रास्ते बारामूला से काजीकुंड तक एक नयी बड़ी लाइन/मीटर लाइन बनाने के लिए प्रारम्भिक इजीनियरी एवं मातायात सर्वेक्षण किये जा चुके हैं। जम्मू से ऊधमपुर तक 56 कि० मी० लम्बी लाइन पर 40.65 करोड़ रुपये लागत आने का अनुमान है और उनके खुल जाने के छठे वर्ष में उससे 0.50 प्रतिशत प्रतिफल मिलेगा। बारामूला से काजीकुंड तक 122.35 कि० मी० लम्बी प्रस्तावित मार्ग पर बड़ी लाइन बिछाने पर 78.63 करोड़ रुपये और मीटर लाइन बिछाने पर 71.33 करोड़ रुपये लागत आने का अनुमान है। मीटर लाइन पर (—) 0.88 प्रतिशत और बड़ी लाइन पर (—) 0.80 प्रतिशत प्रतिफल मिलने का अनुमान लगाया गया है।

रेलवे बुक-स्टालों पर अश्लील साहित्य की बिक्री

1190 श्री शंकर दयाल सिंह : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार का गन वर्ष यह गिरावट मिली थी कि रेलवे के कनिष्ठ बुक-स्टाल निकट और अश्लील साहित्य की बिक्री को प्रोत्साहन दे रहे हैं,

(ख) क्या सरकार ने इस सम्बन्ध में किसी बुक-स्टाल के विरुद्ध कार्यवाही की है, और

(ग) यदि हाँ, तो तत्सम्बन्धी तथ्य क्या हैं ?

रेल मन्त्रालय में उपमन्त्री (श्री बूटा सिंह) : (क) जो नहीं।

(ख) और (ग). प्रश्न नहीं उठता।

**बिना टिकट यात्रा करने वाले यात्री**

1191. श्री शंकर बयाल सिंह : क्या रेल मन्त्री यह बताने को कृपा करेंगे कि :

(क) गत छः महीनों में किस रेलवे डिब्बीजन में बिना टिकट यात्रा करने वाले अधिकतम लोग पाये गये; और

(ख) उनसे जुमनि के रूप में कितनी धनराशि वसूल की गई ?

रेल मन्त्रालय में उपमन्त्री (श्री बूटा सिंह) : (क) पूर्व रेलवे का हवड़ा मण्डल ।

(ख) 1 अगस्त, 1975 से 31 जनवरी 1976 तक की अवधि में हवड़ा मंडल पर बिना टिकट अथवा गलत टिकटों पर यात्रा करने हुए पकड़े गये व्यक्तियों से वसूल की गयी राशि निम्नलिखित है :—

- |                     |              |
|---------------------|--------------|
| (1) किराया          | 2,10,487 रु० |
| (2) ग्रथित्रभार     | 7,57,537 ०   |
| (3) अदालती<br>जुमनि | 1,06,269 रु० |

**Comfortable Journeys on Welded Rail Tracks**

1192. SHRI P. GANGADLE Will the Minister of RAILWAYS be pleased to state.

(a) whether Indian Railways have welded many rail tracks in the recent past;

(b) if so, whether it has made railway journeys more comfortable and less bumpy;

(c) whether any other measures are proposed to be taken to make the journeys of passengers more comfortable; and

(d) if so, salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes, About 27600 Kms. of Railway track has been welded upto the end of 1975.

(b) Yes.

(c) None for the time being as far as rail tracks are concerned.

(d) Question does not arise.

**Utkal Express**

1193. SHRI P. GANGADEB: Will the Minister of RAILWAYS be pleased to state:

(a) whether bi-weekly Utkal Express is proposed to be run four times a week; and

(b) if so, when this will be done?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). The frequency of 77/78 Utkal Express has been increased from bi-weekly to tri-weekly with effect from 15th March, 1976. There is no proposal at present to increase frequency of this train to four times a week.

**Railway Line between Bimalgarh and Talcher in Orissa**

1194 SHRI P GANGADEB Will the Minister of RAILWAYS be pleased to state

(a) whether his Ministry has finalised the proposal to construct the Railway line between Bimalgarh and Talcher in Orissa under the South Eastern Railway;

(b) when will the work begin and is expected to be completed; and

(c) if not, the reasons for such delay and the time by when Government propose to run trains on this line?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No.

(b) Does not arise.

(c) It has been revealed by the survey reports carried out for the construction of a B.G. rail link from Bimlagarh to Talcher in 1970 that the project of length 135 kms. will cost about Rs. 16.75 crores at the then prevailing prices and yield a return of only 3.22 per cent by D.C.F. technique. In view of the present difficult financial position of the railways and lack of adequate traffic justification, the project is not likely to be taken up at present.

#### Writ Petitions in Supreme Court and High Courts

1195. SHRI SHANKERRAO SAVANT: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state how many writ petitions were filed in the Supreme Court and each of the High Courts during 1973, 1974 and 1975 and how many were admitted and disposed of by them during that period?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): A statement giving the institution, disposal and pendency during 1973, 1974 and 1975 is laid on the Table of the House [Placed in Library. See No LT-10510/76.]

#### PAPERS LAID ON THE TABLE

##### CONDUCT ELECTIONS (AMENDMENT) RULES AND TAMIL NADU GENERAL CLAUSES (AMENDMENT) ORDINANCE

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): On behalf of Dr V. A. Seyid Muhammad, I beg to lay on the Table—

- (1) A copy of the Conduct of Elections (Amendment) Rules, 1976 (Hindi and English versions) published in

Notification No. S.O. 180(E) in Gazette of India dated the 9th March, 1976, under sub-section (3) of section 169 of the Representation of the People Act, 1951, [Placed in Library. See No. LT-10500/76.]

- (2) A copy of the Tamil Nadu General Clauses (Amendment) Ordinance, 1976 (Tamil Nadu Ordinance No. 4 of 1976), (Hindi and English versions) promulgated by the Governor of Tamil Nadu on the 3rd March, 1976, under provisions of article 213(2) (a) of the Constitution read with clause (c) (iv) of the Proclamation dated the 31st January, 1976, issued by the President in relation to the State of Tamil Nadu. [Placed in Library See No. LT 105107/76 ]

#### NOTIFICATIONS UNDER COMPANIES ACT

SHRI BEDABRATA BARUA: I beg to lay on the Table—

- (1) A copy of Draft Notification No 15/8/76-IGC (Hindi and English versions) regarding non-application of section 205A of the Companies Act, 1956 to the Government Companies, to be issued under sub-section (1) of section 620 of the Companies Act, 1956, under sub-section (2) of section 620 of the said Act. [Placed in Library. See No. LT-10502/76 ]
- (2) A copy of the Company Law Board (Bench) Rules, 1975 (Hindi version) published in Notification No. G.S.R. 233 in Gazette of India dated the 21st February, 1976, under sub-section (3) of section 642 of the Companies Act, 1956. [Placed in Library. See No. 10503/76.]

REPORT OF COMMITTEE ON DRUGS AND  
PHARMACEUTICALS INDUSTRY

THE DEPUTY MINISTER IN THE  
MINISTRY OF CHEMICALS & FER-  
TILISERS (SHRI C. P. MAJHI): I  
beg to lay on the Table a copy of the  
Report of the Committee on Drugs  
and Pharmaceutical Industry (Hindi  
version). [Placed in Library. See No.  
PT-10504/76.]

11.55 hrs.  
BUSINESS ADVISORY COMMITTEE

SIXTIETH REPORT

THE MINISTER OF WORKS AND  
HOUSING AND PARLIAMENTARY  
AFFAIRS (SHRI K. RAGHU-  
RAMAIAH): I beg to move:

"That this House do agree with  
the Sixtieth Report of the Business  
Advisory Committee presented to  
the House on the 22nd March, 1976."

SHRI O. V. ALAGESAN (Tirut-  
tani): I would like to submit that the  
time allotted for the discussion on the  
Tamil Nadu budget is not sufficient.  
(Interruptions)

MR. SPEAKER: We will see when  
it comes. We will make some ad-  
justment.

Now the question is:

"That this House do agree with  
the Sixtieth Report of the Business  
Advisory Committee presented to  
the House on the 22nd March, 1976."

*The motion was adopted.*

11.57 hrs.

COMPTROLLER AND AUDITOR-  
GENERAL'S (DUTIES, POWERS  
AND CONDITIONS OF SERVICE)  
AMENDMENT BILL\*

THE MINISTER OF FINANCE  
(SHRI C. SUBRAMANIAM): I beg to  
move for leave to introduce a Bill to

amend the Comptroller and Auditor-  
General's (Duties, Powers and Condi-  
tions of Service) Act, 1971.

MR. SPEAKER: The question is:

"That leave be granted to intro-  
duce a Bill to amend the Comptrol-  
ler and Auditor-General's (Duties,  
Powers and Conditions of Service),  
Act, 1971."

*The motion was adopted.*

SHRI C. SUBRAMANIAM: I  
introduce the Bill.

11.59 hrs.

DEPARTMENTALISATION OF  
UNION ACCOUNTS (TRANSFER  
OF PERSONNEL BILL)\*

THE MINISTER OF FINANCE  
(SHRI C. SUBRAMANIAM): I beg to  
move for leave to introduce a Bill to  
provide for the transfer of officers  
serving in the Indian Audit and  
Accounts Department to any Ministry,  
Department or office of the Central  
Government for facilitating the effi-  
cient discharge by such Ministry,  
Department or office of the responsi-  
bility in connection with compiling  
the accounts thereof.

MR. SPEAKER: The question is:

"That leave be granted to intro-  
duce a Bill to provide for the trans-  
fer of officers serving in the Indian  
Audit and Accounts Department to  
any Ministry, Department or office  
of the Central Government for faci-  
litating the efficient discharge by  
such Ministry, Department or  
office of the responsibility in con-  
nection with compiling the accounts  
thereof."

*The motion was adopted.*

SHRI C. SUBRAMANIAM: I intro-  
duce the Bill.

12 hrs.

**STATEMENT re. COMPTROLLER AND AUDITOR GENERAL'S (DUTIES, POWERS AND CONDITIONS OF SERVICE) AMENDMENT ORDINANCE AND DEPARTMENTALISATION OF UNION ACCOUNTS (TRANSFER OF PERSONNEL) ORDINANCE**

**MINISTER OF FINANCE (SHRI C. SUBRAMANIAM):** I beg to lay on the Table an explanatory statement (Hindi and English versions) giving reasons for immediate legislation by (1) the Comptroller and Auditor-General's (Duties, Powers and Conditions of Service) Amendment Ordinance, 1976 and (2) the Departmentalisation of Union Accounts (Transfer of Personnel) Ordinance, 1976.

12.02 hrs.

**GENERAL BUDGET, 1976-77—GENERAL DISCUSSION—contd.**

**MR. SPEAKER:** We now resume further general discussion on the Budget (General) for 1976-77. The Finance Minister.

**THE MINISTER OF FINANCE (SHRI C. SUBRAMANIAM):** Mr. Speaker, Sir, At the outset, I would like to express my grateful thanks to the hon Members who had participated in the debate. On the whole, 70 Members have spoken on the budget, including the two Ministers who had intervened—57 on this side and 13 from the Opposition. I do not think that anybody would say that I am exaggerating if I say that this budget has been generally welcomed by the country. And the debate here also generally reflected the mood of the country with regard to this budget, even though there were certain political over-tones with regard to the criticism made by some hon. Members on the other side and this side, as well. The initiator of the debate had stated that my budget is based on faith, hope and charity, if I

remember the terms correctly. Certainly, this is not based on charity, to any extent; but certainly, it is based on faith and hope—but not on the people he had mentioned, but on a completely different set of people. This budget is based on the new atmosphere that has been created by the promulgation of the Emergency. Then, there is the qualitative difference that has come about in the functioning of the various organisations, industrial, business, Government etc. in the country. This budget presupposes the continuance of these conditions. If there should be any disruption and again the old chaotic conditions come into existence, certainly the basis on which this budget has been framed will fall to the ground. But, I am sure, this House would agree that no such catastrophe would be allowed to happen.

The second set of people on whom I have reposed my faith and hope is the workers of this country. Of all the sections of the community, the section which responded in an excellent and splendid manner was the working class. If today there is better industrial performance, both in the public sector and, to a certain extent, in the private sector also, it is mainly because of the contribution which the worker has made in this field. Today if steel production is at a record level, certainly the workers can take legitimate pride for that contribution. The production of electricity has increased, as also the production of fertiliser. I am hoping that this new discipline and the new atmosphere in the industrial relations would continue.

I know that certain section of the trade union leadership is not quite happy about this state of affairs. Unfortunately, in the trade union movement also a certain amount of vested interest has come into existence. Just like landlordism in agriculture, labour-lordism has come into existence. My hope is, just as we want to remove landlordism, this labour-lord-

ism has also got to be removed. I am sure the working population, whatever may be the instigation of the mischievous section of the trade union movement, will continue to respond to this new situation, and that they will continue to contribute to the growth of the economy, particularly the industrial sector. My budget is based on the faith and hope placed on the working class as such.

The third section which has given me confidence to come forward with this high level of investment is the scientific community and the scientific and technological competence that has been developed within the country. We have, by and large, a reservoir of scientific and technical manpower. I have no doubt in my mind without the scientific and technological competence, we could not have withstood the onslaught of the various adverse factors in the international economy and in our own economy.

This is the tripod on which the budget stands. Therefore, I am quite confident, with faith in the committed and determined leadership which has given this new atmosphere in the country with faith in the working class, with faith in the skill of our scientific and technological community, the expectations created by this budget of accelerated growth would be completely fulfilled.

Having said this, I would like to deal with what I consider to be the central point of my proposals which I am afraid did not attract sufficient attention from this House and even outside this House, though it has been taken note of by some. That is with reference to what I have called the integrated rural development programme.

Our basic policy is removal or eradication of poverty. We should be quite clear where this poverty exists on an extensive scale. It is in the rural areas. It is a fact that 80 per

cent of the people live in the rural areas and that 70 per cent are engaged in agriculture. And if we look into the contribution made by the rural sector and the urban sector—when I say urban sector, I include various industries etc.—we find that roughly 45 per cent of the GNP is contributed by the rural sector and 55 per cent by the urban sector. What is the implication of this? Fifty-five per cent of the GNP is shared by 20 per cent of the population and 45 per cent of the GNP is shared by 80 per cent of the population. This is a hard fact and, therefore, if you take into account the per capita income in the rural sector, it will be only one-third or one-fourth of the per capita income in the urban sector.

How are we going to remove this glaring disparity between the urban sector and the rural sector? This is a matter for consideration and unless we improve the wealth-producing capacity of the rural sector, we are not going to bring about a transformation in the rural economy which alone would enable us to eradicate poverty.

The experience of the last 25 years of our development of various sorts has established, even though it has percolated to a certain section of the rural sector and it is an accepted fact that even in the rural sector only a small section has derived almost all the benefits of that development, that if we continue in the same old way of planning and the same method of economic development, this three tier society would continue for ever and large sections of the people would be living under poverty conditions for generations to come.

Therefore, we have to find out an alternative strategy for tackling this problem. That alternative strategy has got to be on the basis of enabling the rural sector to produce more wealth and participate in the general economic development. Naturally in

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this agriculture forms the core because that is the activity round which economic development in the rural areas has got to take place, but even there, in view of the large population involved and increasing population and in view of limited land availability,—you cannot increase land availability, even though marginally here and there you can bring under cultivation a little more land—if larger and larger number of people have to depend upon land alone, then a qualitative improvement cannot take place. I think this matter was dealt with by the National Agricultural Commission. And they have made the recommendations that at least 30 per cent of the rural population should be taken off the land into other activities it may be allied activities. Unless this transfer takes place, even improving agriculture with all the technology available, etc. will not be able to provide the answer to rural population. So, how is it possible to make this diversion of this large population, which roughly comes to 75 million of people to other activities? All our employment programmes, till now conceived, make only a marginal effect. That is why we have to find out an alternative technology where we would be able to divert this problem to other activities of producing more wealth. That could happen only on the basis of the exploitation of the natural resources available in each particular area. And that is why in this paper, I have tried to identify how we have to go about in bringing about this change. I do not claim perfection for this paper. As a matter of fact, if this would only induce a little more thinking and a debate a national debate, with regard to the technology, I would be more than satisfied.

Sir, I have tried to identify what should be the central factor with regard to this approach. To put it successfully, what we must aim at is not just an improvement in the yield per

unit of a land on a few crops or providing of the poor through make-believe programmes of employment. What is called for is something more comprehensive, fundamental, a systematic scientific and integrated use of all our natural resources, and as part of this process, enabling every person to engage himself in production and socially useful occupation and earn income that would meet at least minimum basic needs. Advance in science and technology now makes such an objective viable. The question is how we go about this task and organize ourselves in Government and elsewhere for reaching this goal.

Therefore, it is a question of identifying the natural endowments available in any particular region, in any particular locality, the manpower available there and marrying the two for the purpose of exploitation. That is why, I have identified that the first task is to have this comprehensive natural resources survey without which we cannot plan and unfortunately, today the survey technology has advanced so far that what would have been possible to achieve in one generation earlier could now be achieved in the course of a few years.

Today, before we eradicate rural poverty, we have to use the most sophisticated technology for completing the survey of our natural resources.

Having identified these natural resources, then for the purpose of exploitation of these natural resources, we will have to evolve an appropriate technology, for this purpose. This is where the scientific community comes in. This is where we have to take advantage of the scientific base which we have fortunately built up in our country. The other technologies for sophisticated production, for mass production, etc. are already available in the world. But this appropriate technology for tackling the rural

problems for the purpose of providing technology, for exploiting the natural resources in these areas by using the man-power more and more rather than the machine is a matter which we will have to engage the attention of our scientists. As a matter of fact, this was the fall-out of our attempt to formulate a national science and technology plan, and in that, they came to the conclusion that it is only with a scientific approach with regard to the rural problems and it is only by the application of science and technology, that we will be able to bring about regeneration of the rural India.

Panditji said, "The future lies with those who bring science to the people." But, unfortunately, the rural population is a complete stranger to science and scientific developments. Therefore, it will have to be on the basis of our scientific community also getting involved into the rural problems. Fortunately, there is an awareness, not merely an awareness but a willingness to engage themselves in tackling the rural problems. This is what we want to achieve.

The importance of the strategy which I had indicated was, perhaps, lost sight of because of the meagre sum of Rs. 15 crores that I had provided. Naturally, the people would have thought, "What are you going to do with Rs. 15 crores for a large population and a large area like this?" This is like a small, insignificant, seed of a banyan. I have sown this seed. If it is only allowed to grow, it will grow into a mighty growth. I have purposely said, if it is only allowed to grow, because the existing bureaucratic system may put all sorts of obstacles in the growth. Various other factors also come in: social factors also come in the way. If I have provided Rs. 15 crores, it is not going to solve the problem of rural poverty but this is the purpose of identifying a course of action, diverting and deploying sufficient scientific manpower for this purpose and hav-

ing devoted administrative manpower for this purpose. It is only on this basis that it could be done.

This problem cannot be tackled on the basis of macro-planning. Sitting at New Delhi, in the Yojna Bhavan, certainly, we can plan for steel, we can plan for national transport, we can plan for power and we can even plan for major irrigation projects. But, certainly, we cannot plan for the problems of the rural areas because they vary from area to area. Even within a district, there are so many varying factors. Unless you have intimate knowledge of these problems, you cannot find solutions. That is why, in spite of all our professions—we want to improve agriculture; we want to remove backwardness from the rural areas, etc.—we are not able to do it because we do not comprehend all these problems. Rather, we do not have any knowledge as to what these problems are. That is why, if it has to become a success, the decentralised planning, the micro-planning becomes absolutely important. It has to be at least taken to the district level, if not to the block level.

I have indicated that it cannot be done by just one set of people. There has got to be a composite team which will have to be brought into existence. That composite team will have to consist of the political elements because it is the political elements, particularly, the dynamic political elements, which can bring about the social change, which can bring about the social awareness, for the purpose of making these faster and revolutionary changes in the rural system. Naturally, as I have stated, the scientific component will have to be there, not scientists sitting in the national laboratories but they will have to shift their headquarters to the local areas and get themselves involved in the local problems. Again, it cannot just be one discipline. It has got to be a multi-disciplinary team taking into account the various conditions



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existing in a particular area. The third component will have to be necessarily, whether we like it or not—the administrative component but tuned to the problems of the rural sector.

In my view, this is the only way in which we can bring about social transformation, whether it be in agriculture or in other activities, allied to agriculture, agro-based industries, decentralised industries, etc. It is here, we find the relevancy of Gandhian philosophy, the relevancy of what Gandhiji said even during the days of freedom struggle, that by eliminating one exploiter, there should not be another exploiter of the rural area. He even warned, instead of the Britishers, perhaps, the urban sector might become the exploiter of the rural sector. And, unfortunately, that is what has happened. This transformation has to be brought about, and we are prepared to do it. But, unfortunately, our plans are completely different. That is why these problems had been engaging our attention rather than other problems—already the fat sector, namely, the urban sector, has had its share of the spoils—rather than the transfer of the resources from the urban to the rural sector. I hope and trust that this (what I would call a small and insignificant sum of Rs 15 crores) will set in motion a sufficiently large movement, a new movement, for rural regeneration based on the application of science and technology. This is my humble submission and, in my view—not that I want to minimise the various other sectors and other problems—if only we are able to evolve a strategy for the purpose of regeneration of the rural areas, we would have done the greatest service for posterity and for the coming generation. Let us, as representatives of the people, give all encouragement for the development of this strategy and give all support to the development of this strategy and, with faith—as I said—

in science and technology, I am hoping that it would be possible for us to bring about what I would call an integrated rural development.

I don't think I should go into further details with regard to this matter which will have to be further discussed in detail but, during this year, I am hoping that it should be possible at least to take two representative districts—one an irrigated district and the other an un-irrigated district—so that, in each area the problems would be thrown up and, on that basis, to go forward; and perhaps—in my view—our Sixth Plan should be based on a basically integrated rural development with more and more resources being diverted for this purpose. That alone would bring about what many of my friends here have been pleading for during the budget. They have been asking what we are going to do for the rural sector and for agriculture. It is not just a small 'this' here and a small 'that' there which is going to meet the situation; it is a structurally changed approach alone which can bring about a new life for the rural people or, otherwise, the urban sector will continue to be exploiters of the rural sector.

Having said this as Finance Minister I have got a duty to see that while the future developments have got to take place on the one side, the system during the current period should be enabled to work. In the dream of what is going to happen, I cannot ignore the realities of the present situation—and that is that, whatever might be the structural disparities, unless as a nation we are strong—industrially strong, scientifically strong and agriculturally moving forward—we won't have the capacity to tackle the problems of the rural poor. If we had thought in terms of tackling poverty twenty-five years ago, soon after the attainment of independence, we would not have had the capacity to tackle these problems. Today we are in a

position to tackle them because of the industrial base we have created, particularly the basic and the heavy industries which we have created, and the benefits of these things will have to be diverted to the rural sector. We could not have thought in terms of this rural strategy, as I have already stated, but for the scientific base that we have now built up and the scientific base of man-power we have built up. Therefore, while we are thinking in terms of evolving new processes, we cannot ignore what exists today and the strengthening of what exists today. That is why, in these budget proposals I have tried to make a few proposals for the purpose of making the existing system not only function but to become a little stronger. Naturally, our priority has got to be better agricultural production, that is the first and foremost thing. Today there are warnings that there is going to be a world shortage. There was recently a paper circulated that while till now the socialist block was a surplus area, in the next four or five years there will be a deficit to the extent of 20 to 25 million tonnes every year and there are other areas where there would be a shortage. We have a population of 600 million, and while the shortages of a small nation could be very easily met, the shortage which will come about in a large country like ours would become unmanageable—and that is why we have got to devote our attention, even within the limitations that we have, on more and more agricultural production. I know there have been many critics of the green revolution and certain prejudices against it. But I would like to put this question: but for this change in technology in agriculture, could we think in terms of 114 million tons of food-grains being produced in the country? Perhaps if this transformation had not been brought about in agriculture with the introduction of new technology, other problems would have arisen from it; no country would have provided this amount of food-grains to support our people and we would have not only become a hungry nation, but we would have become a

dying nation. Therefore, I would respectfully make an appeal particularly to the carping critics of the green revolution. I know there are certain imbalances that will have to be set right: but can you make any change without an imbalance coming about in the process of change? We will have to stabilise it later on.

Therefore, I do claim that whatever might have been the other difficulties as a matter of fact, plenty itself brings about certain difficulties because, today, we don't have sufficient storage facilities and an adequate transport system to deal with this, and therefore we can say that this green revolution has brought about new problems and we have to solve those problems. Unfortunately, no perfect solution is there; from one solution arise more more difficult and new problems. That is the law of progress and that is the law of change. That has got to come about and, therefore, we have intensified our effort with regard to agricultural production. And naturally, for that, irrigation has to improve and, for that, power is becoming more important and, for that, fertilizers has to play a more important role. I know there are carping critics even with regard to fertilizers and they say that we are using chemicals like fertilizers more and more and for that we have to depend only on America as we cannot produce it. But we are producing it. More and more fertilizers are being produced today and we are using them and, because of that, it has been possible for us to improve the production. While we were dealing with 60 million tons in the 1950s and 80 million tons in the 1960s, we are now dealing with 100 or 110 million tons today. Today, if we are able to think in terms of a large investment, it is mainly because of the success of the green revolution. Today we are in a position to say that we will be in a position to build up a buffer stock. Questions are put as to what happens if there is an indifferent monsoon for the coming Rabi crop.

Fortunately, we are building up a buffer stock which will take care of us

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even if there is an adverse monsoon in the coming kharif season. The meteorological astrologers and other astrologers also give us the hope that this year is not going to be a bad year, it is going to be a normal-monsoon year. Even then, we are providing for the contingency that it might be an indifferent year, and we are building up a buffer stock for this purpose. If, however, there are two continuous failures, perhaps, we may again be in difficulties. Even that we may be able to face, provided our buffer stocks are used in a judicious manner. So, we have given that thrust for agricultural development in these Budget proposals, and if you take into account the investments, what have been put in the State sector and the Central sector, both together, agriculture gets the priority in every sense, taking into account the provisions for power, irrigation, fertilisers, pesticides, etc.

Naturally we are interested in the industrial sector also. In the industrial sector, we have two components: the public sector and the private sector. I am sure that all of us are happy that today the public sector apart from its having a dominant position in investments, in production also it is becoming more and more prominent is coming to occupy a dominant position. If 1975-76 is a good year industrially, that is mainly because of the contribution made by the public sector. Naturally, our investments will have to be more in the public sector, so that further steps could be taken, and we have provided for that. But what is not understood by the critics on the other side, particularly by friends like Mr. Indrajit Gupta, is how we can give any incentive at all to the private sector and not to the people in the private sector. If his argument is that we cannot depend upon the private sector people and therefore there is no use giving the incentive, if it is merely based on the non-reliability of the persons who are in the private sector—the personal factor—, then I can very well under-

stand the argument. But, fortunately or unfortunately, his philosophy is that there should be no private sector at all. He approaches everything from that angle. But today our strategy, our policy, is to have a mixed economy. If you want to change, it is, of course, within our hands to change. But now today we want to function in a mixed economy, at least for a short term. What will happen four years hence or five years hence, I do not know. But as the Finance Minister in charge of the economy of the country today, I cannot throttle the private sector and try to have growth only in the public sector. I will have to provide all the facilities to the private sector as long as the private sector is there to contribute to the economy of the country. Naturally I have to take the other safeguards against monopoly growth or exploitation by the private sector of the community as a whole. There are various things which we are undertaking by way of controls, by way of various statutory safeguards. But human ingenuity goes beyond the Statutes and, therefore, sometimes we find people, as human beings trying to get over some of them, even in breach of some of these regulations. But there cannot be an argument that I should throttle the private sector as such. Therefore, if you look at it from that point of view, both the private sector and the public sector, you will realise that one is complementary to the other. Now all the developments in the public sector? Today we have confined ourselves only to most of the basic industries in the public sector and those products will have to be utilised somewhere, and that will have to be mainly in the private sector. Naturally, we cannot have only one-sided activity, we cannot afford to neglect the other activity, the complimentary activity. Whether some of the Members on that side like it or not, I have to make the existing system function more effectively and efficiently, and that is the attempt I have made. And I would like the hon. Members to look at this from this point of view. At the same time, we are quite well aware of the deficiencies

in the private sector. Today more and more units are becoming sick. What are the reasons for that? The private sector will have to sit and pounce over that. As a matter of fact, somebody has said that capitalism is becoming the dustbin of socialism—or the other way, that socialism is becoming the dustbin of capitalism. Whatever does not work in the private sector, we are supposed to take it over and there is a great pressure. More the sick, the greater the pressure. They say: No, no, it has become in the private sector, therefore, you better take it over. And that comes from all sections of the House. This is the difficulty. There are dynamic institutions in the private sector. Once the pioneering person leaves the scene we find a complete collapse. There are many instances. That is why, today if the private sector has got to survive, as the public sector has come about because of this transformation, it is only by professionalising the management that the private sector can go forward. A certain person can be a pioneer; certainly he would be able to deliver the goods, but that does not mean that it is inherited by the son, grand-son or it gets diverted to the son-in-law or the cousins or nephews. This is the unfortunate aspect of it and, therefore, if private sector should have a future, it will have to be mainly on the basis of professionalization of management and this will have to be brought about. This hereditary management is going to be the bane of the private sector and unless they get away from that, whatever support might be given, even without the opposition of the hon. Members on the other side it is bound to collapse. I hope and trust, these remedial measures will be taken by them.

I took the opportunity of having consultations with a wide cross-section of the business community, the industrial community, the economic experts, scientists, etc. before formulating the plans. It is only after that that a package of incentives had been provided for—I do not deny it, an incentive has been provided—and the private

sector is on test today, whether after this package of incentives they would be able to deliver the goods or they are going to justify the criticism which the hon. Members have made. You can never rely upon the private sector. Therefore, it is not as if it is a dogma with me that the private sector should always be supported. If we find that this system does not function, we would not hesitate to scrap it. Therefore, it is for them to function in such a way justifying their existence or face the consequences.

In this, naturally what has already become sick will have to be treated properly, otherwise that would affect others cases. That is why, I have suggested the modernization of at least those sectors of industry which play a great role in the economy of our country and I have identified them as textile industry, sugar industry, jute industry and engineering industry and, of course, while these get the preference, there would be, I am sure, marginally some units in other areas also which would require some help in modernization. In that process of modernization, streamlining of the management will have to take place, otherwise you will be throwing good money after bad. This is one important aspect which we will have to keep in mind.

Under these circumstances, we have to look into the resource mobilization, the resource mobilization for the purpose of backing up of this large-scale plan investment. Also, there should be resources available in the community as a whole for the purpose of growth in the private sector to a certain extent as I have already said. It is complementary to the other. It is from this point of view that our taxation measures have been evolved.

My colleague, Shri Pranab Kumar Mukherjee yesterday dealt with various aspects of the tax relief which we have given. I would like to make one point regarding bringing down the scale of taxation from the maximum 77 per cent to 66 per cent. Now, it has

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been our philosophy that through fiscal measures we should remove disparities. But this has introduced, unfortunately, another disparity, a mere injurious disparity, a disparity between the honest tax-payer and the dishonest tax-evader. That becomes such a glaring disparity which perhaps induces even the honest tax-payer think that if that man is able to enjoy by evading so much if he is able to evade tax on Rs. 100, he gains Rs 97 or in some cases when he has got to pay Rs. 160 as tax with Rs. 100 as income, then he is saved from paying Rs. 160. Therefore, it becomes infectious. That is why we thought particularly after the experience of the disclosure scheme: what is it that has been disclosed? They say, it is only the tip of the ice-berg. If their argument is taken at its fact value that means that there has been so much of evasion. So, by tightening the screw, we have not been able to avoid this evasion, in spite of all our carrots and other things. That is why we have tried to evolve a carrot and stick policy, a little bit of carrot and also the application of the stick. That is how this has been done.

A question is legitimately put because it is little bit complicated. It is all right as far as income-tax is concerned, but why did you bring down the wealth tax? Now, I would like the hon Members to answer this question.

When we give these tax reliefs, what do we want to happen? Do we want all these to be consumed or saved? We want these to be saved. When it is saved, it becomes wealth.

Therefore, if the wealth tax is such that there is no incentive for saving and by saving he is called upon to pay 100 or 160 per cent of the income as tax, then when you give relief, there is only more inducement to spend than to accumulate and save. That is why we have to make the accumulation of wealth also attractive enough. Not that we completely allow it.

That is why it is a corollary of the other thing. Unless you say that whatever we give....

**SHRI VASANT SATHE (Akola):**  
Why don't you have it accumulated in the hands of the government?

**SHRI C. SUBRAMANIAM....** let them spend, then it is quite a different thing altogether. If you want them to save and invest and create more wealth, then in the existing system, we have to see that this does not become a disincentive. This is how an integrated approach has been made with regard to income tax and wealth-tax.

But as far as our meeting the investment requirements is concerned, could it be done only through taxation measures? Naturally, you cannot meet current expenditure, the revenue expenditure through other savings or through borrowings. I do agree. But, as far as investment is concerned to a certain extent no doubt we do provide the resources through taxation measures also. Our taxation measures are such today that they not only meet the current expenditure but leave a little for the purpose of providing investment also. But there is, in my view, a better method in the existing system. Of course if we go to a different system altogether, then that is different. What I am saying may not be relevant to a system which my hon. friend, Mr. Indrajit Gupta, would like to have here. But I am talking about the relevancy in the existing system. Therefore, savings will have to be encouraged and it is here, I would request the hon Members to consider about the proposal of continuing the CDS Scheme. Some people seem to think that there is a breach of trust on the part of the Government in continuing the scheme. What was the objective of this scheme? The objective of the scheme, when it was introduced, was to contain inflation, so that the purchasing power of the rupee could go up, not merely getting more and more rupees but for what they get, they get more and more goods. What has happened during the current year

and a part of the last year? There has been a continuous fall in prices. Even though 50 percent of the DA had been impounded, if you take the pay packet which they are taking to-day and the pay packet which they received say in August 1974 when this scheme was not introduced, and when they were getting their full pay after this impounding of 50 per cent. DA, you will see that the purchasing power of the pay packet has increased by about 9--12 per cent in various sectors. I would like to put this question to the hon. members—do you want more and more money but less and less purchasing power or do you want money which has more and more purchasing power? This is the thing which people have got to see. I have not taken away the money by way of taxes. It is their savings and savings invested at an attractive rate of interest—12½ per cent. From where else can you get? What they have saved for themselves they are taking along with interest. At the same time the real income of the industrial working community has improved. Do you want this to continue or bring about a situation wherein again an inflationary situation would come in and even though you may be getting dearness allowance, what you would be getting by way of goods would be only less and less? This is the economic dilemma in which we are. If we pay the entire dearness allowance every year it will be at least Rs. 490 crores. In addition to that, we are standing by the commitment of paying, repaying the first instalment which falls due in July—Rs. 270 crores. In have tried to look into it from this aspect if this....

*(Interruptions)*

**SHRI INDRAJIT GUPTA (Alipore):** What about their Provident Fund dues? Is that refund to be made available to them in cash or is it going to be credited to some other frozen account?

**SHRI C SUBRAMANIAM:** This Rs. 270 crores will be paid to them. There is no doubt about it. Can we afford to inject Rs. 400 crores plus Rs. 270

crores—Rs. 670 crores—and then still say we would be able to contain inflation? Anyhow, as a person responsible for formulating the proposals before you, I do not have the confidence, rather I am quite sure, if such an amount is injected into the system, this is bound to lead to an inflationary situation which will affect more than anybody else the working class. This is most important. That is the justification and this is how we have looked at it, and I am sure, hon. members will have more opportunities to speak on this.

Here, also I would respectfully appeal, particularly to the labour leaders to take a more enlightened view and not to become another vested interest in it, because as far as working population is concerned, they are prepared to make this sacrifice. They are prepared to contribute to the welfare of the country as a whole. Let us not stand in the way. In a competitive bid for maintaining their leadership put forward greater and greater demand perhaps, their approach should be let off now at least and take the interest which is more beneficial to the country as a whole and the economy as a whole.

There are two more points to deal with. One is the question of foreign aid.

**DR. KAILAS (Bombay South):** For middle class, no relief is indicated in this Budget. I request, rather suggest raising the ceiling of income-tax exemption limit from Rs. 3,000 to Rs. 12,000. So many other members have also suggested the same. Let the hon. Minister reply on this point.

**SHRI C. SUBRAMANIAM:** In July we raised the level from Rs. 6,000 to Rs. 8,000. Had we done it now, perhaps it might have gone as a package. As it was done six months back, it comes into effect along with this proposal. So far as relief is concerned, you will find the greatest relief comes to the small income group. It starts with Rs. 260 an odd. It comes down gradually and ultimately ends with Rs.

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44. If you add these two—relief under the proposal here and the relief which had been given—the charge, that the lower income group would not have got adequate relief will not be substantiated. If you take into account the increase in the exemption limit for the smaller-income group you will find that there is greater relief to them. Of course, that is a minor matter because one thing I would say, when we think in terms of giving relief sometimes it is not possible to computerise it and give it in such an equitable manner and all that. But that aspect can always be looked into.

Now I will come to the subject of Foreign Aid. We are confronted with the question that we wanted to become net-zero borrower by the end of Fifth Plan and where are we now? I wish one could have control over the international situation. As you know, even before the oil price hike an inflationary situation crept in leading to oil crisis. That crisis itself is a reflection of the spiralling that has gone on in the international economy and the inflation has been on the rampage, if I may say so, during the last 2 or 3 years. And regarding our imports, mainly our major imports are Food, Fertilisers and Fuel, the Three F's. The prices of these three commodities have gone up significantly. Sometimes the price as far as food is concerned is more than three times, for petroleum and crude oil it is more than five times. I think the hon. Member Shri Gopalan made a suggestion that we should have no foreign aid and we should have no exports also. I don't know who gave him the philosophy.

AN HON. MEMBER: Mao.

SHRI DINEN BHATTACHARYYA (Serampore): He did not say that there should be no foreign aid. Kindly read his speech. He said that we should not depend upon foreign aid that is what he said.

SHRI C. SUBRAMANIAM: I have read his speech; I know the source

of that speech also. If that is the policy, then, it will become insulated from the whole world and I do not know whether that is the philosophy we should adopt in the modern world. So, as far as that is concerned, because of the change in the international situation which affected our economy too, the trade gap has gone on increasing and certainly this has to be made up by finding our own efforts, exporting more and more, earning foreign exchange and also, to the extent possible, make it up by foreign assistance.

The hon. Member, Shri Indrajit Gupta made a mention of Ashoka Mehta, but he got confused between investment and what we get as foreign loans. We get foreign assistance by way of loan sometimes under concessional terms; they are not attached to any strings; we take those loans; we use loan for whatever we like. This is different from inviting foreign investment.

SHRI INDRAJIT GUPTA: I asked to what extent it should be used for the purpose of supporting your Budget.

SHRI C. SUBRAMANIAM: I will come to that.

SHRI INDRAJIT GUPTA: You are not telling us where you get your resources from.

SHRI C. SUBRAMANIAM: I have taken note of it. I will answer that point. One question was asked. If you go on borrowing at this rate do we have the capacity to re-pay?

It is only during the last two or three years that the tempo of borrowing also has gone up. I do agree; but, if you look into the debt service charges we are incurring today, till recently—two years back—it was roundabout 28 per cent of our export earnings. Now 20 per cent is supposed to be a reasonable level—20 per cent of our export level in service of our debt is reasonable. To-day it has come down to 18 per cent. And, therefore, from

that point of view, we have not reached the danger mark. But, apart from that, ultimately, we will be able to repay by cutting down our imports as I have already explained it. Our major imports are fertiliser, oil and food. Fortunately I am sorry my good friend, Shri Malaviya has left this House today the oil prospects are so good that when these loans have to be paid, by that time at least because there is a gap of ten years' grace period, I have no doubt in my mind that the way in which our oil economy is developing—oil discoveries are developing—we shall be able to cut everything and, significantly our oil import during the coming decade. Even to that extent there would be a saving of foreign exchange. In the same way, in regard to food we are not going to be perpetual importers of food. I have no doubt in my mind that it should be possible for us even to cut down our imports. To-day we are reaching a level when we are able to maintain that tempo to see that the imports could be cut off. For fertiliser, fortunately, the capacity utilisation has been increasing. In 1975-76, there has been a record increase in the utilisation of the capacity and, therefore, the import of fertilisers has been brought down and that more fertiliser factories have been established here. If we are able to eliminate or cut down significantly the import of these three commodities we get the capacity to repay our loans whatever may be the loans, on this basis. After all, a businessman has to take into account that he should not be afraid of taking loans, but should not infructuously use those loans and not be in a position to repay them later. But he should judiciously use it. To-day for investment he depends upon loans. It is only on that basis that he is building up an efficient business. A good businessman is able to build it up on the basis of loans and he is able to repay them. Therefore it ultimately depends upon how well we are able to perform in the implementation of various proposals. That is the last question I would like to answer because even some of the speeches which came from the learned friends opposite

indicated that this budget is going to be inflationary, particularly they mentioned the figure of Rs 320 crores. They said that this amount of Rs 320 crores is being used for loan purposes. Fortunately, this year, we have taken care to see that there is no deficit funding in any of our projects. We can take up more and more projects. But in all the projects which we have taken up, we have provided sufficient funds, therefore, for these purposes, additional resources may not be deployed and this deficit will have to be looked at from the total figure of Government expenditure or investment. When our budget is at the level of Rs 5,000 crores, certainly, Rs 300 crores will be a significant amount. But, when it becomes Rs 10,000 crores or Rs 13,000 crores to-day, this Rs 320 crores becomes a small percentage of the total picture and, therefore, it is not the figure which is important but the percentage to the totality which is important and, if you take that into account, I make bold to say that this is a reasonable risk which we are taking as far as this Rs 320 crores is concerned. But, as I said elsewhere, that is not inflationary. How we are going to utilise those funds which we have provided for investment is going to decide whether this budget is going to be inflationary or not. If again there is infructuous implementation or lengthening of the projects instead of building them on schedule, I have no doubt in my mind that this might lead to inflation. But this is where our administrative system will have to be geared even information and monitoring systems will have to be built up and they are being built up and it is on this basis, by only improving our efficiency, and fortunately the national efficiency on the whole has improved and there is greater scope for improvement, and ultimately whether it is going to be inflationary or not depends upon our national efficiency and fortunately we have an atmosphere in which this national efficiency is improving, in spite of various forces working to the contrary. The dominating force has become national force of efficiency, national force of discipline



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and on this basis I have faith, hope and confidence that we would have greater growth, greater prosperity and we will set in motion a new dynamism in our economy.

13 hrs.

श्री विभूति सिन्धु (मोतीहारी) : अध्यक्ष महोदय, मैं फार्नेन्स मिनिस्टर से एक सवाल पूछना चाहता हूँ। किसानों द्वारा पैदा की हुई चीजों, चाहे खाने की चीज, चाहे ही कौश-कप हो, की कीमतें ज्यादा गिर रही हैं बनिस्वत कारखानों से पैदा की हुई चीजों के। मैं जानना चाहता हूँ कि किसानों को राहत पहुंचाने के लिए वे कोई प्राइम कमीशन बनाना चाहते हैं या नहीं ?

अध्यक्ष महोदय : यह तो एग्जिक्यूटिव मिनिस्ट्री की बात अयोग्य, तब पूछियेगा।

श्री विभूति सिन्धु : यह एग्जिक्यूटिव का सवाल नहीं है। पंजी जी जवाब देने के लिए तैयार हैं ?

अध्यक्ष महोदय : इसका आपको कई बार मौका मिलेगा।

श्री विभूति सिन्धु अध्यक्ष महोदय, मेरा सवाल मुन लीजिये, इन्विन्ट्रल सडर की कीमतें कम गिर रही हैं और खेती के समान की कीमतें ज्यादा गिर रही हैं। मंत्री महोदय मेरे प्रश्न का

[List of Demands for Grants on Account (General) for 1976-77, Voted by Lok Sabha]

जवाब देने के लिए तैयार हैं, आप उम्मीद कर दिलवा दीजिए।

श्री बलराम साठे : अध्यक्ष महोदय, सवाल का जवाब दिलवा दीजिए, ये सीनियर मीम्बर हैं।

श्री विभूति सिन्धु : मेरा एक छोटा सा सवाल है, इसका जवाब दिलवा दीजिए।

अध्यक्ष महोदय : और जंग श्री सवाल पूछने लगेंगे, छड़िये।

13.02 hrs.

DEMANDS\* FOR GRANTS ON  
ACCOUNT (GENERAL) 1976-77

MR. SPEAKER: Now we take up Demands for Grants on Account. The question is:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the third column of the order paper, be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1977, in respect of the heads of demands entered in the second column thereof against Demands Nos 1 to 108."

The motion was adopted

No. of Demand	Name of Demand	Amount of Demand for Grant on Account	
		Revenue Rs.	Capital Rs.
<b>MINISTRY OF AGRICULTURE AND IRRIGATION</b>			
1	Department of Agriculture . . . . .	35,83,000	..
2	Agriculture . . . . .	10,84,74,000	92,74,33,000
3	Fisheries . . . . .	1,95,84,000	27,23,000

\*Moved with the recommendation of the President.

No. of Demand	Name of Demand	Amount of Demand for Grant or Account	
		Revenue Rs.	Capital Rs.
4	Animal Husbandry and Dairy Development . . . . .	6,14,51,000	64,33,000
5	Forest . . . . .	1,76,62,000	13,33,000
6	Department of Food . . . . .	62,11,78,000	3,91,38,000
7	Department of Rural Development . . . . .	11,75,02,000	1,17,56,000
8	Department of Agricultural Research and Education . . . . .	1,26,000	..
9	Payments to Indian Council of Agricultural Research . . . . .	7,58,44,000	..
10	Department of Irrigation . . . . .	2,24,71,000	1,13,08,000
<b>MINISTRY OF CHEMICALS AND FERTILIZERS</b>			
11	Ministry of Chemicals and Fertilizers . . . . .	5,34,000	..
12	Chemicals and Fertilizers Industries . . . . .	3,29,000	81,93,30,000
<b>MINISTRY OF COMMERCE</b>			
13	Ministry of Commerce . . . . .	16,74,000	..
14	Foreign Trade and Export Production . . . . .	34,99,48,000	64,06,47,000
<b>MINISTRY OF COMMUNICATIONS</b>			
15	Ministry of Communications . . . . .	23,31,000	1,39,33,000
16	Overseas Communications Service . . . . .	1,55,48,000	1,20,82,000
17	Posts and Telegraphs - Working Expenses . . . . .	92,34,91,000	..
18	Posts and Telegraphs - Divided to General Revenue, Appropriations to Reserve Funds and Repayment of Loans from General Revenue . . . . .	25,66,96,000	..
19	Capital Outlay on Posts and Telegraphs . . . . .	..	35,34,67,000
<b>MINISTRY OF DEFENCE</b>			
20	Ministry of Defence . . . . .	27,79,000	4,77,61,000
21	Defence Services - Army . . . . .	2,74,95,56,000	..
22	Defence Services - Navy . . . . .	28,03,71,000	..
23	Defence Services - Air Force . . . . .	85,28,41,000	..
24	Defence Services - Personnel . . . . .	19,09,37,000	..
25	Capital Outlay on Defence Services . . . . .	..	43,20,43,000
<b>MINISTRY OF EDUCATION AND SOCIAL WELFARE</b>			
26	Department of Education . . . . .	23,90,000	..
27	Education . . . . .	27,16,19,000	..
28	Department of Social Welfare . . . . .	2,26,38,000	..

No. of Demand	Name of Demand	Amount of Demand for Grants on account	
<b>MINISTRY OF ENERGY</b>			
29	Ministry of Energy . . . . .	8,87,000	..
30	Power Development . . . . .	9,19,81,000	18,20,10,000
31	Coal and Lignite . . . . .	3,72,44,000	45,79,00,000
<b>MINISTRY OF EXTERNAL AFFAIRS</b>			
32	Ministry of External Affairs . . . . .	15,85,19,000	1,79,17,000
<b>MINISTRY OF FINANCE</b>			
33	Ministry of Finance . . . . .	5,63,24,000	..
34	Stamps . . . . .	2,98,82,000	30,71,000
35	Audit . . . . .	10,83,10,000	..
36	Currency, Coinage and Mint . . . . .	6,78,15,000	3,98,51,000
37	Pensions . . . . .	10,50,00,000	..
38	Transfers to State and Union Territory Governments	125,32,51,000	..
39	Other Expenditure of the Ministry of Finance . . . . .	33,13,39,000	34,93,56,000
40	Loans to Government Servants, etc. . . . .	.	8,83,33,000
<b>DEPARTMENT OF REVENUE AND BANKING</b>			
41	Department of Revenue and Banking . . . . .	79,71,000	13,91,97,000
42	Customs . . . . .	4,14,94,000	..
43	Union Excise Duties . . . . .	7,14,17,000	..
44	Taxes on Income, Estate Duty, Wealth Tax and Gift Tax . . . . .	6,83,33,000	..
45	Opium and Alkaloid Factories . . . . .	19,94,33,000	11,23,000
<b>MINISTRY OF HEALTH AND FAMILY PLANNING</b>			
46	Ministry of Health and Family Planning . . . . .	11,54,000	..
47	Medical and Public Health . . . . .	15,22,01,000	7,22,37,000
48	Family Planning . . . . .	12,70,48,000	1,67,000
<b>MINISTRY OF HOME AFFAIRS</b>			
49	Ministry of Home Affairs . . . . .	36,10,000	..
50	Cabinet . . . . .	21,07,000	..
51	Department of Personnel and Administrative Reforms . . . . .	1,23,35,000	25,000
52	Police . . . . .	31,46,80,000	50,00,000
53	Census . . . . .	61,44,000	..

No. of Demand	Name of Demand	Amount of Demand for Grant on account	
		Revenue Rs.	Capital Rs.
54	Other Expenditure of the Ministry of Home Affairs . . . . .	22,75,29,000	6,21,87,000
55	Delhi . . . . .	18,70,87,000	8,33,05,000
56	Chardigarh . . . . .	2,68,91,000	1,01,89,000
57	Andaman and Nicobar Islands . . . . .	3,53,02,000	1,61,72,000
58	Dadra and Nagar Haveli . . . . .	31,44,000	22,61,000
59	Lakshadweep . . . . .	53,13,000	18,05,000
<b>MINISTRY OF INDUSTRY AND CIVIL SUPPLIES</b>			
60	Ministry of Industry and Civil Supplies . . . . .	56,66,000	..
61	Industries . . . . .	3,61,89,000	24,60,59,000
62	Village and Small Industries . . . . .	5,46,50,000	5,61,16,000
63	Civil Supplies and Cooperation . . . . .	1,12,19,000	4,67,27,000
<b>MINISTRY OF INFORMATION AND BROADCASTING</b>			
64	Ministry of Information and Broadcasting . . . . .	7,16,000	..
65	Information and Publicity . . . . .	2,47,98,000	19,25,000
66	Broadcasting . . . . .	6,73,23,000	3,55,69,000
<b>MINISTRY OF LABOUR</b>			
67	Ministry of Labour . . . . .	12,00,000	..
68	Labour and Employment . . . . .	7,33,46,000	1,65,000
<b>MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS.</b>			
69	Ministry of Law, Justice and Company Affairs . . . . .	3,65,54,000	..
70	Administration of Justice . . . . .	5,41,000	..
<b>MINISTRY OF PETROLEUM</b>			
71	Ministry of Petroleum . . . . .	7,65,000	..
72	Petroleum and Petro-Chemicals Industries . . . . .	9,24,35,000	48,55,05,000
<b>MINISTRY OF PLANNING</b>			
73	Ministry of Planning . . . . .	1,17,000	..
74	Statistics . . . . .	1,69,44,000	..
75	Planning Commission . . . . .	78,52,000	..
76	Department of Science and Technology . . . . .	1,80,19,000	24,83,000
77	Survey of India . . . . .	2,96,32,000	..
78	Grants to Council of Scientific and Industrial Research . . . . .	7,40,64,000	..

No. of Demand	Name of Demand	Amount of Demand for Grant on account	
		Revenue Rs.	Capital Rs.
<b>MINISTRY OF SHIPPING AND TRANSPORT</b>			
79	Ministry of Shipping and Transport . . . . .	40,59,000	..
80	Roads . . . . .	13,44,42,000	13,50,74,000
81	Ports, Lighthouses and Shipping . . . . .	4,15,13,000	34,52,07,000
82	Road and Inland Water Transport . . . . .	17,51,000	2,50,50,000
<b>MINISTRY OF STEEL AND MINES</b>			
83	Department of Steel . . . . .	8,80,88,000	88,52,25,000
84	Department of Mines . . . . .	4,75,000	..
85	Mines and Minerals . . . . .	6,00,93,000	16,70,52,000
<b>MINISTRY OF SUPPLY AND REHABILITATION</b>			
86	Department of Supply . . . . .	3,89,000	..
87	Supplies and Disposals . . . . .	1,33,06,000	..
88	Department of Rehabilitation . . . . .	4,07,64,000	1,57,55,000
<b>MINISTRY OF TOURISM AND CIVIL AVIATION</b>			
89	Ministry of Tourism and Civil Aviation . . . . .	7,56,000	..
90	Meteorology . . . . .	1,87,89,000	33,87,000
91	Aviation . . . . .	4,46,84,000	4,23,80,000
92	Tourism . . . . .	64,32,000	71,23,000
<b>MINISTRY OF WORKS AND HOUSING</b>			
93	Ministry of Works and Housing . . . . .	9,88,000	..
94	Public Works . . . . .	9,51,07,000	2,45,86,000
95	Water Supply and Sewerage . . . . .	22,22,000	..
96	Housing and Urban Development . . . . .	1,68,41,000	3,37,88,000
97	Stationery and Printing . . . . .	4,76,22,000	..
<b>DEPARTMENT OF ATOMIC ENERGY</b>			
98	Department of Atomic Energy . . . . .	7,34,000	..
99	Atomic Energy Research, Development and Industrial Projects . . . . .	9,46,52,000	16,94,48,000
100	Nuclear Power Schemes . . . . .	6,42,05,000	9,18,93,000
<b>DEPARTMENT OF CULTURE</b>			
101	Department of Culture . . . . .	1,25,44,000	..
102	Archaeology . . . . .	1,00,85,000	..

173 Appropriation (Vote CHAITRA 3, 1976 (SAKA) Appropriation (Vote 174  
on Account) Bill on Account) Bill

No. of Demand	Name of Demand	Amount of Demand for Grant on account	
		Revenue Rs.	Capital Rs.
<b>DEPARTMENT OF ELECTRONICS</b>			
103	Department of Electronics . . . . .	1,25,28,000	37,09,000
<b>DEPARTMENT OF SPACE</b>			
104	Department of Space . . . . .	5,61,88,000	1,43,84,000
<b>PARLIAMENT, DEPARTMENT OF PARLIAMENTARY AFFAIRS, SECRETARIATS OF THE PRESIDENT AND VICE-PRESIDENT AND UNION PUBLIC SERVICE COMMISSION</b>			
105	Lok Sabha . . . . .	76,19,000	..
106	Rajya Sabha . . . . .	30,93,000	..
107	Department of Parliamentary Affairs . . . . .	3,29,000	..
108	Secretariat of the Vice-President . . . . .	95,000	..

13.04 hrs.

**APPROPRIATION (VOTE ON ACCOUNT) BILL\*, 1976**

**THE MINISTER OF FINANCE (SHRI C. SUBRAMANIAM)** I beg to move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1976-77

**MR. SPEAKER** The question is

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1976-77."

*The motion was adopted*

**SHRI C. SUBRAMANIAM:** I introduce the Bill.

I beg to move†:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1976-77, be taken into consideration."

**MR. SPEAKER:** The question is:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1976-77, be taken into consideration."

*The motion was adopted*

**MR. SPEAKER** Now, we shall take up clauses

The question is

"That clauses 2 and 3, the Schedule, clause 1, the Enacting Formula and the Title stand part of the Bill"

*The motion was adopted*

Clauses 2 and 3, the Schedule, clause 1, the Enacting Formula and the Title were added to the Bill

**SHRI C. SUBRAMANIAM.** I beg to move

"That the Bill be passed"

**MR. SPEAKER** The question is:

"That the Bill be passed."

*The motion was adopted*

\*Published in Gazette of India Extraordinary Part II, section 2, dated 13rd March 1976.

†Introduced/Moved with the recommendation of the President.

13.06 hrs.

## DEMANDS\* FOR GRANTS (RAILWAYS), 1976-77

AND

## SUPPLEMENTARY DEMAND\* FOR GRANTS (RAILWAYS), 1975-76

MR. SPEAKER: The House will now take up discussion and voting on the (1) Demands for Grants in respect of the Budget (Railways), for 1976-77 and (2) Supplementary Demands for Grants in respect of the Budget (Railways) for 1975-76 for which 6 hours have been allotted.

There is a large number of cut motions to the Demands for Grants in respect of the Budget (Railways) for 1976-77. Honourable members present in the House who desire to move their cut motions may send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move

## DEMAND NO. 1—RAILWAY BOARD

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs. 2,59,94,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Railway Board'."

## DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs. 11,31,49,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Miscellaneous Expenditure'."

## DEMAND NO. 3—PAYMENTS TO WORKED LINES AND OTHERS

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs. 29,75,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Payments to Worked Lines and Others'."

## DEMAND NO. 4—WORKING EXPENSES—ADMINISTRATION

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs. 158,69,09,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Working Expenses—Administration'."

## DEMAND NO. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs. 627,72,40,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Working Expenses—Repairs and Maintenance'."

## DEMAND NO. 6—WORKING EXPENSES—OPERATING STAFF

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs. 333,68,96,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of pay-

\*Moved with the recommendation of the President.

ment during the year ending the 31st day of March, 1977 in respect of 'Working Expenses—Operating Staff'."

**DEMAND No. 7—WORKING EXPENSES—  
OPERATION (FUEL)**

**MR. SPEAKER:** Motion moved:

"That a sum not exceeding Rs. 294,47,26,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of Working Expenses—Operation (Fuel)."

**DEMAND No. 8—WORKING EXPENSES—  
OPERATION OTHER THAN STAFF AND  
FUEL**

**MR. SPEAKER:** Motion moved:

"That a sum not exceeding Rs. 118,57,61,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Working Expenses—Operation other than Staff and Fuel'."

**DEMAND No. 9—WORKING EXPENSES—  
MISCELLANEOUS EXPENSES**

**MR. SPEAKER:** Motion moved:

"That a sum not exceeding Rs. 57,85,48,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Working Expenses—Miscellaneous Expenses'."

**DEMAND No 10—WORKING EXPENSES  
STAFF WELFARE**

**MR. SPEAKER:** Motion moved:

"That a sum not exceeding Rs. 54,82,25,000 be granted to the

President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Working Expenses—Staff Welfare'."

**DEMAND No. 11—WORKING EXPENSES—  
APPROPRIATION TO DEPRECIATION  
RESERVE FUND**

**MR. SPEAKER:** Motion moved:

"That a sum not exceeding Rs. 135,00,00,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

**DEMAND No. 11A—WORKING EXPENSES  
—APPROPRIATION TO PENSION FUND**

**MR. SPEAKER.** Motion moved:

"That a sum not exceeding Rs. 30,00,00,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Working Expenses—Appropriation to Pension Fund'."

**DEMAND No. 12—DIVIDEND TO GENERAL  
REVENUES AND CONTRIBUTION FOR  
GRANTS TO STATES IN LIEU OF PASSENGER  
FARE TAX**

**MR. SPEAKER** Motion moved:

"That a sum not exceeding Rs. 207,59,82,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Dividend to General Revenues and Contribution for Grants to States in lieu of Passenger Fare Tax'."



DEMAND No. 13—OPEN LINE WORKS  
(REVENUE)

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs. 8,99,85,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Open Line Works (Revenue)'."

DEMAND No 14—CONSTRUCTION OF  
NEW LINES—CAPITAL AND DEPRECIATION  
RESERVE FUND

MR. SPEAKER: Motion moved

"That a sum not exceeding Rs. 42,52,80,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Construction of New Lines—Capital and Depreciation Reserve Fund'."

DEMAND No. 15—OPEN LINE WORKS—  
CAPITAL, DEPRECIATION RESERVE FUND  
AND DEVELOPMENT FUND

MR. SPEAKER: Motion moved.

"That a sum not exceeding Rs. 1,086,02,00,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

DEMAND No 16—PENSIONARY CHARGES—  
PENSION FUND

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs. 25,19,29,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of pay-

ment during the year ending the 31st day of March, 1977 in respect of 'Pensionary charges—Pension Fund'."

DEMAND No. 17—REPAYMENT OF LOANS  
FROM GENERAL REVENUES AND INTEREST  
THEREON—DEVELOPMENT FUND

MR. SPEAKER: Motion moved:

"That a sum not exceeding Rs. 8,46,70,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Repayment of loans from General Revenues and interest thereon—Development Fund'."

DEMAND No. 18—APPROPRIATION TO  
DEVELOPMENT FUND

MR. SPEAKER Motion moved:

"That a sum not exceeding Rs. 8,98,48,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Appropriation to Development Fund'."

DEMAND No. 20—PAYMENTS TOWARDS  
AMORTISATION OF OVER-CAPITALISATION,  
REPAYMENT OF LOANS FROM GENERAL  
REVENUE AND INTEREST THEREON—  
REVENUE RESERVE FUND

MR. SPEAKER. Motion moved:

"That a sum not exceeding Rs. 164,04,64,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Payments towards Amortisation of Over-capitalisation, Repayment of Loans from General Revenue and interest thereon—Revenue Reserve Fund'."

**DEMAND No. 21—APPROPRIATION TO  
ACCIDENT COMPENSATION, SAFETY AND  
PASSENGER AMENITIES FUND**

**MR. SPEAKER:** Motion moved:

"That a sum not exceeding Rs. 8,06,07,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Appropriation to Accident Compensation, Safety and Passenger Amenities Fund'."

**DEMAND No. 22—ACCIDENT COMPENSA-  
TION, SAFETY AND PASSENGER AMENITIES  
FUND**

**MR. SPEAKER:** Motion moved:

"That a sum not exceeding Rs. 3,63,10,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977 in respect of 'Accident Compensation, Safety and Passenger Amenities Fund'."

**DEMAND No. 1—RAILWAY BOARD**

**MR. SPEAKER:** Motion moved:

"That a supplementary sum not exceeding Rs. 20,16,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Railway Board'."

**DEMAND No. 2—MISCELLANEOUS EX-  
PENDITURE**

**MR. SPEAKER:** Motion moved:

"That a supplementary sum not exceeding Rs. 89,72,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Miscellaneous Expenditure'."

**DEMAND No. 3—PAYMENTS TO WORKED  
LINES AND OTHERS**

**MR. SPEAKER:** Motion moved:

"That a supplementary sum not exceeding Rs. 5,94,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Payments to Worked Lines and Others'."

**DEMAND No. 4—WORKING EXPENSES—  
ADMINISTRATION**

**MR. SPEAKER:** Motion moved:

"That a supplementary sum not exceeding Rs. 21,52,46,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Working Expenses—Administration'."

**DEMAND No. 5—WORKING EXPENSES—  
REPAIRS AND MAINTENANCE**

**MR. SPEAKER:** Motion moved:

"That a supplementary sum not exceeding Rs. 55,87,25,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Working Expenses—Repairs and Maintenance'."

**DEMAND No. 6—WORKING EXPENSES—  
OPERATING STAFF**

**MR. SPEAKER:** Motion moved:

"That a supplementary sum not exceeding Rs. 29,73,75,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Working Expenses—Operating Staff'."

**DEMAND No. 7—WORKING EXPENSES—  
OPERATION (FUEL)**

**MR. SPEAKER:** Motion moved:

"That a supplementary sum not exceeding Rs. 15,36,09,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Working Expenses—Operation (Fuel)'."

**DEMAND No. 8—WORKING EXPENSES—  
OPERATION OTHER THAN STAFF AND  
FUEL**

**MR. SPEAKER:** Motion moved:

"That a supplementary sum not exceeding Rs. 9,51,41,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Working Expenses—Operation Other than Staff and Fuel'."

**DEMAND No. 9—WORKING EXPENSES—  
MISCELLANEOUS EXPENSES**

**MR. SPEAKER:** Motion moved:

"That a supplementary sum not exceeding Rs. 5,78,66,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Working Expenses—Miscellaneous Expenses'."

**DEMAND No. 10—WORKING EXPENSES—  
STAFF WELFARE**

**MR. SPEAKER:** Motion moved:

"That a supplementary sum not exceeding Rs. 5,64,17,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Working Expenses—Staff Welfare'."

**DEMAND No. 11A—WORKING EXPENSES  
—APPROPRIATION TO PENSION FUND**

**MR. SPEAKER:** Motion moved:

"That a supplementary sum not exceeding Rs. 7,50,00,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Working Expenses—Appropriation to Pension Fund'."

**DEMAND No. 12—DIVIDEND TO GENERAL  
REVENUES AND CONTRIBUTION FOR  
GRANTS TO STATES IN LIEU OF PASSENGER  
FARE TAX**

**MR. SPEAKER:** Motion moved:

"That a supplementary sum not exceeding Rs. 36,99,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Dividend to General Revenues and Contribution for Grants to States in lieu of Passenger fare tax'."

**DEMAND No. 15—OPEN LINE WORKS—  
CAPITAL, DEPRECIATION RESERVE FUND  
AND DEVELOPMENT FUND**

**MR. SPEAKER:** Motion moved:

"That a supplementary sum not exceeding Rs. 116,13,01,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

**DEMAND No. 16—PENSIONARY CHARGES  
—PENSION FUND**

**MR. SPEAKER:** Motion moved:

"That a supplementary sum not exceeding Rs. 8,01,70,000 be granted to the President out of the Consoli-

dated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Pensionary charges—Pension Fund'."

**DEMAND NO. 17—REPAYMENT OF LOANS FROM GENERAL REVENUES AND INTEREST THEREON—DEVELOPMENT FUND**

**MR. SPEAKER:** Motion moved:

"That a supplementary sum not exceeding Rs. 53,61,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect 'Repayment of loans from General Revenue and interest thereon—Development Fund'."

**DEMAND NO. 21—APPROPRIATION TO ACCIDENT COMPENSATION, SAFETY AND PASSENGER AMENITIES FUND**

**MR. SPEAKER:** Motion moved:

"That a supplementary sum not exceeding Rs. 23,71,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of Appropriation to Accident Compensation, Safety and Passenger Amenities Fund'."

13.07 hrs.

[MR. DEPUTY SPEAKER in the Chair]

\*SHRI KRISHNA CHANDRA HALDER (Ausgram): Mr Deputy-Speaker, Sir, I rise to speak on the demands for grants Railways 1976-77 and the Supplementary demands 1975-76. First I will take up demand No. I 1976-77 concerning expenditure on the Railway Board. At the very outset I will stress that we consider the Railway Board as superfluous body I find that sum of Rs. 2,59,94,000 have been

provided for meeting the expenditure on the Railway Board. Last year the budget estimate for this was Rs. 2,50,31,000. In 1975-76 the number of staff and officers employed on the Railway Board was 1786. In 1976-77 that number has gone upto 1858—Thus, we find that the staff and expenditure on the Railway Board is ever increasing. What is the justification of this huge expenditure. The Railway Board is a legacy of the British period and it has no justification in the present changed circumstances. No other Ministry has a similar parallel organisation, yet they are working quite smoothly and efficiently. Therefore, I demand that the Railway Board should be wound up without delay. This will result not only in the saving of a huge amount of Railway revenue to the tune of Rs. 2 crores and 60 lakhs but will also result in speedier work by cutting redtape.

Now, Sir, I come to demand No. 5. In 1975-76 the amount allocated for repairs and maintenance was Rs. 513,83,41,000 but in 1976-77 that amount has been raised to Rs 672,72,40,000 Therefore much more amount has been allocated this year for repairs and maintenance. But we see in actual practice that the railway coaches particularly the Hind class coaches are not at all properly maintained Their roofs leak during rains, few of them have fans, water is not often available in the lavatories This is the position about maintenance. In the crowded suburban areas, the railway coaches are rarely cleaned and washed Proper sweeping arrangements in these trains must be made. Every year the allocation for maintenance in only mounting I of course do not say that funds should not be allocated for maintenance but attention should be paid to proper and satisfactory maintenance and repairs In most of the stations, excepting a few big stations, adequate drinking water facilities are not provided So far as

\*The original speech was delivered in Bengali.

[Shri Krishna Chandra Halder]

I recollect, the Deputy Minister of Railways Shri Buta Singh had assured in his last year's speech that arrangements will be made for drinking water on the long distance trains. But till today arrangements for drinking water has not been made on the running trains. Sir, the EMU coaches on the suburban trains are in very poor shape. There are no shutters for windows, the roofs leak during rains. We want more amenities for the second class passengers. But neither the 2nd class nor the 1st class coaches on these suburban trains have any fans. This causes misery to the passengers in the summer season. I feel that the EMU coaches on the trains running between Burdwan and Howrah, Sealdah and Naihati, Howrah and Kharagpur and those running in the Diamond Harbour area are in dire need of replacement. These coaches have become very rickety and unless they are totally replaced, I fear some serious accident may take place. All these must be properly looked into. Sir, the railway track between Ahmedpur—Katwa and Burdwan—Katwa is in very poor shape. I have spoken earlier also that these tracks should be replaced. I will demand that the Burdwan—Katwa section may be electrified because this section connects two important lines running from Bandel—Barhawalra—Farakka and on to Bihar and another line that maintains communication with Darjeeling, Assam etc. This Burdwan to Katwa line connects the above two important lines with the main line. Therefore it is very necessary that the Burdwan—Katwa Section is electrified. I will also demand that the Bankura—Damodar railway which runs in a backward area should be substantially improved. You had raised the passenger fares twice during the last year but proportionate passenger amenities had not been provided for the railway users. You talk of social service and all that but the railway passengers should also feel that something is being done for their benefit. The long

distance trains like the Grand Trunk express etc., are provided with a large number of first class coaches on such trains are reduced and replaced by more second class coaches, then the large number of travelling public will be benefited to a great extent. There will be less of overcrowding. The present system of berth-reservation should be further simplified so that the long distance travellers may be able to reserve their berths with ease and less irritation.

In demand No. 10, Rs. 54,32,25,000 have been provided for staff welfare during 1976-77. It was stated by the Government last year that they will open sufficient number of fair price shops at important railway centres. I want to know how many new fair price shops have been opened by the railway authorities during the course of last one year and the total number of such shops. Mr Deputy Speaker, Sir, you are aware that the railway employees are facing scarcity of living accommodation. Till this time hardly 40 per cent of them had been provided with accommodation. About 55 per cent to 60 per cent of the employees doing important and responsible work like the engineers, drivers and their helpers running the long distant trains and those running the administrative officers etc have not been provided with quarters. No staff welfare worth the name is possible unless all of them are provided with staff quarters. What is the position about education facilities to the children of the railway employees? I would like to know whether educational facilities have been provided to the children of all the railway employees. Many railway employees have told me that proper education facilities have not been provided for their children. About medical facilities I will say that suitable medical facilities should be made available to all the railway employees in whatever position they may be. The gangmen, the casual workers, and other low paid employees must have adequate medical facilities and care. In the

context of staff welfare I would like to stress that no welfare measures can be effective unless good relationship is developed between the 16 to 17 lakhs railway employees and the railway administration. Cordial relationship cannot be developed through the 'emergency' or any type of forced discipline. Even now we find that about 1000 railway employees who were removed from service have not been taken back. All these employees dismissed during the May 1974 railway strike must immediately be reinstated otherwise this talk of staff welfare will be meaningless. In this context I will also say that resorting to strikes for pressing the workers' economic demands is a constitutional right of the workers and is perfectly justified. The right to strike has been recognised in the Constitution. However hard the Government may propagate to mislead the public opinion, the fact remains that the railway workers resorted to strike in 1974 for the redress of their economic demands. We find that the railway authorities spent crores of rupees for employing agents or black leggers to break up the legal strike of the railway workers. On the South-Eastern railway alone 3082 such black leggers were employed to break up the railway strike and a sum of Rs. 6 lakhs and 63 thousands were spent on them. The deductions made from the pay of the railway employees of S. E. railway for joining the strike amounted to Rs 62,90,000.

I want to quote from the audit report on the Railways for 1975-74. It has been said that if the railway authorities employ agents for breaking up strikes, it may have repercussions in other departments also I quote from page 63 of the audit report it says, "the Ministry of Railways, in relaxation of the restrictions imposed from 1963, informed the General Managers of Railways on 15th May 1974 that advance increments might be granted to loyal non-gaetied employ-

ees not exceeding 4,500 on all the zonal railways, including the three Production Units." Then again it says "The increment was not to be granted to those working in administrative offices." Then again at page 64 it says, I quote "The number of employees to be granted advance increments was raised from 4,500 to 4,95,300. On 27th June 1974 the benefit of advance increment was extended to the officers and staff of the Ministry of Railways (Railway Board), Indian Railway Conference Association, Railway Service Commission, Metropolitan Transport Projects etc ... Their number was not to exceed 4,455, including 1,500 of the Railway Board." In this way the railway authorities has spent huge sums of money for employing the agents or black leggers, I again quote, from page 65 of the audit report which says, "the annual recurring liability because of pre-mature increments is estimated to be about Rs 8 to 9 crores." This shows how fabulously Government have spent on these agents. The strike is over now, if the Government wants smooth running of the railways and good relations with its employees then they should give up this practice of maintaining agents or black leggers. The 5000 and odd casual workers who have been retrenched must be taken back on service and the thousands of contract labourer who are working on the railway, should be made quasi-permanent or permanent. The Government is also indulging in discrimination in the matter of various unions. Mr Samar Mukerjee has written to the hon Railway Minister in this connection and I along with Mr Mukerjee went to see Shri Tripathi in order to bring to his notice what sort of discrimination is being practised regarding the Chittranian Locomotives Works labour union. One of our workers was murdered there and the quarter of Shri Dilip Bose, Vice-President, CLW Labour Union, was set on fire, Shri Dilip Bose went to the local police station for lodging a complaint and to diarise his case. But the police

[Shri Krishna Chandra Halder]  
 arrested 62 workers of the labour union and not only that Dilip Bose, the aggrieved person who went to the police station to lodge the complaint was arrested under MISA. What a fantastic thing! Even now about 11 or 12 persons are in detention under MISA. The Sub-Divisional Magistrate, Asansol has passed strictures against the local police in this case. I had to give many quotations from the Magistrate's observations but since the time is very short I will only quote from the concluding portions of his orders to show how the police cook up and fabricate cases against genuine sufferers. I quote from the Magistrate's order: "I totally disagree with the final report submitted in this case by the Police and I am unable to accept it. In view of the powers vested in me under the code, I direct that proper and thorough investigation ought to be held again in this case to bring the miscreants to justice. Final report is not accepted."

When this matter was brought to the notice of the Railway Minister earlier, he stated that this is a matter falling under the State's jurisdiction. But I want to stress that with a view to developing good relations with the different Railway Unions, the Railway Minister should make independent inquiry in the above cases so that the miscreants may be brought to book and the relations with the railway employees may improve

Now I will speak a few things on demand No. 14 regarding construction of new lines for which 42,52,30,000 rupees have been provided. Out of this amount only one lakh rupees has been provided for the Howrah--Shiakhalia Line in 1976-77. I do not know how far the work on this line can proceed with this meagre allocation, I will only request that work on this line may kindly be expedited. Again Rs. 10 lakhs only have been provided for the Howrah--Amta Railway line. I wonder when the work on

these lines will be completed? I will also request the hon. Minister to complete two important railway lines in Kerala which have been demanded by the State Government also. These lines are Trichur—Guruvayoor which is very important pilgrim centre and lakhs of pilgrims from all over India visit this place every year, the other line is coastal railway from Ernakulam to Quilan via Alleppy. These two important railway lines in Kerala may be completed soon. I will request that the Dharmanagar—Agartala railway line in Tripura may also be included in the list of new lines to be constructed.

In the end I will request that as I have said many times earlier also that the Burdwan—Asansol section may be declared as a suburban section and more trains may be introduced on this section connects Shantiniketan more trains may be given to the Burdwan—Rampurhat section since this section connects Shantiniketan where large number of people from all over India and abroad come. Therefore, more trains should be introduced on this section for the benefit of the visitors. With that I conclude my speech.

MR. DEPUTY-SPEAKER: Hon'ble Members may now move their cut motions.

SHRI KRISHNA CHANDRA HALDER (Ausgram): I beg to move:

"That the Demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to continue existing travelling by Express trains to the monthly ticket holders of Burdwan—Howrah and Katwa—Howrah suburban section of the Eastern Railway. (1)]

"That the Demand under the head 'Railway Board' be reduced to Re. 1"

[Curtailment of break journey facilities to the monthly ticket holders of the Eastern and South-Eastern Railway suburban sections. (2)]

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced to Re 1"

[Failure to provide more fast passenger training between Asansol—Howrah line (38)]

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced to Re 1"

[Failure to provide more passenger trains from Rampurhat in Loopline section to Howrah, (40)]

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced to Re 1"

[Failure to declare Budwan—Asansol as suburban section of Eastern Railway (41)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced to Re 1"

[Failure to construct double line in Khana Junction to Sahebganj loop line section of Eastern Railway (76)]

"That the demand under the Head Construction of new Lines—Capital and Depreciation reserve Fund be reduced to Re 1"

[Failure to construct Howrah—Sialkhal Railway line (77)]

PROF S L SAKSINA (Maharajganj): I beg to move

"That the demand under the Head Railway Board be reduced to Re 1"

[Refusal to provide coach attendant for each 1st class coach in A T Mail Vaishali Express and Gauhati Express and Shan Awadh Express on North Eastern Railway (3)]

"That the demand under the Head Railway Board be reduced to Re 1"

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[Failure to provide a telegraph office at Gorakhpur Junction Railway Station (4)]

"That the demand under the Head Railway Board be reduced to Re 1"  
[Failure to revise pay scales of coach attendants (5)]

"That the demand under the Head Railway Board be reduced to Re 1"

[Need for survey of the Railway line to connect Gorakhpur with Maharajganj, Nichaul and Thuntbari (44)]

SHRI SAROJ MUKHERJEE (Katwa): I beg to move

"That the demand under the head Railway Board be reduced to Re 1"

[Functioning of the Railway Board which has been systematically failing to do away with neo-fapism costing huge amount of money (184)]

"That the demand under the head Railway Board be reduced to Re 1"

[Refusal to abolish the Railway Board altogether and to make the Board members several joint secretaries to the Railway Ministry (165)]

"That the demand under the head Railway Board be reduced to Re 1"

[Non-compliance with the long standing demand of the people to abolish the separate post of Chairman of the Board and to make the Railway Minister the Chairman of the Board and to make the Railway Minister the Chairman of the Board (166)]

"That the demand under the head Railway Board be reduced to Re 1"

[Sticking to the good old policies of spending lot of money and time by adhering to the bureaucratic methods of functioning of the British days and not solving problems quickly on the spot (167)]



[Shri Saroj Mukherjee]

"That the demand under the head Railway Board be reduced to Re. 1"

[Failure to improve Railway finance. (168)]

"That the demand under the head Payments to Worked Lines and Others be reduced by Rs. 100."

[Decision to give subsidy to Arah-Sasaram Light Railway which money could be saved for actual take over of the said line. (169)]

"That the demand under the head Payment to Worked Lines and Others be reduced by Rs. 100."

[Subsidy to Arah-Sasaram line which neither benefits the employees financially nor helps the local people to avail of railway journey. (170)]

"That the demand under the head Payment to Worked Lines and Others be reduced by Rs. 100."

[Failure to adopt a reasonable decision in favour of travelling public of Bihar by nationalising Arah-Sasaram Railway, which, in the long-run, will add to the revenue of the Railway. (171)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re. 1"

[Absence of guarantee for workers' participation in management and various aspects of Railways for its all round improvement. (172)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re. 1"

[Non-acceptance of the suggestions given by the workers and employees' representatives in various zones for improvement of Railway service. (173)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re. 1"

[Refusal to meet the various urgent economic and demands of the workers and employees in various zones. (174)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re. 1"

[Wrecking vengeance on the staff who participated in the last general strike in the Indian Railways. (175)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re. 1"

[Failure to keep the promise given by the Ministry to reinstate all employees victimised during the last strike and thus to improve the labour relations in the Railways. (176)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Rs. 1000."

[Failure to cut down unnecessary travelling in saloons, A.C. first class and ordinary first class by higher officers in and out of season. (177)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Rs 100."

[Failure to stop unnecessary book-keeping and record keeping in various Departments and thus saving use of paper, reducing printing expenses and book-keeping expenses. (178)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Rs. 100"

[Failure to reduce drastically the highly paid supervising staff doing to actual work of the Railway. (179)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to do the repair and maintenance jobs in time thus leading to heavy loss due to damage caused to tracks, lines, coaches and engines. (180)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure of promptly repairing and maintaining the EMU coaches in the suburban section of Sealdah and Howrah in Eastern Railway. (181)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to keep clean the local trains in suburban lines in Eastern and South Eastern Railways in Howrah and Sealdah which are damaged, defaced and shabby looking. (182)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need to give proper and prompt care to the coaches specially their latrines, bathrooms, fans and lights (183)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need to be very particularly about each train after coming to terminal stations in finding out the disorders in any sphere and to repair immediately to save a heavy damage and huge financially loss to the Railways (184)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need to increase the efficiency of damage inspecting staff (185)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need to clean and do minor repair jobs in every station where a train stops. (186)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Re. 1."

[Need for sufficiently and adequately increasing the expenditure on medical facilities, health and welfare services, educational assistance and training of staff, staff canteens and other amenities in the Railway. (187)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced to Re. 1."

[Failure to make available the staff amenities to the class IV employees as well as casual and manual labour in the Railways. (188)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Failure to Eastern Railway to build adequate number of quarters for class IV and other employees in various important stations (189)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Need to open more schools for the education of the lower grade employees in Eastern and South Eastern Railways in the jurisdiction of State of West Bengal. (190)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Need to open clubs and libraries for the use of railway workers and their family members in important railway centres. (191)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to reduce the railway fare for suburban lines for passengers travelling below 100 Km. (192)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to allow the monthly ticket holders to break journey, which is necessary for passenger travelling by the EMU Coaches that do not provide for any latrines or urinals. (193)]

[Shri Saroj Mukherjee]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to reduce the fare for the monthly ticket holders who should get special benefit than ordinary travellers. (194)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to beautify the EMU Coaches and local trains. (195)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to protect the travelling passengers from snatchers, robbers and dandies (196)]

"That the demand under the head Construction of new Lines—Capital and Depreciation Reserve Fund be to Re 1"

[Minimising the expenditure to an appalling extent for construction of new lines. (197)]

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced to Rs 1"

[Reduction of the annual average of new lines in the coming year to only 26 kilometres from an annual average of 283 kilometres since 1950, which is dangerous for the future growth of Indian Railways for national progress (198)]

"That the demand under the head Construction of new Lines—Capital and Depreciation Reserve Fund be reduced by Rs 100"

[Failure of building Howrah-Amrahatkela broad gauge line for the last three years (199)]

"That the demand under the head Construction of new Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to link up Bankura with Burdwan Junction by making the BDR a broad gauge line and erecting a railway line over the Damodar bridge. (200)]

"That the demand under the head Construction of new Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to link up Burdwan-Katwa-Ahmadnour by a broad gauge line in place of the present BK-AK railways (201)]

"That the demand under the head Open Line Works—Capital Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to introduce suburban trains between Burdwan-Asansol and Durgapur-Asansol to help the growing industrial potentiality of the area (202)]

"That the demand under the head Open Line Works—Capital Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to increase the number of shuttle trains between Burdwan-Asansol and Panagar-Asansol in view of growing traffic in the zone (203)]

"That the demand under the head Open Line Works—Capital Depreciation Reserve Fund and Development Fund be reduced by Rs 100"

[Need to increase the No of FMU coaches between Ranaghat-Sealdah and Bangaon-Sealdah (204)]

"That the demand under the head Open Line Works—Capital Depreciation Reserve Fund and Development Fund be reduced by Rs 100"

[Need of electrification of Bandel-Katwa line (205)]

"That the demand under the head Open Line Works—Capital Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to build rest shelters for licensed porters and others at major rail-

way stations in Eastern and South Eastern Railways (206)]

"That the demand under the head Open Line Works—Capital Depreciation Reserve Fund and Development Fund be reduced by Rs 100 "

[Need to beautify the railway platforms at stations between Howrah to Asansol and Bandel to Katwa (207)]

"That the demand under the head Pensionary charges—Pension Fund be reduced by Rs 100 "

[Need to increase the number and amount of family pension in all the zonal railways which are very meagre, excepting Western, Northern and Southern Railways (208)]

"That the demand under the head Pensionary charges—Pension Fund be reduced by Rs 100 "

[Need to increase compassionate allowance, in all the zonal railways where large number of applications are pending (209)]

"That the demand under the head Pensionary charges—Pension Fund be reduced by Rs 100 "

[Delay in sanctioning and paying the retirement benefits to the employees in all the railways (210)]

"That the demand under the head Pensionary charges—Pension Fund be reduced by Rs 100 "

[Need of accounting, clearing and paying the retirement benefits to the employees on the day of retirement itself and the need to compute the figures as the services move on year to year (211)]

"That the demand under the Head Pensionary Charges—Pension Fund be reduced to Rs 100 "

[Need to make a provision in the form of a rule that the superior officer who is incharge of finally sanctioning retirement benefit in case of delay or harassment to any retiring employee is punished (212)]

"That the demand under the Head Pensionary Charges—Pension Fund be reduced by Rs 100 "

[Need to increase the rate of invalid pension in all the railways (213)]

"That the Demand under the Head Appropriation to Accident Compensation, Safety and Passenger Amenities Fund be reduced by Rs 100 "

[Need to build platforms and covers and overbridges in congested stations between Howrah-Burdwan and Bandel-Katwa lines as safety measures (214)]

"That the demand under the Head Appropriation to Accident Compensation, Safety and Passenger Amenities Fund be reduced by Rs 100 "

[Need to increase the budget for compensation payments for passengers involved in accidents (215)]

"That the demand under the head Appropriation to Accident Compensation, Safety & Passenger Amenities Fund be reduced by Rs 100 "

[Need of building an overbridge in Guptipara station in Bandel-Katwa line and also one more overbridge in Katwa station for the people going over to A K line (216)]

"That the demand under the head Accident Compensation Safety and Passenger Amenities Fund be reduced by Rs 100 "

[Need to provide one privy at least in every EMU coach in suburban line (217)]

SHRI AJIT KUMAR SAHA  
(Vishnupur) I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100 "

[Failure to reconstitute or abolish the Railway Board (245)]

[Shri Ajit Kumar Saha]

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Failure to reduce the number of Directors in the Rly. Board (246)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure of the Board to effect economy in the Railways (247)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure of the Board to take back retrenched workers who participated in the strike of 1974 (248)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure of the Board of finish the projects in their scheduled time (249)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure of the Board to make the railway factories work to their full capacity (250)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Delay of going on with the work of the Calcutta tube railways (251)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to have electrification of Kharagpur-Adra line in the SE Railway (252)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure of running express train in Kharagpur-Adra section (253)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to convert Bankura-Damodar railway into broad gauge (254)]

"That the demand under the head Payments to Worked Lines and Others be reduced by Rs. 100."

[Stoppage of the work of Howrah-Amta line (255)]

"That the Demand under the head Payments to Worked Lines and Others be reduced by Rs. 100."

[Failure of taking over Arrah-Sasaram Light Railway (256)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100"

[Failure in providing amenities to 2nd class passengers (257)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100"

[Failure of providing good food for passengers in the trains. (258)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure of building adequate no. of quarters for Rly. workers (259)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Extravagance in furnishing the offices of General Managers and Divisional Superintendents (260)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure of the Railway in reducing saloon cars and inspection cars (261)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure of taking in adequate no. of workers from Scheduled Castes and Scheduled Tribes (262)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Illegal possession of Railway land by Allahabad Bank at Adra (SE Rly). (271)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to reappoint casual workers who participated in strike of May, 1974 (272)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Use of Rly. employees by the high officers, as domestic servants or for personal work (273)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Attempt of raising the price of monthly tickets in suburban trains (274)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Reduction of facilities to railway employees (275)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to reduce working hours of certain categories of railway workers (276)]

"That the demand under the head Ordinary Working Expenses—Repairs

and Maintenance be reduced by Rs. 100."

[Failure in providing better coaches to 2nd class passengers (277)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to provide more sleeper coaches in long distance trains (278)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to stop import of components of Railway coaches (279)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Malpractices in letting out Railway lands. (280)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to have timely repairs of passenger coaches (281)]

"That the Demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure of providing more platforms at Howrah station. (282)]

"That the demand under the head Ordinary Expenses—Operating Staff be reduced by Rs. 100."

[Failure to stop theft and robbery in running trains. (283)]

"That the demand under the head Ordinary Expenses—Operating Staff be reduced by Rs. 100."

[Extention to and re-appointment of superannuated workers for unknown reasons. (284)]

"That the demand under the head Ordinary Expenses—Operating Staff be reduced by Rs. 100."

[Shri Ajit Kumar Saha]

[Need to check over-crowding in the passenger trains. (285)]

"That the demand under the head Ordinary Expenses—Operating Staff be reduced by Rs. 100."

[Forced retirement of Rly. workers without any reason. (286)]

"That the demand under the head Ordinary Expenses—Operating Staff be reduced by Rs. 100."

[Failure of the Railway to confirm the services of its workers even after 10 to 15 years of services. (287)]

"That the demand under the head Ordinary Expenses—Operating Staff be reduced by Rs. 100."

[Need for regularisation of the services of R.E. workers in the Rlys. (288)]

SHRI C. H. MOHAMED KOYA (Manjeri): I beg to move:

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to provide more jobs to people belonging to minority communities in the Railway (302)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to conduct a survey for a new railway line from Feroke to Melattur (Southern Railway). (303)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Necessity for improving the facilities at Calicut Railway Station (308)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Necessity for opening the road going through Calicut railway colony for public (309)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Necessity of electrifying the trains in Kerala region where electricity is cheap (310)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Necessity for having one more overbridge at Calicut. (311)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Necessity for extending the Shornur-Nilambur Rly. to Calicut and have a survey for that (312)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Delay in constructing the Kuttippuram-Guruvayoor Trichur Rly. (313)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Delay in constructing the Cochin-Alleppey Rly. line (314)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to complete the Trivandrum-Kanyakumari Rly. line (315)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for having more trains between Cannanore & Quilon in Southern Railway (316)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Necessity for constructing an over-bridge at Kuttippuram. (317)]

SHRI SARJOO PANDEY (Ghazipur): I beg to move:—

"That the demand under the head Railway Board be reduced to Re. 1"

[Failure to provide facilities on Allahabad-Chupra line on N.E. Railway (321)].

"That the demand under the head Railway Board be reduced to Re. 1"

[Failure to provide safety to rail passengers (322)].

"That the demand under the head Railway Board be reduced to Re. 1"

[Failure to construct broad gauge line from Chupra to Allahabad (323)]

"That the demand under the head Railway Board be reduced to Re. 1"

[Failure to construct a rail bridge over Ganga river at Ghazipur thereby connecting the metre gauge with broad gauge line (324)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to provide crossing overway stations from Chupra to Allahabad on N.E. Railway (325)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide crossing overbridge at Ballia on Chupra-Allahabad line on N.E. Railway (326)]

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to reconstitute the Railway Board (327)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure in reinstating the employees who participated in the 1974 strike (328)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure of the Railway Board in effecting economy in the Railways (329)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to introduce fast running trains on Chupra-Allahabad line (N.E. Railway) (330)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Delay in the construction of Delhi-Shahdra railway line (331)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100"

[Failure to provide facilities to second class passengers (332)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100"

[Lack of catering facilities on railways (333)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100"

[Failure to reduce the number of saloons and to prevent their misuse (334)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100"

[Failure to recruit adequate number of Scheduled Castes and Scheduled Tribes employees in the railways (335)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to provide adequate number of residential quarters to the railway employees (336)].



**SHRI DINEN BHATTACHARYA**  
(Serampore): I beg to move:—

“That the demand under the head Railway Board be reduced to Re. 1.”

[Continuance of the Railway Board (337)].

“That the demand under the head Railway Board be reduced by Rs. 100.”

[Maintaining a top-heavy administration (338)].

“That the demand under the head Railway Board be reduced to Re. 1.”

[Maintaining A.C.C. 1st class in Rajdhani and Mail and Express trains causing heavy loss to the railway finance (339)].

“That the demand under the head Railway Board be reduced to Re. 1.”

[Continuing the existing abnormally high fares for the long distance passengers of Hind class (340)].

“That the demand under the head Payments to Worked Lines and Others be reduced by Rs. 100.”

[Need for taking over Arrah-Sasaram Light Railway (347)].

“That the demand under the head Payments to Worked Lines and Others be reduced by Rs. 100.”

[Need to complete the laying of broad gauge line in Howrah-Amta and Howrah-Sheakhala section (348)].

“That the demand under the head Payments to Worked Lines and Others be reduced by Rs. 100.”

[Need for the electrification of Bandel-Katwa section of Eastern Railway (349)].

“That the demand under the head Payments to Worked Lines and Others be reduced by Rs. 100.”

[Need to take up the work for re-modelling of Bandel station of Eastern Railway (350)].

“That the demand under the head Railway Board be reduced to Re. 1.”

[Continuance of casual labour for the jobs of permanent nature (383)].

“That the demand under the head Railway Board be reduced to Re. 1.”

[Discriminatory promotion policy (384)].

“That the demand under the head Railway Board be reduced by Rs. 100.”

[Need to broaden ‘subway’ on the northern side of Konnagar station of E. Railway (385)].

“That the demand under the head Railway Board be reduced by Rs. 100.”

[Need for construction of flyovers in Serampore and Daidyabati on National High way No 2 over which Railway line crosses (386)].

“That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100.”

[Need for better maintenance of E.M.U coaches in S.E. Railway and Eastern Railway suburban sections (387)].

“That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100.”

[Need to arrange for better and speedy replacement of lights, fans and window shutters of E.M.U coaches (388)].

“That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100.”

[Need for prompt and adequate supply of rolling stocks of better quality for all the Railways (389)].

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need for better maintenance of trains specially long distance trains while in running stage (390)].

"That the demand under the head Accident Compensation, Safety and Passenger Amenities Fund be reduced by Rs. 100."

[Need for better maintenance of food supply in the long distance trains (391)].

"That the demand under the head Accident Compensation, Safety and Passenger Amenities Fund be reduced by Rs. 100."

[Need for better security arrangements in all long distance trains (392)].

"That the demand under the head Accident Compensation, Safety and Passenger Amenities Fund be reduced by Rs. 100."

[Need for supply of drinking water on all the suburban stations of E Railway and S.E Railway (393)].

"That the demand under the head Accident Compensation, Safety and Passenger Amenities Fund be reduced by Rs. 100."

[Need for introducing more trains to and from on Howrah-Burdwan and Howrah-Katwa, Eastern Railway 394)].

**SHRI BHOGENDRA JHA** (Jainugar): I beg to move:—

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to abolish the Railway Board (351)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to abolish the contract system in the Railways (352)].

"That the demand under the head Railway Board be reduced to Re. 1"

[Failure to ensure participation of railway workers in the management (353)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to increase amenities for second class passengers (354)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to remove from service the officers and employees following the Anand Marg and RSS on N.E. and Eastern Railway (355)].

"That the demand under the head Railway Board be reduced to Re. 1"

[Dismissal of workers engaged in legitimate trade union activities on North Eastern and Southern Railways (356)]

"That the demand under the head Railway Board be reduced to Re. 1"

[Need to withdraw the illegal recognition granted to unregistered bogus union on North Eastern Railway (357)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Granting recognition to an unregistered bogus Rail Mazdoor Union instead of the duly registered and already recognised union of the same name on North Eastern Railway (358)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to restore the old railway line which was washed away between Nirmal and Thurbhita in Samastipur Division of North Eastern Railway by constructing a bridge on the Kosi (359)].

[Shri Bhogendra Jha]

"That the demand under the head Railway Board be reduced by Rs 100"

[Need to augment the income of Railways as well as the forest wealth of the country by planting mango and other fruit trees on both sides of the railway line throughout the country (360)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Delay in constructing Jhansirpur-Lokhabazar line in Samastipur Division of N E Railway (361)].

"That the demand under the head Railway Board be reduced by Rs 100"

[Delay in constructing the proposed Sakri-Hasanpuri line in Samastipur Division of N R Railway (362)]

"That the demand under the head Railway Board be reduced by Rs 100"

[Delay in converting Samastipur-Darbhanga line, N E Railway into a broad gauge line (363)]

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure in converting the metre gauge line from Samastipur to Raxaul via Darbhanga, N.R. Railway, into a broad gauge line (364)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to run New Delhi-Muzaffarpur Jayanti Janta daily (365)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to reduce the gap between

the departure and arrival time of Muzaffarpur-New Delhi Jayanti Janta by two hours (366)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Repression of the office bearers and members of the N R Railway Mazdoor Union (Regd.) in Samastipur and other Division (367)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to accord recognition to N.E Railway Mazdoor Union (Regd.) (368)]

"That the demand under the head Railway Board be reduced by Rs 100"

[Delay in converting the road across the line on the north side of Darbhanga Junction in Samastipur Division, N R Railway into an over-bridge (369)]

"That the demand under the head Railway Board be reduced by Rs. 100"

[Awarding contract to private contractors in preference to the cooperative societies of retailers at Darbhanga and Muzaffarpur Junctions of Samastipur Division, N R Railway (370)]

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to construct Sitamarhi-Jaynagar-Lokhabazar line in Samastipur Division, N. E. Railway (371)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Delay in converting Barabanki-Sonepur Metre Gauge line, N E Railway into broad gauge line (372)]

**SHR; MOHAMMAD ISMAIL**  
(Barrackpur): I beg to move:—

"That the demand under the head  
Railway Board be reduced to Re. 1."

[Maintaining the Railway Board  
which is costing huge amount to the  
exchequer (375)]

"That the demand under the head  
Railway Board be reduced to Re. 1."

[Maintaining a top heavy adminis-  
tration causing a serious drain on the  
finances of the Railways (376)]

"That the demand under the head  
Railway Board be reduced to Re. 1."

[Continuance of casual labour for  
the jobs of permanent nature (377)]

"That the demand under the head  
Railway Board be reduced to Re. 1."

[Discriminatory promotion policy  
(378)]

"That the demand under the head  
Payments to Worked Lines and  
Others be reduced by Rs. 100."

[Need for the taking over of Arrah-  
Sasaram Light Railway (379)]

"That the demand under the head  
Accident Compensation Safety and  
Passenger Amenities Fund be reduc-  
ed by Rs 100"

[Need for better arrangements to  
supply qualitative food in the long dis-  
tance trains (380)]

"That the demand under the head  
Accident Compensation Safety and  
Passenger Amenities Fund be re-  
duced by Rs. 100."

[Need for supply of drinking water  
on all the suburban stations in E.  
Railway and S. E. Railway (381)]

"That the demand under the head  
Accident Compensation Safety and  
Passenger Amenities Fund be reduc-  
ed by Rs. 100."

[Need for introducing more trains  
between Howrah and Burdwan and

Howrah and Fatwa of E. Railway  
(382)]

**SHRIMATI PARVATHI KRISHNAN**  
(Coimbatore): I beg to move:—

"That the demand under the head  
Railway Board be reduced to Re. 1"

[Failure to fulfil assurances of Minis-  
ters regarding reinstatement of workers  
victimised after 1974 strike and with-  
draw cases against them (407)]

"That the demand under the head  
Railway Board be reduced to Re. 1.

[Failure to evolve a rational Rail-  
road transport policy (408)]

"That the demand under the head  
Railway Board be reduced to Re.  
1."

[Failure to take action against the  
senior official of Lucknow Division,  
N. E. Railway, for insulting behaviour  
towards members of Contract Labour  
(Railway Loco Sheds) Enquiry Com-  
mittee (409)]

"That the demand under the head  
Railway Board be reduced to Re. 1.

[Failure to reorganise railway  
finances and streamline them in ac-  
cordance with the needs of the times  
(410)]

"That the demand under the head  
Railway Board be reduced to Re  
1"

[Failure to abolish saloons and  
luxury travel of Ministers and officials  
(411)]

"That the demand under the head  
Railway Board be reduced to Re 1."

[Misuse of emergency powers in  
unfair retirement of loyal personnel  
in Gonda Loco Shed, Lucknow Divi-  
sion of North Eastern Railway (412)]

"That the demand under the head  
Railway Board be reduced to Re 1"

[Failure to grant recognition to  
Integral Coach Factory Workers  
Union affiliated to AITUC (413)]

(Shrimati Parvathi Krishnan.)

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to speed up electrification of Madras-Trivellore and Madras-Vijayawada sections of Southern Railway (414)]

"That the demand under the head Railway Board be reduced to Re 1."

[Delay in electrification of Villupuram—Trichy section of Southern Railway (415)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Refusal to recognise the legally registered North Eastern Railwaymen's Union and recognising instead an unregistered union (416)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Refusal to take action against officers responsible for neglect leading to theft of imported ball bearings in Integral Coach Factory, Perambur (417)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to evolve a system of workers' participation in management at all levels and associating all registered union (418)]

"That the demand under the head Railway Board be reduced to Re 1."

[Interference of administration in the internal affairs of S. E. Railwaymen's Union (419)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Refusal to provide separate coach attendants to each railway coach in all passenger, mail and express trains (420)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to include the extending of broad gauge link from Trichy via Dindigul to Tuticorin in Plan for 1976-77 (421).]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to extend Mangal re-New Delhi Jayanti Janta Express to Amritsar (422)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to abolish the Railway Board and reorganise it with Minister of Railways as ex-officio Chairman (423)]

"That the demand under the head Payments to Worked Lines and Others be reduced to Re. 1."

[Need to speed up the new project work on Kanyakumari and Trivandrum Railway link (424)]

"That the demand under the head Payments to Worked Lines and Others be reduced to Re. 1."

[Failure to stop contribution of Railways to lines run by private companies (425)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re 1."

[Failure to provide upgrading posts in class II, class III and class IV as recommended by Administrative Reforms Commission (426)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Failure to introduce stringent economy in travelling and other expenses of members of Railway Board and other class I Officers (427)]

"That the demand under the head Pensionary Charges—Pension Fund be reduced to Re. 1."

[Failure to increase pensionary benefits of pensioners as has been done in other services (428)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to stop the practice of asking railway employees to work as domestic servants in the houses of officers (429)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100."

[Failure to settle the cases of promotion of section controllers in Olavakkot Division even after court judgment setting aside these reversions (430)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Need to review the wage structure of watch and ward staff not covered by III Pay Commission (431)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100."

[Upgradation of posts of Record Supers in ICF, Pambur, with retrospective effect (432)]

"That the demand under the head Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs 100"

[Delay in arranging for priority loading of edible salt from small and medium producers, particularly around Vedaranniyam, Tamil Nadu (433)]

"That the demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100."

[Need for manning of level crossings and introduction of new crossings (434)]

"That the demand under the Head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100."

[Delay in undertaking the construction of over-bridges in Southern Railway Zone (435)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100"

[Failure to provide woollen clothing to gangmen in winter on Nilgiri Section of Southern Railway (436)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs 100"

[Failure to provide adequate footwear to gangmen (437)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Need to provide raincoats and protective clothing to gangmen during monsoons (438)]

"That the demand under the head Open Line Works (Revenue) be reduced by Rs. 100."

[Lack of facilities to Travelling Ticket Collectors in Olavakkot Division of Southern Railway (439)]

"That the demand under the head Open Line Works (Revenue) be reduced by Rs. 100"

[Failure to provide fair price shops of all essential commodities in all Railway centres where 300 families reside (440)]

SHRI D K PANDA (Bhanjanagar):  
I beg to move

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to cancel unreasonable and deliberate transfers of office bearers of the South Eastern Railwaymen's Union designed to weaken the union and unity among the workers (442)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct the Talcher-Bimlagarh railway line in S E Railway (443)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Shri D. K. Panda]

[Need to reorganise the Railway Board with workers' representatives and the Railway Minister as Chairman (444)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to change the anti-labour policy of the Railway Board (445)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to extend the Puri-Vizianagram Express to Titilagarh (446)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to rehabilitate the discharged employees involved in the railway strike in 1974 (447)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide all amenities to South Eastern Railwaymen's Union including telephone connections for their offices on equal footing with other unions (448)]

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to reconsider the cases of those railway workers whose appeals have been rejected with a view to reinstating them (449)]

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide for sufficient funds for expeditious construction of Jakhapur-Bansapani railway line in Orissa (450)]

"That the demand under the head 'Railway Board' be reduced by Rs. 300."

[Need to make provision for a new railway line from Gopalpur to Balangir in Orissa via Berhampur railway station, Asha, Bhanjanagar and Phubani (451)]

श्री बरबारा सिंह : (होमियारपुर) डिप्टी स्पीकर साहब, मैं इस डिमांड पर बहुत ज्यादा बोझना नहीं चाहता, लेकिन कुछ मोडिफ़िकेशन के सामने लाना चाहता हूँ जो कि इस बारे में कही जा सकती हैं। जहाँ तक बजट का तात्पर्य है उस पर काफी डिस्कशन हो चुका है और उस के बारे में सब लोगों ने कहा है कि इस बजट में कुछ कामदमी हुई है, जो एक खुशी की बात है। यह सैन जो इन को हुई है वह इस बजट से हुए हैं कि इमरजेंसी ने डिस्टिन्क्शन पैदा किया है, इस में कोई दो शय नहीं हैं।

मैं सिर्फ एक पॉइंट कहना चाहता हूँ और वह यह है कि जहाँ आप ने इनने गेम्स किये हैं वहाँ आप ने और भी स्टैप्स लिए होंगे जिन से कि इन्लीगल तौर पर अगर कोई ट्रैफिक चल रहा था वह बन्द हुआ, और बगैर टिकट जो लोग चलते थे उन की रोकथाम की होगी, जो बाबू बगैर टिकट के लोगों को सफर करवाते थे उन की रोकथाम की होगी। मेरी शिषायत यह है कि मैं उस इलाके से आता हूँ जहाँ के लिए आप रोच यह कहते हैं कि पंजाब में बहुत ज्यादा अनाज होता है और उस ने लोगों को भूख मरने से बचाया है। इस बारे में बार-बार बात की जाती है। मैं सिर्फ एक मवाल करता हूँ कि आज तक आजादी के बाद कोई एक इंच रेलवे लाइन पंजाब में आप ने डी है? यह मलक पंजाब के साथ अच्छा नहीं। अगर आप नहीं देंगे रेल लाइन तो हम यहाँ उस के भी अपना इंतजाम कर सकते हैं। लेकिन आप की सहूलियत के लिए है कि जहाँ अनाज काफी पैदा होता है वहाँ से रेल हैड पर फीरी लीन पर अनाज डेफिसिट एरिया में पहुँचाया जा सके। आप ने सारी स्टेट कैपिटल्स को रेलवे से जोड़ रखा है, लेकिन एक चन्डीगढ़ की बर्दकस्तमी क्यों है कि वह रेल से जुड़ा हुआ नहीं है ?

बन्दीगढ़ से बुधियाना के लिए लाइन का सब हो गया, एक बार नहीं, दो, तीन बार सब हो गया है लेकिन उस पर प्रमल नहीं मुक हुआ। क्या आप उस को ठप्प करना चाहते हैं? मुझे पता नहीं। अगर यह थिक पूरा नहीं हुआ तो बन्दीगढ़ की वह प्रहमियत नहीं हो सकती जो कि एक स्टेट कपिटल होने के नाते उमकी होनी चाहिए। बन्दीगढ़ पंजाब में रहे या न रहे, यह एक पोलिटिकल मवाल है, लेकिन बन्दीगढ़ को बुधियाना में मिलाना जरूरी है। आप ने 90 मील के फालसे को छोड़ रखा है, यह अच्छा नहीं है। मुझे खदशा मालूम होता है कि ऐसी बात कही कही चल रही है। तो यह बीज में आप के नोटिस में लाना चाहता हूँ। आपने मोकोर्मीटव्ज दुखस्त किये होंगे और जो आप की लाग डिस्टेंस ट्रेम हैं, उन में आप को ज्यादा मनाफा होगा और मेरा ऐसा ध्यान है कि 70 परसेंट आप का मनाफा लाग डिस्टेंस ट्रेम से है लेकिन मैं यह अर्थ करना चाहता हूँ कि जो बैकबर्ड एरियाज हैं, जिन को गवर्नमेंट आफ इंडिया ने बैकबर्ड डिक्लेयर किया है, उन में जो मिनिंग लिक्म हैं, उन को आप मिला दे, तो उस से भी काम चल सकता है। हमारे मरहूम दोस्त श्री एम०एन० मिश्र ने विश्वास दिलाया था कि नागल से जो ट्रेन आगे लाए हैं उम को पूरा करेंगे। मैं रेलवे के मजबूत में ज्यादा दिलचस्पी नहीं रखता हूँ और मुझे तो एग्रीकल्चर पर बोलना है लेकिन मुझे अफसोस यह है कि इस की तरफ मैंने पहले भी दो, तीन मिनट कह कर आप का ध्यान दिलाया था और उम के बाद मैं उठ कर चला गया था, लेकिन वह अभी तक हुआ नहीं है। मैं आज फिर जोर दे कर इस बात को कहना हूँ कि आप इस पर ध्यान दीजिए। हम अपने प्रदेश में इतना ज्यादा अनाज पैदा कर के अनाज को देने हैं और यह हम अपनी हिम्मत से पैदा करते हैं और गवर्नमेंट इस में ज्यादा मदद नहीं करनी है। यह बात सही है कि ऐसा कर के हम कोई अर्थकार्य नहीं करते हैं बल्कि नेशनल इकोनोमी को दुखस्त करते हैं लेकिन मैं 3010 LS-3.

कहना कि आप हम पर ही अहसान करे और हम को रेलवे लाइन दें। आपने 32 ट्रेनों और बनाई हैं और इन से ट्रेकिंग में बढ़ोतरी होगी और लोगों के आने जाने में भी सुविधा होगी लेकिन आप हमें क्यों इग्नोर करते हैं। आप जो पथमीन्दा इलाके हैं उन के लिए जो रेलवे हैं वे बहुत कम हैं और उन का कोई जिक्र नहीं करना है, उन के लिए कोई नहीं कहला है। उन का रिप्रजेन्टेशन यहां नहीं हुआ है। मैं इसलिए बहुत जोर से यह बात कहना हूँ कि वहां पर आप को रेलों का इन्जाम करना चाहिए।

इस के साथ ही साथ अब मैं यह कहता हूँ कि लेबर की हैल्थ का इन्जाम आप को करना चाहिए। कुछ दूसरे दोस्तों ने भी इस के बारे में कहा है। मैं भी यह कहना चाहता हूँ कि उन की मेहत के लिए आप को ज्यादा से ज्यादा इन्जाम करना चाहिए। आप के पास पैसा की कमी है लेकिन जो कुछ आप इस बारे में कर सकते हैं उम को जरूर करना चाहिए।

अब मैं आप के नोटिस में यह बात लाना चाहता हूँ कि किरणपुर में जो आनन्दपुर साहब के नजदीक है, वहां पर रेज्ड प्लेटफार्म नहीं है। हिमाचल का जो एक इंटेंपेटेड इलाका इस के साथ लगा हुआ है, वहां से उम की जो आमोत्रफन है गुड्स की है और दूसरी सब चीजों की होती है, उम के लिए वहां पर एक रेज्ड प्लेटफार्म देना चाहिए। इस से जो माल अमबाब जाता है, वह आसानी से पहुंच सकेगा और आप को पैसा अधिक मिल सकेगा।

अभी एक रिपोर्ट श्री वी० एम० मूर्ति की आई है। उम में उन्होंने यह मोचने की कोशिश की है कि किस हद तक सांवेज में कटौती की जा सकती है। अब यह कटौती कैसे होगी? कटौती इसी तरह से होगी कि मिनिंग लिक्म नहीं बनने चाहिए और छोटी लाइने, जिन से लोगों को फायदा होगा, वे



[श्री वरवार सिंह]

नहीं बननी चाहिए। कटीती नहीं होनी और कहीं नहीं होनी। श्री बी० एम० मूति की रिपोर्ट बहुत साम्यदार होनी, बहुत झूठी होनी इस नुकतेनिगाह से कि उसमें कमी की बात कही गई होनी और यह कहा होगा कि यहां पर रेलवे लाइन नहीं बननी चाहिए क्योंकि यह अनरेम्यूनेरेटिव है। यह एक सपना इन को ऐसा मिल गया है जिससे हम सब पर तलवार चलती है। वह कैसे? मैं एक दफा यहां नोटिस में लाया था। एक रेलवे मेम्बर थे जो वहां मिनिस्टर थे, उन के नोटिस में लाया था। कि एक डिब्बा होमियार-पुर से चला करता था जो बिल्कुल दुनिया से कटा हुआ है, जो किसी दूसरे जिले से, किसी दूसरे जिले से मिला हुआ नहीं है, वह इनाका बकवर्ड जरूर है, लेकिन एक डिब्बा आप लगाते जरूर थे और वह पहुंचता था। आज मुझे एक चिट्ठी मिली है कि वह घाटे का काम है इसलिए हम डिब्बा नहीं देगे। वह घाटे का काम नहीं है। वहां के लोगों के रिप्रेजेंटेशन आपके पास हैं। वे लोग कहते हैं कि एक डिब्बा नहीं दो-तीन डिब्बे लगे ताकि लोगों को सहूलियत हो वहां से बैठ कर लोग दिल्ली और इमरी जगह कारोबार के लिए जा सकें। आप पहले लाइन बनाते नहीं है। आप कहते हैं कि सवारी आयेंगी या नहीं आयेंगी। आप कहते हैं कि लाइन रेम्यूनेरेटिव होगी या नहीं होगी। मैं कहता हूँ कि आपके अन्दाजे ठीक भी हो सकते हैं लेकिन यहां मैं कहता हूँ कि आपका यह अन्दाजा गलत है। आप पर्सिव लाइन क्यों नहीं बनाते हैं? आप क्यों नहीं उसे किसी दूसरे जिले से जोड़ते हैं?

डिप्टी स्पीकर साहब, मैं आपके नोटिस में लाऊँ कि हम वहां रेलवे मांगते हैं, वहां श्री मेहनत हाईवे की सड़क है, वह बन्द कर दी है, वह ठग कर दी है। कहते हैं कि बीसा नहीं है। पुन बन रहा है। छोटे-छोटे एरियाज में सामान पैका, बकरी और कुलरा

सामान पैका है, वह बरसात में चला जाकर क्योंकि रिवोल्यूटस वहां बहुत है फिर नये सिरे से कहेंगे कि हमारे पास पैसा नहीं है। मैं समझता हूँ कि न आप वहां देन बनावें, न सड़क बनावें, न उस इलाके के लोगों को आप कोई सहूलियत देने के लिए तैयार हों, जो छोटी छोटी स्कीमें हैं, उनको भी आप वहां चालू न कर सकें तो उन के साथ यह बैरिफाकी है।

मैं पंजाब के बारे में बार-बार नहीं कहना चाहता। आपको वहां से अनाज मिलता है, ईसान भी वहां से मिलते हैं। वहां स्ट भी पाकिस्तान की तरफ से पहले होता है, हमलावर वहां आते हैं। वे लोग उजड़ते हैं, बसते हैं फिर खड़े होते हैं। फिर आप हमारी छोटी मोटी डिमाण्ड की तरफ तबज्जो नहीं देते तो हम अफमोस ही कर सकते हैं और क्या कर सकते हैं। हम दूसरे इमानों में तो लड़ सकते हैं, अपनी से नहीं लड़ सकते हैं। इसलिये मैं कहना चाहता हूँ कि आप उनकी तरफ जरूर ध्यान दीजिए बरना हम इस बात को उठाने रहेंगे।

मैं रेलवे के बारे में एक प्रश्न करना चाहता हूँ। रेलवे में करप्शन में कुछ कमी हुई है। मैं अभी माहव को मुबारकबाद देता हूँ कि उन्होंने खद छापी लगाए। लेकिन हमारा जो मुगलमराय है उसको और कंट्रोल कीजिए। वह लाखों रुपया रोजाना हजम करने वाला है। उसमें कुछ कमी हुई है। लेकिन वहां ऐसा चोर है जो कि आपके अफसरों से मिला हुआ है। वहां का मौल ऐसा है कि वह अपने घर में लाकर प्राधा निकलता है। बाड़ी में ताला लगा है, मोहर लगी है लेकिन बाड़ी खाली होती है, अन्दर कुछ नहीं होता। मोहर ठीक लगी होती है लेकिन जिसके पास सामान जाता है वह आपके पास क्लेम भेजता है। क्लेम में आप तेजी लाते हैं, इनकी कम करने की कोशिश की है, लेकिन इस तरह जब तक ध्यान नहीं देने तब तक कुछ होने वाला नहीं है।

में एक हकीकत बयान करता हूँ। गाड़ी में कुछ कारों के ली कुछ लोग अपने-अपने टिकट ले ले लेकिन मेरे जैसा इंसान बिना कुछ दिये वगैर धरार लेना चाहे तो नहीं ले सकता। गाड़ी चलने वाली है, सीटी लग चुकी है, दम धारावासी को अन्दर दाखिल कर लिया जायगा और कहा जायगा कि यहाँ बैठ जाओ। वें लोग वीट हाथ में लिये हुए हैं। हम बात की तरह भी निगरानी करने की जरूरत है। यह ठीक है कि आपने इसके लिए बहुत काम उठाये हैं लेकिन अभी भी हममें डीलान है। अभी इसकी तरफ और तवज्ज देने की जरूरत है। ये सारी बात मैंने बहुत दुखी होकर कही हैं। मैं बहुत कम बोलता हूँ।

मैं एक अर्ज और करने लगा हूँ। इलाहाबाद में एक पब्लिक सर्विस कमीशन बनाया है उसको आप दिल्ली में रख लीजिए ताकि हिमाचल, पंजाब, जम्मू कश्मीर और दूसरी जगहों के लोग भी अपने इम्तिहान देकर के उसमें पास हो जायें तो रखे जा सकें। कई वक्ता इनकी दूर से उनको चिट्ठी तब मिलती है जब इम्तिहान हो जाता है क्योंकि दूर दराज के इलाकों में डाक का इन्जाम ऐसा नहीं है कि उनको वक्त पर चिट्ठी मिल जाय। कई इलाकों में तो डाक ही हफ्ते में दो बार नहीं जाती। उनकी सहूलियत के लिए आप उसका एक विंग चाहे दिल्ली में ले जाएं चाहे कोई और इतजाम करे। ऐसा करके आप उनको इम्तिहान देने की सहूलियत दीजिए। अगर आप बहा से सर्रा लिफ्ट नहीं करें तो कुछ थोड़ा-सा लिफ्ट कर दीजिए।

इन अल्पाज के साथ मैं कहना चाहता हूँ कि आपने जो अच्छा काम किया है उससे आपकी एनकरेजमेंट मिलनी चाहिए और आपको और भी ज्यादा अच्छा काम करने की प्रोत्साहन करनी चाहिए।

श्री सरंजू बाबे (गाजीपुर) : मेरी आपका यह भी कि इस बार रेलवे बजट में

कुछ नई चीजें होंगी। लेकिन ऐसा मु कुछ विश्वास नहीं किया है। एमरजेन्सी के बाद हम में कोई शक नहीं है कि रेलवे के काम में कुछ सुधार हुआ है येन गाडिया समय में आने जामे लगी हैं। लेकिन यही माना मे रेलवे का जो नीति है वह पुरानी ही नीति है। पुरानी नीति पर ध्यान भी रेलवे के अधिकारी चल रहे हैं और उन्होंने उम से आना नाना नहीं तोबा है। पुरानी नीति क्या थी. रेलवे में लयबुरियस गाडियों को व्यवस्था हुई है पर हम बान का कभी ध्यान नहीं रखा गया कि देश में साधारण यात्रा करने वालों के लिए ज्यादा से ज्यादा डिब्बे और सुविधाएं बूझैया की जाए। पुरानी नीति यह रही है कि जो ऊंची क्वास में लोग यात्रा करने हैं, अफपर हैं, विधायक है, बडे बडे बिजनेसमन हैं उनको ज्यादा से ज्यादा सुविधाये प्रदान की जाएं और जो निम्न श्रेणी के लोग हैं, जो दूसरी श्रेणी में यात्रा करने हैं उनके बान्ने किसी नई सुविधा की व्यवस्था न की जाए। इन बजट में भी यही चीज देखने को मिलनी है।

हमारी आशा यह थी कि जो इलाके पिछडे हुए हैं, जहा रेलों की व्यवस्था नहीं है—अभी माननीय सदस्य चंडीगढ की शिकायत कर रहे थे कि वहाँ येन नहीं है—मध्य प्रदेश में रीवा है जहा कोई रेल बनेरशन नहीं है—बैलाडीला से वासटेयर तक केवल थाल गाडिया घा जा सकती है, लोगों के जाने की कोई सुविधा नहीं है—पूर्वी उत्तर प्रदेश के जिले है जहा सब छोटी लाइने है न बहा जान की सुख्या की व्यवस्था है और न समय की सुचन होती है—बहा रेलों आदि की व्यवस्था की जायगी। लेकिन ऐसा नहीं हुआ है। बजट में नई लाइनें की व्यवस्था होगी, यह भा हमे आशा थी लेकिन ऐसा भी कुछ देखने को नहीं मिला है। आखीर से उन इलाकों से जहा रेलों की बहुत अधिक आवश्यकता है, हम समझते थे कि इस बजट में प्रोबिजन होगा

[ श्री सरजू पांडे ]

लेकिन कोई प्राविधान किया गया हो, 'सा हमें दिाई नहीं देता है।

हम यह भी आशा करते थे कि रेलों में जो हमारे कर्मचारी काम करते हैं, खास तौर से बीबी क्षेत्री के कर्मचारी उनकी सुविधाओं पर ध्यान दिया जाएगा लेकिन वह बीब भी इस में देखने को नहीं मिली है। रेलों में जो छुट्टावार है और जिस की कई बार यहाँ शिकायत भी की गई है और अभी माननीय सदस्य कह भी रहे थे, उसको ठेके के लिए भी कोई कदम उठाया नहीं गया है।

सब से बड़ी बात यह है कि रेलों को चलाने वाला जो रेलवे बोर्ड है जिस के बारे में कई बार मीम्बरों ने कहा है कि यह सफ़द हाथी है उसके खर्च में भी कोई कमी नहीं की गई है। कोई रेलवे बोर्ड पर रेलवे के बजट का आधे से ज्यादा घन खर्च हो जाता है। कुछ मादमी हैं जो एयर कंडिशनर कमरों में बैठते हैं और जिन का जनता से कोई मतलब नहीं है और उनके बारे में कई बार कहा गया है कि उस में बैठने वाला जो रेलवे बोर्ड है उसकी कोई जरूरत नहीं है फिर भी आज रेलवे बोर्ड बना हुआ है, वही रेलों का मालिक है लेकिन उसके खर्च में इस बजट में कोई कटौती नहीं की गई है।

यूनियनों की बात भी कही जाती है, उनको मान्यता देने के कोई नियम आपने नहीं बनाए हैं। हजार बार मांग की गई है कि यूनियनों को मान्यता देने के बारे में आप नियम बनाएं और उन नियमों के अन्तर्गत जो यूनियनों हैं उनको आप मान्यता दें। लेकिन सरकारों की इच्छा पर हम सब बीब को छोड़ दिया गया है। नतीजा यह है कि आज जिन यूनियनों को मान्यता प्रदान की गई है, उनके पीछे कोई मजदूर नहीं है। बल्कि ऐसी

यूनियनों को मान्यता प्रदान कर दी गई है जो पूरी तरह से देश के इंटररेस्ट के विनाशक काम करती हैं।

यहाँ काफ़ी आलोचना हुई है बजट की। इतना ज्यादा आप रेलवे बोर्ड पर खर्च कर रहे हैं उसकी माउटपुट क्या है? यह हम लोगों के लिए क्या करता है यह आज तक बात सभ्रम में नहीं आई है। आप कहते हैं कि याली किराया आपने नहीं बढ़ाया है। मैं मानता हूँ कि वह नहीं बढ़ाया है। लेकिन ऐसा आपने इसलिए नहीं किया है कि इतनी बात और इतना ज्यादा वह पहले से ही बढ़ा चुका है कि उसको अब और बढ़ाने का कोई धर्म नहीं बा। मगर मान के भाड़े बढ़ाये गये। जो बीबें, कोयला, तेल आदि रेलवे ने लाई जायेंगी वह मंहगी होंगी और उनके दाम बढ़ेंगे जो कि उपभोक्ताओं को भोगने पड़ेंगे।

मैं यह जानना चाहता हूँ कि सरकार रेलवे बोर्ड पर इतना ज्यादा खर्च क्यों करती है? इसकी क्या जरूरत है? सदन में कई बार सलाह उठाया गया है, ये दो-दो सरकारें यहाँ चलती हैं, एक रेलवे मंत्रालय है और दूसरा रेलवे बोर्ड है। मैं समझता हूँ कि रेलवे बोर्ड ज्यादा पावरफुल है रेलवे मंत्रालय के बजाय। यहाँ बैठे हुए सरकार के अफसर जो चाहें, अपनी मनमानी करते हैं।

रेलवे स्ट्राइक के बाद बहुत सारे लोग निकाले गये। मंत्री सहायदय ने वहाँ आश्वासन दिया कि हम सब को रेलवे में ले लेंगे, लेकिन आज भी नार्थ-ईस्ट रेलवे के बौडा स्टेशन पर एक अफसर है, जिनका रेलवे की नीतियों, पालिसियों से कोई सम्बन्ध नहीं है। उन्होंने वहाँ पर 100 आदिमियों को निकाला दिया। इन्फ़्रान्त बहुत पहले खत्म हो गई, लेकिन अब उन पर चार्ज लगाया गया कि वे कामचूकी करते हैं। और चार्ज लगाकर उनको निकाल

दिया गया। आज गरीब रेलवे एम्पलाई मर रहे हैं। आप रेलवे एम्पलाई के बारे में सी० आई० टी० में जांच करवा लीजिये, वे रेलवे के अधिकारी तमाम खलासियों से अपने घरों पर काम लेते हैं। कहा जाता है कि बांडेड शिबर खत्म हो गई है, लेकिन आप देखें कि एमरजेन्सी के बाद रेलवे के अफसर बहुत पावरफुल हो गये हैं। उनसे हर आदमी आज डरता है। हरेक अफसर उनसे घरों पर काम लेते हैं। जो घर पर काम नहीं करता है, उसको निकाल देते हैं। मैं मंत्री महोदय से कहना चाहता ह कि आप इस मामले में कुछ सुधार लीजिये।

आज भी हमारे यहाँ आदमी रेल की छतों पर सफर करते हैं फुट-बोर्ड पर सफर करते हैं और मद्रास में बम्बई तक एयर-कंडीशन के डिब्बे खाली जाते हैं। उनमें चलने के लिये आदमी मिलता नहीं है। आप सोच लीजिये कि रेलवे के एयर-कंडीशन्ड कोच का किगया और इवाई जहाज का किगया जब बराबर है तो जिन आदमी को जाना होगा वह रेल में 24 या 49 घंटे क्यों खर्च करेगा? वह थोड़ा सा ज्यादा पैसा देकर प्लेन में चला जायेगा। दूसरी तरफ हमारे मुल्क के गरीब लोग रेलों की छतों और फुट-बोर्ड पर सफर करते हैं।

कई बार ऐसे किस्से हो चुके हैं एक बार सारे सदन में हल्ला भी हुआ था कि एक रेल गाडी गोरखपुर से चलकर बाकुलहपुर पर पहुंची। उसकी छत पर बैठे पचासों आदमी पुल से टकराकर ऋषा हो गये। तो क्या यह व्यवस्था रेलवे अधिकारियों को नहीं करनी चाहिये कि ज्यादा से ज्यादा रेल-गाडियां चलाई जायें? ताकि जो हमारे लोग छतों और फुट-बोर्डों पर सफर करते हैं, उनको स्थान मिल जावे।

अभी एक पत्रिका प्रकाशित हुई थी, कल मैं उसे देख रहा था। दुनिया में हर जगह पीलेड, फास और दूसरे मुसकों में वहाँ की सरकारें रेलवे को इलेक्ट्रिफाई करवा रही हैं। रेलवे के पिछले दो बजटों में जो पैसा इलेक्ट्रिकेशन के लिए मिला था और वह कम कर दिया गया है। अभी तक गाजियाबाद तक इलेक्ट्रिकेशन ही गया है। पीछे जो पैसा मिला था, उसको कम कर दिया गया। यह सरकार डीजल इंजन पर ज्यादा खर्च करती है। यह कहेंगे कि डीजल वाले इंजन ज्यादा माल ढोते हैं, वह तंजी में भी चलते हैं, यह बात ठीक ही सकती है, मगर डीजल लाने के लिये कितना फारेन-एक्सचेंज लगाना पड़ता है। अगर हम उनको ही इटाकर इलेक्ट्रिफाई करने तो बहुत आसानी से काम चल सकता था। उम दिन विपार्टी जो कहते थे कि पैसा नहीं है। तो यह डीजल के इंजन की जगह क्या और चीजे पहले नहीं बनाई जा सकती थी। पहले स्टीम के इंजन चलते थे उनमें काम लिया जाता और कोशिश की जानी चाहिये थी कि पहले इलेक्ट्रिक ट्रेन चलाई जानी।

फिर रेलों में मुसाफिरो को सुविधा प्रदान करने की बात होनी चाहिये। जो फर्स्ट क्लास और एयर कंडीशन्ड क्लास में चलने वाले लोग हैं वे बड़े समय हैं। उनके लिये तो गाडी में ही पानी पीने की व्यवस्था है, मगर जो तीसरे दर्जे के मुसाफिर हैं, जो बोरे की तरह चलते हैं, उनके लिये पानी पीने की कोई व्यवस्था नहीं है। क्या रेलवे यह नहीं कर सकती है? दिमाग में तो यह है कि समाजवाद लायेंगे, लेकिन क्या यही समाजवाद है कि एक तरफ बड़े लोगों के लिये एयर-क्लर तथा हुआ है और रेलवे का ठंडा पानी पीते हैं और दूसरी तरफ मुसाफिर पानी के बिना मर जाते हैं।

**[बी सरकू पाठे]**

क्या इसके लिए भी बहुत ज्यादा धन की जरूरत है ? क्या उसी दिवस में उन के लिए पानी की व्यवस्था नहीं की जा सकती है ? लेकिन यह भी नहीं किया जाता है। उन के लिए न तो टिकट मिलने की व्यवस्था है, न गाड़ी पर बैठने की कोई सुविधा है और न ही उन की जान की सुरक्षा है। मैं यह जानना चाहता हूँ कि इस बजट में समाज के बीकर सेकण्ड, गरीब लोगों, के लिए क्या व्यवस्था की गई है। मुझे तो इस में ऐसी कोई बात देखने को नहीं मिली है।

जहां तक कर्मचारियों का संबंध है, तीसरी और चौथी श्रेणी के कर्मचारियों के लिए मकान और शिक्षा आदि की कोई व्यवस्था नहीं है। वे लोग सड़क पर रहते हैं और वहां ही सारी जिन्दगी बिता देते हैं। वे लोग रेलवे का सब से महत्वपूर्ण और सब से मुश्किल काम करते हैं, जिन की एक गलती में मकड़ों और हजारों लोगों की जानें जा सकती हैं, उन की दशा बहुत खराब है। लेकिन रेलवे मंत्रालय का ध्यान उन की तरफ नहीं है। उन का ध्यान बड़े बड़े अफसरों की तरफ है।

रेलवे के अन्य कर्मचारियों के लिए भी क्वार्टरों की कोई व्यवस्था नहीं है। क्या रेलवे मंत्रालय उन के लिए क्वार्टर नहीं बना सकता है ? बड़े बड़े बगलों पर खर्च कम किया जा सकता है। गोरखपुर में जेनेरेल-मैनेजर या किसी अन्य अधिकारी के बंगले में नहाने का टैंक बनाया गया है। क्या ऐसे कामों पर खर्च को कम कर के छोटे कर्मचारियों के आवास के लिए कोई व्यवस्था नहीं की जा सकती है ? लेकिन सरकार का ध्यान इस तरफ नहीं है। वह बात समाजवाद की करती है, लेकिन बड़े बड़े अधिकारियों के लिए उस में सब प्रकार की ऐंश की चीजें मूहैया की हुई हैं। पुराने राजा महाराजा चले गये। ग्राम हासिलत यह है कि कई राजा-महाराजाओं के बच्चे रिक्शा चला रहे हैं। लेकिन अब नीकरवाही नये राजा बन कर बैठ गई है। अगर सरकार के पास पैसा नहीं है, तो वह खर्च को कम कर के उन गरीब

मजदूरों के लिए उचित सुविधाओं की व्यवस्था करें, जो वास्तव में रेलों की चलाई है।

इस सदन में यूनियनों की बात कही गई है। इस बारे में जार्ज फरनेस्टीज का विश्वास भी किया गया है। नार्थ-ईस्टर्न रेलवे मजदूर यूनियन के नाम पर एक ऐसी यूनियन को रिकग्नाइज किया गया है, जिस का रजिस्ट्रेशन तक नहीं है, जिस के पीछे एक भी आदमी नहीं है। मैं यह सिद्ध कर सकता हूँ कि उस यूनियन का कोई भी आदमी रेलवे का काम नहीं करता है, दफ्तर में नहीं जाता है। किसी से दवाओं की दुकान खोली हुई है और वह दिन भर वहीं बिताता है। जब भी मंत्रालय को कहा जाता है कि उस यूनियन का इलेक्शन हुआ है, जिन के फनक्चर नये आफिस-बीयरर्स दूसरे आ गये हैं, उनको मान्यता दी जाये, तो जवाब दिया जाता है कि हम तो पुराने आफिस बीयरर्स को ही मानेंगे। रेलवे बोर्ड के चेंबर-मेन, बँरी साहब, कहते हैं कि हम का पार्लि-टिक्स से कोई मनलव नहीं है, हम तो सेट आफ पीपल में डील करने हैं।

सरकार को इस बात का ध्यान रखना चाहिए कि जो यूनियन और व्यक्ति (के प्रति बफादार है, वे हमारी नीतियों को मानते हैं, उन के प्रति रेलवे विभाग का क्या व्यवहार होना चाहिए, और जो लोग सरकार की नीतियों का विरोध करने हैं और रेलवे में सब से ज्यादा गड़बड़ करते हैं, उन के प्रति क्या नीति अपनाई जाये। आज रेलवे में यह स्थिति है कि जो उस को सब से अधिक नरमान पहुंचाने हैं, उन को तो नौकरियों में से लिया गया है और उन को सब सुविधाएं प्रदान की गई हैं, और जो लोग सरकार की नीतियों के समर्थक हैं और ईमानदारी से रेलवे का काम करते रहे हैं, उन के लिए सब तरह के सम्मान बन्द हैं। मंत्री सहोदय की इस तरफ ध्यान देना चाहिए।

इनाहाबाद में छपरा तक की लाइन को बड़ी लाइन में परिवर्तित करना बहुत आवश्यक है। तमाम जगह बड़ी लाइन बन गई है,

केवल पूर्वी उत्तर प्रदेश के हम के बिना बाल पकूक ही नहीं सकता है। बहा चार पांच जगह ट्रांसमिशन स्टेशन बनाना पड़ता है। इस बजट में भी वहां के लिए रेलवे लाइन की व्यवस्था नहीं की गई है। जो नई रेलवे लाइने बनाने या छोटी लाइन से बड़ी लाइन में बदलने की ओर उन के विस्तार की व्यवस्था की गई है उन में भी वह नहीं है। इसलिए मैं चाहता हूँ कि माननीय मंत्री महोदय अब भी उन खर्चों को घटाएं जो गैर-जरूरी हैं। रेलवे बोर्ड में जो बैठे हुए लोग हैं उन के खर्च कम करें, अफसरों के खर्च कम करें और जिन कर्मचारियों के विच्छेद शिकायतें हैं उन की सुनियतों की मान्यता समाप्त करें। मान्यता देने के लिये नये नियम बनाएं और उन लोगों की सुनियतों को मान्यता दें जिन का नहीं मानने में रेलवे में प्रभाव हो। चांगिया को रोकने की व्यवस्था करें और इलाहाबाद छपरा लाइन के बारे में विशेष रूप में ध्यान दें। इसके साथ साथ जो मैंने जिक्र किया था और बेनाडीला का वहां रेलवे लाइन की बहुत जरूरत है। वहां रेलवे लाइन से जाने की व्यवस्था करें। तब जा कर हम समझेंगे कि हमारे देश का रेलवे बजट नहीं मानने में जनता के हित का सामन रख कर लाया गया है।

**श्री एच. बहादुर सिंह (मिथी)** उपाध्यक्ष महोदय, मैं समझता हूँ कि हमारी रेल लाइन अब लम्बी मुरा से निकल कर के एक प्रशासनिक स्थान पर समय पर पहुंची है और अब की साल का जो बजट पेश किया गया है वह इसी परिस्थिति का खेतक दीखता है। परन्तु फिर भी एक धरसे से जो यहाँ पर यह बात चलती आई है कि हमारी रेल सेवाएँ व्यावसायिक पहलू को लेकर चलेंगी अथवा सामाजिक सेवाओं का जो एक बहुत अहम मुद्दा है उस को अपने साथ रखेंगी, इन दोनों पहलुओं का समुचित इस बजट में नहीं ध्याया, यह एक तकलीफ देह सामजा दीखता है।

हम लोग जो मध्य प्रदेश के हैं हमारे लिए तो हमारी रेल लाइने और हमारी नदिया

दोनों ही एक अजीब रिश्ता रखती है मध्य प्रदेश से रेल लाइनें और नदिया दोनों ही मध्य प्रदेश के लिए बेटियो बैसी हैं, हमारे का घर जा कर ब्याती, हैं, निकलती हमारे घर से है। जो तीन चार मुख्य रेलवे लाइने मध्य प्रदेश में गुजरती हैं वह हमारे देश के बड़े बड़े नहरों का जोड़नी हैं और वह जोड़ने का गम्ना मध्य प्रदेश में से है। कवन दूसी बात का हम लोगो का धाडा ना लाभ मिल जाता है। मैं यही आप से निवेदन कर रहा था कि सामाजिक सेवा और व्यावसायिक पहलू का समुचित जहा तक मध्य प्रदेश का ताल्नुक है वह ध्याया सा दीखता है।

मैं यह जानना चाहता कि मध्य प्रदेश में नये लाइनों के विकास के लिए और मध्य प्रदेश के औद्योगिक विकास के बढ़ने लिये चरणा के लिए रेल मन्त्रालय ने क्या कोई ऐसी परियोजना बनाई है कि जिन क्षेत्रों का मध्य प्रदेश में प्रायः मेटम डिक्लेयर कर दिया गया है उनका लिये यह रेल की मरम्मत इफा-मूकचर दी जा सक ? उम हेनु कोर्ट याजना रेल मन्त्रालय में है अथवा नहीं ?

दूसरी बात जो मैं करना चाहता हूँ वह भी एक बड़ा पुराना मामला है। मागवा में बटनी तक के नये कायला निरुत्तर न्यु एक रेल लाइन स्थित तीन बरों में तगर पडी है। उम पर आय दिन कागले की रेल चला भी करनी है। परन्तु पैमेजर्म सविस उम लाइन पर आज भी मुहैया नहीं हुई। जिस क्षेत्र में यह रेल लाइन निरुत्तरनी है वहा पर मडक की कोई मुविधा नहीं है। वरमान में अथवा आजकल भी यदि उम क्षेत्र का कोई बेचारा गरीब आदिवासी वहा से निकलना चाहे ता उसके लिय कोई साधन नहीं है। वह क्षेत्र मारा आदिवासी क्षेत्र है। पिछली जनसख्या के अनुसार वहा पर आदिवासियों की जनसख्या करीब 35 प्रतिशत है। रोड न होने के कारण वहा पर यदि किसी आदिवासी की भीत हो जाये और ऐसी

[श्री रण बहादुर सिंह]

मौत हो कि जिसमें पोस्ट मार्टम की आवश्यकता पड़ जाये, जैसे अभी हाल में अपने क्षेत्र का दौरा करते समय हमारे सामने एक बात आई कि एक आदिवासी कुएं में गिर कर मर गया। उसके घर वालों को आवश्यक हो गया, क्योंकि उसकी मृत्यु कुएं में गिरने से हुई थी। कि उसकी लाश को लाद करके वहां से 40 मील दूर अस्पताल में पोस्ट-मार्टम के लिये ले जाये। रेल लाइन उस गांव से निकलती है। उन्होंने कोशिश की कि जो बहा मे कोयले की गाडी चलती है उस पर उम आदिवासी की लाश को लाद करके सड़क तक पहुंच जायें ताकि फिर 15 मील का फासला बम से तय करके अस्पताल में पोस्ट-मार्टम के लिये पहुंचा सके। परन्तु चूंकि यह सुविधा उपलब्ध नहीं थी, उन्हें उस लाश को अपने कंधों पर लाद करके और चार दिन का सफर करके अस्पताल जाना पड़ा। जब नियमानुसार पोस्ट-मार्टम हो गया तो पुनः उस लाश को कंधों पर लादकर गांव आये। आप समझ सकते हैं कि गरभी के महीनों में चार दिन तक लाश को कंधों पर लाद कर चलने में क्या कष्ट होगा और क्या बिडम्बना होगी।

14.00 hrs.

अभी हाल में जो हमने प्रयास किया उस पर रेल मंत्रालय ने थोड़ा सद्भावनापूर्ण विचार भी किया और ऐसा सुना जाता है कि कटनी के व्यवहारी तक पैमेंजर सेवा हम लाइन पर प्रारम्भ करने का विचार हो रहा है। अब केवल बीम मील का फासला ब्योहारी से बरिगमा तक का रह जाना है। यदि बरिगमा व्यवहारी से जुड़ गया पैमेंजर सर्विस में तो सीधी जिले की जो मुख्य सड़क है वह बरिगमा से होकर गुजरती है, फिर सारा यह आदिवासी इलाका यातायात की सुविधा में बंध जायेगा। मेरा निवेदन है कि इतने दिन भले ही बीत गये हो लेकिन अब हमारे रेल मंत्री जी इस पर सौहार्दपूर्ण

विचार करेंगे। व्यवहारी से बरिगमा एक छोटा सा टुकड़ा है जिसमें मुश्किल से 3-4 लाख रुपये में वह सुविधाओं उपलब्ध की जा सकती हैं जिनके कारण अभी तक वहां पैमेंजर ट्रेन नहीं चलती है—मंत्री जी इस पर विचार करें। साथ ही साथ बरिगमा हमारे जिले का एक मुख्य केंद्र हो रहा है क्योंकि यहा रेल और रोड क्रॉस करती हैं। मेरा निवेदन है कि बरिगमा में माल को ट्रेन पर लादने के लिये तत्काल सुविधा उपलब्ध कराई जाये। साथ ही मडवाम, जो एक महत्वपूर्ण स्टेशन है, उस पर अभी तक कर्मचारी नहीं रहने, यदि वहा पर कर्मचारी रहने लग जाये तो वहा से भी माल काफी निकलेगा। जब यह सुविधा भोवां में कटनी तक उपलब्ध हो तो मैं अदब में निवेदन करना चाहता हू कि जो जनता ऐक्सप्रेस हावडा में बम्बई चलती है उसका रूट हावडा में मिर्जापुर, भोवां, कटनी, जबलपुर होकर चलाया जाये। इसमें एक बहन बड़े इलाके को करी प्रारम्भिक सुविधा रेल की तरफ में प्राप्त हो जायेगी। आज ही एक प्रश्न के उत्तर में हमारे रेल राज्य मंत्री जी ने बताया कि एक सर्वेक्षण सतना में रीवा हांकर ब्योहारी के लिये किया गया और वह अत्यन्त लाभप्रद हुआ है अब यह परियोजना अब विचाराधीन है नहीं रही। मेरा निवेदन है कि एक सर्वेक्षण ऐसा कराया जाये कि खजुराहो, छतरपुर, पटना, मनना, रीवा और व्यवहारी को एक रेल लाइन से जोड़ा जाये और मुझे विश्वास है कि यदि ऐसा सर्वेक्षण हुआ तो यह रेल लाइन कदापि अलाभप्रद नहीं होगी।

मैं केवल दो मुद्दे और रखकर समाप्त करना चाहता हू। रीवा एक कमिश्नरी का मुख्यालय है। ग्राम पाम में कई जिले हैं, इन सब का स्टेशन सतना है। सभी लोगों का काम भोपाल से बना रहता है लेकिन सतना से भोपाल जाने के लिये अभी तक कोई रेल की सुविधा उपलब्ध नहीं है।

मेरा यह सुझाव है कि मानिचपुर से एक कम्पोजिट डिब्बा, जिसमें फर्स्ट क्लास

कीर सेकण्ड क्लास दोनों ही हैं, ऐसा चलाया जाय तो मानिकपुर से सतना हो कर कटनी में बिलासपुर एक्सप्रेस में जोड़ दिया जायें, ताकि सतना तथा उसके आस पास के लोग आसानी से भोपाल तक जा सकें।

सतना से राजस्थान जाने वाले लोगों के लिये आज भी कोई सुविधा उपलब्ध नहीं है। यदि मनाकिपुर से आगरा के लिये कोई हिन्डा चला दिया जाय तो मैं समझता हूँ कि दूसरी श्रेणी के उन सभी यात्रियों को जो उत्तर पूर्वी मध्य प्रदेश में राजस्थान जाना चाहते हैं—उनके लिये काफी सुविधा हो जाएगी।

अन्न में, उपाध्यक्ष जी, मैं एक बान की और रेल मंत्रालय का ध्यान आकर्षित करना चाहता हूँ। रेल्व एक बड़ा विस्तृत विभाग है, इसमें लाखों कर्मचारी काम करते हैं। बहुत से कर्मचारी ऐसे हैं कि जिनकी एक लम्बी सेवा इस मंत्रालय का मिल चुकी है, उनका काम अच्छा है, उनके बारे में बहुत से लोगों ने लिखकर दिया है कि ये उच्चकोटि के अधिकारी हैं, ये अच्छे ढंग में काम किया करते हैं। परन्तु इस तरह के अधिकारियों को कोई ईनाम अथवा बेतन वृद्धि का कोई निर्णयला नजर नहीं आता, जिसमें इस तरह के मध्यम और अच्छे मोलाजमीन को अपने आप इस तरह के ईनाम अथवा बेतन वृद्धि प्राप्त हो जाये, ताकि उनका हीसला बढ़े और वे अपने काम में और ज्यादा चूस्ती ला सकें।

इन शब्दों के साथ मैं पुनः रेल मंत्रालय के इस बजट के निर्धन्यवाद देता हूँ।

**SHRI SHANKERRAO SAVANT**  
(Kolhba): Mr. Deputy-Speaker, Sir, I have to ventilate a grievance which is promised every time to be removed but no honest attempt is made to remove it. It is a sad saga of broken promises and calculated callous indifference to peoples' demands. I mean to refer to the Apta-Dasgaon railway which is part of the West Coast Railway and is a project in a hilly and backward area. For well over fifty years, the people in Konkan have been clamouring for this vital

link with the rest of India but are being put off year after year on some pretext or the other. On several occasions, the Railway Minister has told, at the time of his budget speech, that he will always look to the needs of the hilly and backward areas. Though the railway lines there may not be remunerative, still he was aware of the fact that cultural considerations are as much important as the economic ones. And so new lines in backward areas will be taken up on priority basis. But these seem to be only pious words signifying nothing because nothing of the kind has been done during the last 3-4 years.

I shall give you here a chronological history of this particular demand of the West Coast Railway. On 7th January, 1973, our respected Prime Minister declared in a public meeting in Maharashtra that the work on the Konkan Railway would be taken up as a drought relief work on a priority basis. After this, the Railway Minister, while replying to my unstarred question No 3131 on 13th March, 1973 assured the House that the entire West Coast Railway from Apta to Mangalore would be completed in eight years. The total length of this railway line is 909 kilometers, while from Apta to Dasgaon it is 100 kilometers. This means that if the promise was meant to be kept, this Apta-Dasgaon section which is practically only one-eighth or less than one-eighth part should have been completed in 1973-74 itself. There was no provision in 1973-74, also in 1974-75, 1975-76 and now in 1976-77. For four years, absolutely no attempt was made to keep the promise which was given solemnly in this House by the Railway Minister himself. Is there no sanctity to Government's promises? Now, thereafter, on the 5th April 1978, that very year, an urgency certificate for this Apta-Dasgaon section was given. Throughout all these years, government's stock excuse was that the project could not be taken up for one reason and that is that the final location survey was



[Shri Shankerrao Savant]

not completed. But now that excuse also is gone. It is said in reply to so many questions that the final location survey has been completed, its report has been received and that it is being examined. All these answers have been given, not to one question but to several questions. So, nothing remains to be done, except starting the work. Some earth work was done as a drought relief measure by the Maharashtra Government and not by the Railway Board. Of course, most of it was washed away. But absolutely no attempt was made to continue that work. All surveys including the location survey having been completed, there is now no excuse why this railway should not be taken up. The cost of this project, that is from Apta to Dasgaon is only Rs. 13.92 crores, i.e. nearly Rs. 14 crores. So, it is not a costly affair. Now, what is the new excuse given? It is that the Planning Commission has not cleared it. How can it clear it? Because these people went to the Planning Commission for sanction of the entire railway project from Apta to Mangalore which will cost nearly Rs. 300 crores. So, it remains there year after year. There is no reason why the Planning Commission should not be asked to give sanction for part of the Project only? You can take up one part this year, another part next year and that way you can complete the whole project. Bombay-Apta itself is part of the West Coast Railway. You got sanction for that part of the West Coast Railway and actually completed it. It is not a new railway. Bombay to Apta you have completed 5-6 years ago. Then why don't you take up another portion for execution—say, Apta to Dasgaon which is only a Rs. 14 crore project? If you ask the Planning Commission, I do not think the Planning Commission will stand in the way. You are putting up false excuses for denying a backward area its legitimate share in the railway complex of India and I have therefore, to make a fervent request to the Railway Minister and

the Railway Board, because I am told that the Railway Board is more powerful than the Railway Minister. That is the complaint made every year by everybody...

SHRI VAYALAR RAVI (Chirappukil): Not now.

SHRI SHANKERRAO SAVANT: Even now, there is no change. Since you have asked me, let me explain. The Railway Minister has personally told me in that meeting of the Standing Committee six months back, 'I am going to look into it personally.' Still absolutely nothing is done. Then, what does it mean? That means that the Railway Board is more powerful than the Minister. He has told me even in the Standing Committee 6 months ago, 'I shall personally look into it.' Still at the time of the Budget it is not there. So, the Railway Minister should assert himself and see that this part of the project is taken up for execution in this very year and the standing grievance of the people from that backward area is removed.

My second request is that the air-conditioned coaches which are non-remunerative should be altogether abolished. It is no use keeping them because travelling by air-conditioned coach is much more costlier than air travel. The public are not using air-conditioned coaches. Only high railway officers and IAS officers are using them. They are kept for the officers' use only and not for public use. The Government is not getting any remuneration from it and it is non-remunerative. They should be completely done away with except in Rajdhani Expresses. So, these two requests of mine may kindly be taken into consideration. I hope at least this time the Railway Minister will not let us down. For the last for four or five years this project has been neglected. This neglect should be stopped. This is a very vital project in a backward area. All the surveys have already been completed. It should, therefore, be taken up this year.

**SHRI NANUBHAI N. PATEL** (Bulsar); Mr. Deputy-Speaker, Sir, while supporting the demands for the Railways, I would like to congratulate through you the Railway Minister, Shri Kamalapati Tripathi, his colleagues, the Minister of Railways and the Railway Board.

I have been in this House since 1967. This is the first time that even the Opposition members and the people of this country are very happy because there is no increase in the railway fares. Of course, I am a member from the opposition, but if there is something good, we should appreciate, and it is not bad to criticise anything which is bad, I should say one thing that this is all due to emergency. When there was no emergency, people were not working properly; they were sitting idle, moving here and there. They did not resume their duties in time. But as soon as emergency was declared, I have seen in Bombay Central where there is a D.S. Office; D.S. himself was standing near the gate and was getting the gate closed at the proper time and after that nobody could enter the office. In the same way at a Church Gate Office also the higher officers were very particular to see whether the staff workers are attending to their job or not in time. Lakhs and crores of ticketless travellers were travelling in the train without ticket. That has also nearly stopped. People were pulling the chain before. My constituency is near Daman. It is notorious for smuggled goods all over India. The smugglers were pulling chains between Surat and Borivalli; they used to get down from trains after stopping them by alarm chains and smuggle goods were taken to Bombay side. I have written to the Railway Minister and local officers concerned but no action has been taken. There are many big gangs and they used to join together. I know that twice or thrice there was actual firing between RPF staff and these smugglers. But now you can go, Sir, to that place and you

will see that there is not a single chain-pulling. Recently I have written to the Railway Minister. I am also a Member of the Consultative Committee for the Railways. Formerly, Sir, many people were bringing rice, even railway staff used to bring Basmati rice in gunny bags. The smugglers used to keep their persons near Railway stations like Virar, Borivilli, Santa Cruz etc. Recently I have also written to the Minister about it. Again they have started this business. I request the hon. Minister to take proper action about this.

I have limited time I have nothing to say against the budget. On the contrary I appreciate the budget. But I have something to say on the running of the trains and I will say this briefly.

You have completed electrification from Sabarmati to Virar but at present you are running electric engine trains upto Bulsar only because you have not got prototype engines. Sir, you just consider how much amount you have spent for the completion of this electrification from Bulsar to Virar.

But, you cannot run them with electric engines. Sir, you know very well that in the Western Railways, from Valsad to Baroda and from Baroda to Ahmedabad, the trains are running with electric engines. But, between... (Interruptions)

**MR. DEPUTY-SPEAKER:** Why don't you give your suggestions instead of elaborating them? You have already exceeded your time. Make your suggestions and try to conclude.

**SHRI NANUBHAI N. PATEL:** I am talking about the Western Railways. There is a train called 'Flying Rani' which is running between Surat and Bombay. It is such a popular train that most of the people from Surat to Bombay go by this train in the morning and return home in the evening. There is the train which is already running between Poona and Bombay by electric engine. The Flying Rani run with steam engines. You cannot attach more bogies. And, due to that,

[Shri Nanubhai N. Patel]  
most of the First-class passengers have to travel standing and there is a heavy demand.... (Interruption).

MR. DEPUTY-SPEAKER: Now you can write these details to the Railway Minister. If you go on elaborating, then there is no end to it.

SHRI NANUBHAI N. PATEL: All right, Sir.

SHRI ARJUN SETHI (Bhadrak): Mr. Deputy-Speaker, Sir, while presenting the budget estimates for the next financial year, 1976-77, the hon. Minister for Railways is sanguine enough in achieving the two hundred and twentyfive million tonnes of originating freight traffic receipts. And, simultaneously, he keeps the target for gross traffic receipts at the existing fares and freights of Rs 1,860 47 crores.

The hon. Minister is optimistic of achieving this target due to the favourable working conditions following the declaration of emergency and substantial improvement achieved in their operating performance. Similarly, the estimate of working expenses for the year 1976-77 has been placed at Rs 1551.42 crores. On this I would like to emphasise and cite the words of the hon. Minister, particularly, when he says the following on page 4 of his budget speech:

"This increase in receipts opened the prospect of Railways emerging out of the tunnel with a surplus of Rs. 89.92 crores—nearly four times the budget forecast of Rs. 23.03 crores. As the year progressed, however, Railways were called upon to bear a series of incalculable financial burdens and the magnitude of these was such that all of them could not be met from savings in working expenses in spite of strenuous efforts."

So, from the experience and particularly beginning from the Fourth Five Year Plan, one major contributing factor for the deterioration of Railway Finances is the sharp increase in the Working Expenses during the

Fourth Plan the Railway ordinary Working Expenses showed an increase of Rs. 298.5 crores, that is, 44.6 per cent over 1968-69. The major items of expenditure under ordinary working expenses are repairs, maintenance, fuel, and operating staff, which in 1974-75 accounted for 37.4 per cent, 16.2 per cent and 22.7 per cent of the total working expenditure respectively. The expenditure under repairs and maintenance increased from Rs. 208.0 crores in 1968-69 to Rs. 356.1 crores in 1973-74 recording an increase of 147.1 crores, that is, 70.4 per cent of the total increase. In this context I would like to mention that one of the measures which can be taken to improve the finances is through better operating efficiency. But it reveals, I may point out here that the Railways operating efficiency in respect of wagon utilisation during the entire Fourth Plan was lower than in 1960. So, I would like to emphasise that it will be very difficult to achieve the target unless the operating cost is curtailed to the minimum.

Further, if we are to improve the railway finances another point which has to be improved is the rail and road competition. The recent Reserve Bank survey has shown while the total traffic in terms of freight kilometres of the railways recorded an increase of 67.0 per cent the road traffic increased by 232.45 per cent during the last one decade. So unless there is rail and road coordination the finances of the railways will be in a bad condition.

Regarding certain rail lines in respect of my State, viz., Orissa, I would like to highlight some of the points. In the budget estimates for 1976-77 they have provided only Rs. 1 crore for the construction of one Jakhapura-Banspani rail link in Orissa. In this context I would like to mention that during the last financial year the Railway Ministry had provided only Rs. 1 lakh to construct this very important rail link. And out of the budgeted amount, a sum of Rs. 10,000 remained unutilised. For the next

year they have provided only Rs. 1 crore but it should be utilised in full.

I would also like to urge upon the Railway Ministry that the Ministry is always insisting that the concerned State Government should bear 50 per cent of the cost of construction of the railway line. Since States like Orissa, Bihar and Assam are in the lower brackets with much less per capita income than the other States, I would urge upon the hon. Minister to reconsider and relax this condition and take up the construction of this very important rail link themselves.

Similarly there are other railway lines which have to be developed if the economically backward regions in our country are to be developed. One is the Talcher-Bimlagarh rail link and another is the Rupsa-Bangriposa NG which has to be converted into BG in order to develop that area and exploit the rich mineral resources of Orissa State. There is also a demand for the opening of passenger traffic on the Cuttack-Paradeep rail link. I would request the hon. Minister to consider all these proposals sympathetically and do the needful at the earliest. With these words, I support the Demands.

**श्री राजदेव सिंह ( मध्याह्नक ) :**  
उपायुक्त मंडोडिय, रेल मार्गों पर बहस के क्रम में श्री रेल मंत्रालय को कुछ मुद्दा देना चाहना है। आप ने रेलवे में कुछ मुद्दा किया है यह ठीक है। लेकिन अभी काफी मुद्दा की जरूरत है। रेलवे में आज भी आप देखेंगे बड़ी मोड बनती है। अभी हम ने इस होनी के मिलमिले में देखा कि जो ट्रेनें आ रही हैं कलकत्ते की तरफ से उन की क्या हान्य थी ? आज जानते हैं कि उत्तर प्रदेश और बिहार से होली का त्योहार बहुत ही प्रमत्तान से लोग मनाते हैं और सारे लोग जो दूर दूर रहते हैं होली के अवसर पर अपने घर आया करते हैं। तो ऐसे अवसर पर आज को कुछ स्पेशल गाड़ियां चलानी चाहिए। वह आप बनाने नहीं हैं। नतीजा यह होता है कि लोग छतों पर चढ़

कार यात्रा करते हैं। हम ने देखा सोलपुर से मुजफ्फरपुर से बरौनी की तरफ से लोग गाड़ियों की छतों पर लदे हुए चले आ रहे हैं। इसलिए ऐसे त्योहार के अवसरों पर आप की स्पेशल गाड़ियां चलानी चाहिए। मुझे पटना में जयन्ती जनता को छोड़ना पड़ा क्योंकि इतनी सीड थी कि आदमी बैठ नहीं सकते थे इसलिए कि जो त्योहार मनाने के लिए दिल्ली से गए थे उन को वापस आना था। इसलिए बिहार और उत्तर प्रदेश के लिए दिल्ली, कलकत्ते, जमशेदपुर और रांची वगैरह में स्पेशल गाड़ियां चलानी चाहिए।

दूरा मुद्दाव आप को यह देना है कि जो ट्रेन्स चलनी हैं उन को स्टेशन से छोड़ने के पहले कोई जिम्मेदार आदमी देख लें कि गाड़ी में रोजनी पानी आदि की व्यवस्था ठीक तरह से कर दी गई है या नहीं। इस के लिए आप को किर्ष कं जिम्मेदारी फिक्स कर देनी चाहिए जो इन चीजों को देख ले तब गाड़ी स्टेशन से छूटे। वरना ट्रेन में आदमी बैठ जाते हैं, ट्रेन चलनी है तो उसमें रोजनी नहीं होती, अत्याचार से बैठ रहेते हैं और ऐसे मौके पर जा चोरी करने वाले है उन को मौका मिल जाता है। इसलिए कोई मिन्त्री जिप के चार्ज में यह हो वह देख ल इन चीजों को और स्टेशन मास्टर या किमी भी अफसर को उसके लिए जिम्मेदार रखिए कि पूरी गाड़ी में जब इन सारी चीजों की व्यवस्था हो जाए तब स्टेशन से वह गाड़ी छोड़े।

नीमरी वान मुझे यह निवेदन करनी है कि पटना और उत्तर बिहार के बीच में आने जाने का मार्ग आज जहाज में है। उन के दो तीन जहाज हैं जिन में कभी कोई बिगडा रहता है कभी कोई बिगडा रहता है और लोगों को आने जाने में बड़ी असुविधा रहती है। कभी जहाज फन जाता है तो उनी में 24-24 बंटे बिना खाए पिए लोगों को पड़े रहना पडता है और बड़ी परेशानी होती है। ऐसी स्थिति में रेल मंत्रालय ने

**[श्री रामवेश सिंह]**

सीधा से एक बिज बनाने की योजना बनाई थी। उसका इन्वेस्टिमेंशन भी हो गया था और प्लानिंग कमिशन ने भी उस को सेंशन कर दिया है। तो उस उपयोगी योजना को आप को शीघ्रता से कार्यान्वित करना चाहिए।

उसी तरह से मोतीहारी और फिर नेपाल को जोड़ने के लिए छिन्नी में बंधक पर एक रेल बिज देने की बात तय हुई थी और उसके लिए टेंडर भी इन्वाइट कर लिए गए लेकिन अंततः टेंडर्स को आपने फाइनेलाइज नहीं किया, वह टेंडर ज्यो के स्पॉट परे हुए है। जब आपने पैसा सौंपान कर लिया तक काम कराने से लिए टेंडर सर्वे इसलिए अब टेंडर्स को फाइनेलाइज करे। छिन्नी में जो आप बंधक पर रेल बिज देने जा रहे है उसको देने में मोरखपुर, लखनऊ और उस पूरे भाग का सीधा सम्बन्ध रखनी होकर नेपाल से हो जायेगा जिससे खर्चों को बड़ी महिनियत हो जायेगी और दूरी कम हो जायेगी।

शुभ 5-7 दिन की बात है पटना में खुले जहाज ने जाना था तो मैं कंटीन में क्या कि कुछ जलपान कर लू क्योंकि मेरा जहाज छूट गया था। मैं ने देखा ताला बन्द था। मैं ने पूछा—ताला क्यों बन्द है? खे बताया कि कंटीन बाटे में जा रही थी, इसलिए बन्द कर दी गई। महेन्द्र बाट जो जहाज का बाट है, वहा पर रोज हजारी लोग आते हैं, चूकि कंटीन बाटे में जा रही थी, इसलिए रेल विभाग ने उस को बन्द कर दिया। अगर आप उस को बन्द ही करना चाहते थे तो कम से कम कोई पैरलल बरिन्डमेंट कर देते, किसी ठेकेदार को ही इन्वाइट कर देते। आप ने बार बार हाउस में एक्जोरेस दिया है कि अगर विभाग बला नहीं पायेगा तो सहकारी समितियों को सब की व्यवस्था करने के बिन्दे दिया जायगा आप बाटे में जा रहे हैं तो सहकारी समिति को वे देते, वे तो बाटे में नहीं आयेंगी और

वह करने के लिये इन्वाइट भी है। उस प्रकार से बन्द कर देने में यात्रियों को बड़ी कठिनाई होती है। आप तो कई महीनों से लखनऊ-रहे थे, हम दिन और बाटा उठाते, उस के पहले कोई व्यवस्था कर देते, लेकिन वह आप ने नहीं किया।

सोनपुर, समस्तीपुर और मुजफ्फरपुर हो कर बड़ी लाइन का काम। अभी से बालू होगा, लेकिन रूप बीच में जो गाड़ीयां रहीं थी, उस को आपने बन्द कर दिया। हमारा कहना है कि बड़ी लाइन तो आप सोनपुर तक लाये, छारा भी जा रही है, लेकिन पहलेजा के लिये क्या होगा? जो मोतिहारी और रकनील में आयेगे वे एक ट्रेन तो मुजफ्फरपुर में बदलेंगे, दूसरी ट्रेन सोनपुर में बदलेंगे और तीसरी बार बदलेंगे जहाज पर जाने के लिये। सोनपुर में केवल दो-हाई मील का फायला है, पहलेजा बाट तक, वह। पर बड़ी लाइन की व्यवस्था करनी चाहिए, इन के लिए खर्च भी ज्यादा नहीं होगा। दो छोटी लाइने चल रही हैं, बगल में बड़ी लाइन दे दीजिए, इस प्रकार अगर आप पहलेज तक बहा देने हैं तो यह काम बहुत ही जनकल्याण का होगा।

कालीराज से कोयला डोनों के लिए आप ने हजारों ट्रक लाये हैं, उत्तर बिहार में यह कठिनाया का कर बहुत महंगा पडता है। कोयराज में कोयला है, उस की जरूरत भी है, तो आप को अधिक से अधिक बैगनज का एनालैट कोयला लेने के लिए करना चाहिए। ऐसा न करने से ट्रक से कोयला आ रहा है, जो उत्तर बिहार में बहुत महंगा पड रहा है। इन लिए रेल मंत्रालय की स्पेशल बैगनज का एनालैट कोयला डोने के लिए करना चाहिए। यही बन्द मुझाव है जो मैं रेल मन्त्रालय के सम्बन्ध में देना चाहता हूँ।

श्री श्री० श्री० लालके (साधु) :  
 उपाध्यक्ष जी, आघात स्थिति के बाद रेल

विभाषा में काफी सुधार हुआ है। अन्य विभागों में भी सुधार हुआ है लेकिन रेल विभाग में देखने लायक अच्छा सुधार हुआ है। रेलों समय पर चलनी आरम्भ हुई हैं, बिना टिकट यात्रियों को पकड़ कर किराया और जुर्माना वसूल करके उनको टिकट लेकर चलने की आज्ञा देनी जा रही है। 1976-77 का जो रेल बजट है उसमें बीस सूत्री कार्यक्रम का जिक्र है। अर्थात् स्थिति के बाद बीस सूत्री कार्यक्रम पर अग्रसर करने का विक्रम मन्त्री महोदय ने बजट भाषण में किया है। उम्मी को लेकर मैं एक बान मंत्री महोदय के सामने रखना चाहता हूँ। 1973-74 के बजट में स्वर्ण ललित नारायण मिश्र जी ने कहा था कि इस देश में जितने पिछड़े हुए इलाके हैं, उन को ऊंचा उठाने के लिए हम उन लोगों में नई लाइनें बिछायेंगे छोटी लाइनों को बड़ी लाइनों में बदल देंगे। खास कर इस बजट भाषण में उन्होंने महाराष्ट्र के उस क्षेत्र के लिये जिक्र किया था, जिस क्षेत्र से मैं आता हूँ। उन्होंने कहा था—

“मिरज में लातूर की नैरो गेज लाइन को ब्राड गेज में बदला जायगा।” हमने उन से अनुरोध किया था लातूर से लातूर रोड तक की लाइन जोड़ दीजिये—उन्होंने हमारे इस अनुरोध को भी मान लिया था। लेकिन आप के इस बजट भाषण है तथा डिमार्ण्ड में इस लाइन का कोई जिक्र नहीं है। आप ने इस में जिन लाइनों का जिक्र किया है—उन (अ) साऊथ सेंट्रल रेल के वियजवाडा से गुण्टूर खण्ड का विद्युतीकरण, (आ) बीबी नगर से नडिगुडि नई लाइन का निर्माण (इ) बाडी से गुण्टूर के सुधार की व्यवस्था तथा भासापुर से चार स्टेसन आगे तक के सुधार की व्यवस्था। लेकिन इस में हमारे जिक्र इलाक मिरज से लातूर और लातूर से लातूर रोड, जिस के बारे में उन्होंने पहले बान लिया था, का कोई जिक्र नहीं

है। इस लाइन की बहा ब्राड गेज में बदलना अत्यावश्यक है। मेहरवाणी कर के इस लाइन के लिये व्यवस्था कीजिये। लातूर से मिरज तक लाइन करीब 100 साल पुरानी है, नैरो गेज लाइन है, जिन का जिक्र मैंने पहले कई बार इस सदन में किया है। यह लाइन माइकल की रक्तार से चलनी है, कभी-कभी तो माइकल वाखा आगे निकल जाता है। चार स्टेसनों के बीच, जिन का अन्तर लगभग 20 मील है—बारमी से कुडवाडी तक, रेल, मीटर, नैलवाडी सब एक साथ चलने हैं, बड़ी अजीब सी स्थिति पैदा हो जाती है। खास कर इस लाइन पर जब पण्डरपुर का मेला लगना है तो बहा की स्थिति को देख कर तोय हंसते हैं, क्योंकि रेलगाडी में तोय भरे होते हैं, रेलगाडी के ऊपर भरे होते हैं इन्जिन के आसपास भी लटकते हैं। इन्जिन ऐसे है जो दो-तीन स्टेसन आगे के बाद रुक जाते हैं। कई बार भंग प्रवास में ऐसा हुआ है कि मुझे गार्ड छोड़ कर मटर से जाना पडा है। इसलिए मेरी आप से प्रार्थना है कि इस लाइन को जल्द नैरो गेज में ब्राड-गेज में बदलने की व्यवस्था की जाए ताकि आगे चल कर यह लाइन अर्थिकानमिक लाइन न रहे और इस से रेल विभाग को फायदा हो।

ब्राड गेज लाइन का न होने से इन पिछड़े इलाके में औद्योगिक विकास नहीं हो रहा है। क्योंकि जब भी कोई कारखाना चलाने की बात आती है तो यही कहा जाता है जहा ब्राड गेज लाइन होगी, वही पर कारखाना खोला जा सकता है। रेलवे बोर्ड से कहते हैं तो वे जवाब देते हैं कि जहा कारखाने होंगे या दूसरी इण्डस्ट्रीज होगी, वहा ब्राड गेज लाइन ही जा सकती है—एक ऐसी विषय स्थिति पैदा हो गई है—ब्राड गेज लाइन न हो तो कारखाने नहीं खुलेंगे और कारखाने न होंगे तो ब्राड गेज लाइन नहीं जाएगी। इस समस्या का समाधान होना चाहिए।

**[श्री श्री. जी. कांवल]**

भगर था : इस लाइन की बदल देंगे तो निश्चित रूप से आप की आमदनी बढ़ेगी ।

श्री उदरवार में महाराष्ट्र सरकार की धीर से मिल्क पाउडर का एक कारखाना खोला है । हम चाहते हैं कि जहाँ से सीधा दूध बम्बई भेजा जाए । भगर कुरुडवाडी से लातुर रोड ब्राड गेज लाइन जन जाए तो दूध उदगीर से सीधा बम्बई सप्लाय हो सकता है । इस में किसानों को भी फायदा होगा, बैंकवर्ड एरिया को फायदा होगा और उस इलाके की आर्थिक प्रबन्धा सुधरेगी ।

दूसरी चीज यह है कि आने से धनमाड से परली तक जो मीटर गेज लाइन है उस को ब्राड गेज में बदलने का तय किया था । लेकिन उस का बजट में कोई जिक्र नहीं है । परली से मिर्न्दराबाद लाइन है, भगर धनमाड से परली तक लाइन ब्राड गेज कर दी जाए तो धनमाड से मिर्न्दराबाद तक की बडी लाइन हो जाती है । इसी तरह से लातुर रोड से लातुर और लातुर से कुडवाडी जो नैरो गेज लाइन है इस को भी ब्राड गेज में बदल दिया जाए । ऐसा हो जाने से बम्बई से हैदराबाद के लिए वाया लातुर नया रास्ता मिल जाना है । इस समय बम्बई से ले कर वाडी होने हुए हैदराबाद और मद्रास तक जा सकते हैं । मेरा निवेदन है कि सिङ्गु क्षेत्र को देखने हुए और वहा के लोगों की आमदनी बढ़ाने के लिए यदि छोटी लाइन को बडा लाइन में बदल दें तो बहुत ही अच्छा होगा । मुना है कि मैं भी हुआ है, लेकिन अभी तक कोई प्रत्यक्ष काम सामने नहीं दिखाई देना । आप कहते हैं कि नई लाइन डालने के लिए पैसा नहीं है, जब कि मेरा कहना है कि भारत में रेल विभाग सब से बडा विभाग है, भगर इस को सही ढंग में चलाया जाय तो आमदनी काफी हो सकती है और उस पैसे से लोगों की खुशहाली बढ़ सकती है, तथा 20 मूत्री कार्यक्रम को पूरा करने में भी महत्वपल धमिल सकती है ।

रेलवे के सफर में बड़ी बड़ी जगह पाने के पानी की स्टेशनों पर सप्लाय की व्यवस्था है । मैं श्रीरंगाबाद से जब हैदराबाद जाता हूँ तो सिवाय बड़े बड़े स्टेशनों के और कहीं पानी का इंतजाम नहीं है—न डिब्बों में और न प्लेटफार्म पर । छोटे छोटे स्टेशनों पर पानी नहीं मिलता । अभी हाल में मैं कल्याण से आ रहा था, वहाँ डिब्बे से उतर कर पानी लेना चाहा बहुत दूरी पर पानी मिला यह बड़ा मुश्किल है, खास कर दूसरे दिनों के यात्रियों के लिए । प्रथम श्रेणी के लोग तो फ्लैट्टेड ले पानी मंगा सकते हैं । लेकिन दूसरी श्रेणी के यात्रियों को बड़ी प्रमुविधा होती है । मेरा निवेदन है कि एक एक पानी की टंकी छोटी सी हर स्टेशन पर रखवा दे तो यात्रियों को काफी मुविधा हो जाएगी ।

रेलवे में खाने पाने का आप ने अच्छा इंतजाम किया है, खास कर पश्चिम रेलवे से अच्छा खाना बनाता है, लेकिन वह डालडा में सब बनता है । पर जो लोग डालडा नहीं खा सकते उन के लिए बड़ी दिक्कत हो जाती है । मैं ने फ्रन्टियर मेल का खाना खाया है लेकिन उसको खाने के बाद तीन दिन दवाई लेनी पडती है । इसलिए कम से कम हम लोगों को अपनी मर्जी के मुताबिक अच्छा खाना भी मिलना चाहिए । यदि आप अच्छे खाने की भी मुविधा कर दे तो बेहतर रहेगा ।

धन में पुनः कहा कि माननीय विपार्थी जो बड़े धार्मिक मज्जन है वह लातुर-रोड से कुरुडवाडी और कुरुडवाडी से बीरल तक ब्राड गेज करा देना इस लार्क के लोगों का उत्थान होगा, उन की आर्थिक स्थिति से सुधार आएगा और पडरपुर क्षेत्र का जो बड़ा मेला होता है उस मेले में जाने के लिए लोगों को आराम मिलेगी । इन शब्दों के साथ रेलवे बजट का समर्थन करता हूँ ।

**श्री श्रीराम लाल बेरवा (कोटा) :** उपाध्यक्ष जी, रेलवे पर बहुत लोक बोल चुके हैं, हमें एसी आशा थी कि पंडित जी पांडे का बजट नहीं लायेंगे । लेकिन वह भी उसी पथ

यह बल कि जिस पर दुनिया चल रही है।  
 काल शक्ति मिलिस्टार हमारे सामने हो चुके हैं  
 और शक्ति भी शक्ति में मंत्री हैं। इन्होंने भी  
 नहीं चाहे का बजट पेश कर दिया है। यदि  
 नहीं नहीं है तो प्रायः चल कर साल में चाहे  
 का हो जाएगा।

[SHRI VASANT SATHI in the Chair]

14.54 hrs.

अफसोस इस बात का है कि दुनिया में  
 करोड़ों रुपया खर्च हो रहा है और हर प्रांत  
 के मंत्री वहाँ या कर बैठते हैं, कभी बिहार के  
 तो कभी पंजाब के, कभी कश्मीर के और कभी  
 उत्तर प्रदेश के। लेकिन दुर्भाग्य राजस्थान का  
 है कि 22 मील का एक टुकड़ा प्रायः तक नहीं  
 बन सका। मुझे इस सदन में प्राये हुए  
 18 साल हो गये हैं, अगर एक एक साल में  
 एक एक मील भी बनाते तो वह 22 मील का  
 टुकड़ा बन जाता। पंडित जी ने कहा है कि  
 लाइन बनाने के लिए हम तीन बातों को देखते  
 हैं: पहली तो देश सेवा है। तो वह आपने  
 राजस्थान की देख ली, हर जगह हमारे जवान  
 चुले हुए हैं। दूसरी यह कि कुछ आर्थिक लाभ  
 की भी सम्भावना होनी चाहिए। इस बारे में  
 मेरा निवेदन है कि इस 22 मील के टुकड़े में  
 हर प्रायः घंटे पर भरी हुई बसें आती हैं, फिर  
 भी कमी पड़ती है। लोग चाहते हैं कि और  
 बसें चलायी जायें। तो अगर यह 22 मील  
 का टुकड़ा बन जाता है, तो उस में लोगों को  
 बहुत सहूलियत होगी। इस में लिखा हुआ है  
 कि पिछड़ा हुआ एरिया होना चाहिए और  
 विकास की दृष्टि में पिछड़े हुए राज्य को हम  
 प्रायः बचाना चाहते हैं। बुरी एक बहुत पिछड़ा  
 हुआ एरिया है और वहाँ पर कोई इन्फ्रस्ट्रक्चर  
 भी नहीं है। यह कहा जाता है कि रेलवे लाइन  
 नहीं है, इसलिए इन्फ्रस्ट्रक्चर नहीं हो सकती।  
 बिजला ने एक सीमेंट की फैक्टरी का सामान  
 वहाँ पटका था और कहा था कि हम वहाँ  
 सीमेंट की फैक्टरी बनायेंगे लेकिन बाइसे उस ने  
 कहा कि वहाँ पर रेलवे लाइन नहीं है, इसलिए  
 हमारा पक्कर कैसे जाएगा और हमारा जो  
 सीमेंट होगा, वह कैसे वहाँ से प्रेषण।

इस तरह से रेल का टुकड़ा न होने की बजह से  
 वह उसे ब्याबर में ले गया और अपना सारा  
 सामान वहाँ से उठा कर ले गया। अगर वहाँ  
 पर 22 मील का टुकड़ा बन जाएगा, तो कौन  
 सी खराबी आ जाएगी, यह मैं नहीं समझ  
 पाया।

दूसरी बात मुझे यह कहनी है कि एडवर-  
 टिसमेंट पर रेलवे में बड़े प्रच्छेद होने हैं, प्रच्छेद  
 प्रच्छेद बोर्ड लगे हुए हैं लेकिन स्टेशनो के नाम  
 कहीं नहीं दिखाई देते और अगर कहीं लिखे भी  
 होते हैं तो ऐसे लिखे होते हैं जैसे कि कंट की  
 पूछ होगी है जो कि किसी को नजर ही न आए।  
 आप देखेंगे कि उत्तर रेलवे में बड़े बड़े  
 बोर्ड लगे हैं कहीं इनचप का बोर्ड है, तो  
 कहीं प्रीपियरों के बोर्ड लगे हैं और लाइट  
 में वे ऐसे चमकते रहते हैं जैसे कि कोई फैक्टरी  
 नहीं हुई हो। जो यहाँ के लोग हैं वह तो  
 पहचान सकते हैं कि यह उत्तर रेलवे है लेकिन  
 जो बाहर से आते हैं वे पकते ही चले जाएंगे लेकिन  
 उन को कहीं नजर नहीं आएगा कि यह कौन  
 सा स्टेशन है। छोटे छोटे स्टेशनो पर नाम  
 नहीं लिखे होते हैं। गंगा नगर में कहीं भी  
 उस स्टेशन का नाम लिखा नहीं दिखाई देगा।  
 रेलवे स्टेशन पर नाम ही नहीं है लेकिन यह  
 होना चाहिए और कुछ लाइट भी होनी चाहिए।  
 इनका बड़ी रेलवे है और करोड़ों रुपया कमाती  
 है और इनका भी नज़ी होना है कि नाम तो  
 स्टेशन पर लिखवा दिए जाए। आप को पीले  
 बोर्ड प्लेटफार्म पर तो शुरू मिल जाएंगे लेकिन  
 बाहर सड़क में अगर कोई जानना चाहे कि  
 कौन सा स्टेशन है तो उस को पता नहीं चलेगा।  
 यह उत्तर रेलवे के स्टेशनो का हाल है बाह बह  
 दिल्ली में स्टेशन हो या नई दिल्ली का रेलवे  
 स्टेशन हो। इसलिए मेरा सुझाव यह है कि नाम  
 स्टेशनो पर अवश्य लिखे जाने चाहिए।

तीसरी बात मैं यह कहूँगा कि मेरे ने  
 पंडित जी से कमेटी में कहा था और उन्होंने  
 यह कहा था कि आप मुझे इस बारे में लिख  
 कर दें और यह यह है कि रामदेवी जी का  
 मेला होता है लेकिन इस के लिए हमें बह बहिया



### [श्री श्रीकार साहू बोलते हैं]

जवादा लादाव में नहीं चलती है। वह शैड्यूल्ड कास्ट्स का बहुत बड़ा मेला है और उस से लाखों रुपये का धामदान होता है। एक दो चाड़ी चला दी जाती है और वह भी किसी के कहने से। जवादा स्वयंसेवक गाड़ी न चलने के कारण बेचारे लोग बर्सा में हजारों की संख्या में बड़ा पहुंचते हैं। हजारों बसें छहर से उबर चलती हैं लेकिन रेलवे वाले हाथ पर हाथ रखे बैठे रहते हैं। अगर उन से कहा जाता है तो कहते हैं कि जोधपुर टंकफीन किया है। वहां से गाड़ी आएषा तब देंगे और कभी कहते हैं कि जैसनमेर फोन किया हुआ है और वहां से गाड़ी आएषी तो देंगे लेकिन कुछ नहीं होता है। वह शैड्यूल्ड कास्ट्स का बहुत बड़ा मेला है। एक तरफ तो नाम कहते हैं कि हम शैड्यूल्ड कास्ट्स वालों को प्रेरणाहन देना चाहते हैं और दूसरे तरफ जब उन का यद् मेला होता है, तो उनकी तरफ ध्यान नहीं देने हैं।

श्री के बारे में हम से कहा गया था कि काम कुछ हो गया है लेकिन स्थिति यह है कि वहां पर फटे निर्माण पड़े हुए हैं। जो शैड नपाया है वह जमीन के बराबर लगाया है और जब पानी बढ़ता है तो नीचे जो काइड़े रखे होते हैं लोगों के वे धीरे धीरे जाने हैं। धरवान इन इंजिनियरों को सद्बुद्धि दे पना नहीं कहां से ये इंजीनियरों सीख कर आते हैं। जब वहां पर सामान रख जाता है तो प्लेटफार्म को एक फुट ऊंचा करते जिनसे ल पाया सामान नहीं आया। दूसरे छहर से उबर जब तना चलते हैं तो पार निकल जाते हैं। अगर वो फुट की दीवार बना देते या बादर लगा देते, तो यद् तकनीक लोगों का न होना।

दूसरी बात यह है कि रावेचरा स्टेशन से 100 फुट की दूरी पर भा. ने एक शैड बना दिया है। इतना तो करना चाहिए कि वहां पर छाया होती। 'डिन जी मेहरबा' कर के अगर वहां पर छाया का इन्तजाम कर दें तो बाघियों की कुछ सुविधा हो जाएगी। प्लेटफार्म पर बिजसुल छाया नहीं है अगर ट्रेन भाड बंटा

लेद ही जाती है और ऊपर के काम शैडि बुकवी है तो सारे भावी संपन्न में धीमे होते हैं। भातों का यद् मेला होना है जबकि बारिश होती है और छाया का कोई संबंध नहीं है। कभी कहते हैं कि हम ने बवाका शुरु कर दिया है लेकिन सीमेंट नहीं निवना है, लोहा नहीं मिलता है। शैड्यूल्ड कास्ट्स का यद् मेला होना है नियम बहुत से लोग प्रातें हैं? बरा इन्जिनियर भाव धन नहीं देने हैं। मेरा कहना यह है कि इन काम को भात को पूरा करना चाहिए।

रेलवे में पाठा क्या होता है? भात के फंड बनाप को सैकंड बनाप बना दिया। जब सैकंड बनाप रहा ही नहीं और। थर्ड बनाप का हो भाव ने सैकंड बना दिया है। इन के बनने से फायदा किस को हुआ? बिचोसियों को इन से फायदा हो गया। सैकंड बनाप की सीट सब उठ गई और थर्ड बनाप की वही की वही रही। उन से वे लोग बुरे तरह से धरते हैं और जो लोग सैकंड बनाप में चलते थे उन को वैसे का जगह नहीं मिलती है जो वे फुट बनाप में चुन जाते हैं। या तो ऐसा इंतजाम करो। मजे का नाम बनफून रख दो, उससे तो काम नहीं चलता। नाम तो गबा होगा। भाज थर्ड बनाप से जो लदान लभ रहा है, उनका नाम अगर सैकंड बनाप रख दिया तो फायदा क्या। उनसे पानी पीने जाने तक की जगह नहीं मिलती।

15.00 hrs.

परिचल साहब को एक और खुगखबरी सुनाऊंगा। फुट बनाप में भापने सोबा बाटर खोलने का एक भापनर रखा है। वह लैट्रिन में रखा है। अगर मुझे सोडा खोलना है तो मैं लैट्रिन तक उठ कर जाऊंगा। अगर लैट्रिन का कोई बंडा है तो एक थंटे तक बोलल हाथ में लिये बड़ा हुं। भापनर वहां जाकर रखा है वो गट बोल्ट लगा कर भीतर कम्पाईमेंट में रखी ताकि भापने कम्पाईमेंट में ही सोबा खोल सकें। इतनी छोटी छोटी बातों का रख ध्यान नहीं है।

अब रेलवे में चाटे की बात आती है। यह रेलवे में साठ-गाठ का मानना है। कौन इनको सलाह देता है कि सीमेंट का स्वीपर लगा दो। सीमेंट की कमी है, लोहे की कमी है। कर्जो, बगल लकड़ी की भी कमी हो गई है हिन्दुस्तान के अन्दर? सीमेंट यमी में क्रेप होना है, मिनेरी लोहा हो जाना है। हमकी ब-ह से हम नाकामयाब हुए हैं लेकिन फिर भी लाखों करोड़ों रुपये की मीनेट के स्वीपर लगाये गये। यह सब खाने-पीने का खर्चा चल रहा है। करोड़ों रुपये की आरने छोटी बिट, कंक्रिट बरीद लीं, जिसका कोई सेंस नहीं है। यह करके आप कहने हैं कि हमने एक मीन आर गणना बढा दी। कोयले वाले कहने हैं कि हमारे पास बेगन नहीं, रेलवे मिनिसटर कहने हैं कि हमारे पास कोयला नहीं। अब यह दोनों की साठ-गाठ हो गयी है, बिरोध पत्र चल रहा है। वह कहने हैं कि हमारे पास बेगन नहीं, आप कहने हैं कि हमारे पास कोयला नहीं आर इन दुय के बारे आरने ही इन इतिन चला दिये जिनके पाई,म नहीं मिलने। बम्बई और दमरे रेल कारखानों में वे पड़े हुए हैं। क्या आपके पास कोयला नहीं था जो डीबन इतिन आरने बनाये ?

समापति सहोदय बेरवा जी आप प्रायद रिठले माल का भाषण कर रहे हैं। राइम होने वाला है।

श्री श्रीकार लाल बेरवा यह विन्कुन नया है। अभी आरने यह प्वाएंट तो देखा ही नहीं है। आपने आज तक मबलेटिंग को नहीं रोका। स्टावों के अन्दर मबलेटिंग करने वालों ने आज तक किनता रगमा बमन किया, क्या इसको आपने खेत किया है? आपके विन्जिलप आफिसर गते हैं, तंबनाह बांध कर आ जाते हैं। इससे किनता नुफान रेलों को होता है, आरने क्या इसका अन्दाजा भी लगाया है? आपने 3 साल में किनती रेलें बंद कर दीं। कहीं कोयले के अभाव से बंद कर दीं, कहीं किसी और अभाव से बंद कर दीं, कहीं बिजली के अभाव से बंद कर दीं, और उससे

जो रेलों को फसान होता है मेहरबानी करके उसका अन्दाजा लगाइये।

पंडित साहब ने जो प्राइमी स्ट्राइक में हटाये गये थे उनमें से थोड़े से आदमियों को रख लिया। 420 आदमियों पर मुकदमे बगल चल रहे हैं। 25 के करीब कुछ ऐसे आदमी हैं जो उन्होंने और लगाये हैं। बोडे में प्राइमी और हैं उनको भी लगा कर के आर बदनामी में बनें ताकि उनके बच्चों बगल की रोटी चले। चाहे प्राप उन्हें नये मिरे में लगा लीजिए लेकिन उसको लगा लीजिए और उनके बच्चों को रोटी दीजिए।

रेलों में जो बोरिया करने हैं डिडे तोड कर बोरिया निकानने है, इसके बारे में आज मवाल भी प्राया और मबवारों में भी जाया, उनमें से किनने आदमियों को आरने मीना में गिरफ्तार किया है? मेरी आज इनकी जिदगी हो गयी, आप कोई बो-चार को भी बना दीजिए कि आरने गिरफ्तार किया हो।

अच्छा आप ये कुत्ते क्यों लाये हैं? न कुत्तों में आर०पी०एफ० का क्या सम्बन्ध है? इन बोरियों को पकडने के लिये क्या आरने अफपर काम नहीं करते हैं जो इन कुत्तों को लाया गया है? हमें रेल अवन में डिडाया गया कि कुत्ते कैसे भोंक रहे हैं। आर० पी० एफ० में आपका खर्चा बढा है घटा नहीं है। कुत्तों की बजह से अगर खर्चा दूसरी तरफ कम हो जाता है तो हम देखने हैं कि ऐसा करके आपने अच्छा किया है। दस हजार कुत्ते आ गये हैं और दस हजार या कुछ कम आर० पी० एफ० के आदमी कम कर दिये जाते हैं तो बात भी थी। खाना तो दीनों बराबर खाते ही हैं।

अब मैं आरने एरिया की कुछ बात कहना चाहता हू। अहमदाबाद वाली लाइन को आप डबल कर रहे थे। उसको आपने बन्द कर दिया है। अरब प्रवेक में जब मुसल जी बीड मिनिसटर बने तो आपने मुसा मन्ती लाइन निकाली। उसमें बने बजाने लायक पैसे नहीं मिलने हैं। वहां बाटा हो रहा है

**[श्री श्रीकार भाग बरबा]**

श्री सुबाक्षिया जी श्रीक मिनिस्टर बने तो आपने उदयपुर हिम्मतनगर साइन निकाली। उसमें आपकी दो पीसे नहीं मिलते। हम झटारह साल से मौक रहे हैं कि 22 मील का टुकड़ा है बूढ़ी का इसको आप बना दें लेकिन आपका ध्यान इस तरफ नहीं गया है। उसके लिये आप कहते हैं कि आधा पीसा राजस्थान वाले हैं और आधा आप देने। राजस्थान तो पहले से ही आपके सामने हाथ पसार कर बैठा है। वह कहां से पीसा लाएगा। इस और आपका ध्यान जाना चाहिये।

गाड़ी जब स्टेशन पर आ कर खड़ी होती है तो पानी भरने वाले ऊपर से उसमें पानी भरना शुरू कर देते हैं। यानी बैठा हो, ठेके वाला आ रहा हो, मिनिस्टर साहब खड़े हों उनके माथे पर पानी गिरे कोई पर-बाह नहीं की जाती है। घड़ा घड़ किसी पर पानी गिरता है लेकिन कोई आपको देखनेवाला नहीं है। यह जो तरीका है इसको आज तक बदला नहीं गया है। हजारों का मास किसी यात्री का डिब्बे में रखा हो वह भीम जाये, नीचे आदमी भीम जाये, इसकी चिन्ता रेलवे को नहीं है और उसने इस तरीके को आज तक बदला नहीं है।

बिल्की स्टेशन की बात को आप लें। यहाँ लखनऊ मेल खड़ी रहती है। कीटे के बार डिब्बे इसके बिल्कुल अड़े हुये खड़े रहते हैं, उसके पास मिले हुये रहते हैं बेचारे लखनऊ वाले सीधे कोटा के डिब्बों में जाकर बैठ जाते हैं। क्या आप इनको कुछ दूरी पर खड़ा नहीं कर सकते हैं? पचास फुट दूर खड़ा नहीं कर सकते हैं। लकड़ी का कोई बोर्ड लगा दें ताकि यात्रियों को इसका पता चल जाये तो आपका क्या घटता है। बिल्कुल इससे बे सटे खड़े होते हैं। आपकी उनमें बैठ जाता है और जब लखनऊ वाली गाड़ी चलने को होती है तो वह धपका सामान सेकर भगमला है। यह श्री यात्रियों को तकलीफ होती है इसकी तरफ भी आपका ध्यान जाना चाहिये।

रेलवे स्टेशनों के ऊपर जानवरों का धाना जाना आपकी बाहिए कि आप बिल्कुल बन्द करवायें। जोधपुर, कोटा आदि जितने स्टेशन हैं वहाँ देखा गया है कि माय, बैल, सुधर, भड़ बकरी आदि भरे रहते हैं। जो स्टेशन मास्टर हैं वे क्या करते हैं? क्या वे इनका वहाँ धाना बन्द नहीं करवा सकते हैं? बटिम कर्मों की हालत खराब है।

जो स्टेशन मास्टर शहर से दूर काम करते हैं उनको कम से कम तीस रुपये मिला मिलना चाहिए। उसको तीन पचास खर्च करना पड़ता है। एक तो मास में दूसरे वहाँ जहाँ उनके बच्चे पढ़ते हैं और तीसरे जहाँ वह स्टेशन मास्टरी कर रहा है। उसको जरूर तीस रुपये मिला मिलना चाहिए।

चोरियों की तरफ भी आपका ध्यान जाना चाहिए। ये बढ़ रही हैं। किस तरह में पत्थर का भीवर लॉडिंग होता है उसको देखना चाहिए। नहीं नहीं चेकिंग होती है तो वहाँ आपकी पता चलता है कि यहाँ चोरी हुई है। इस तरह की चीजों की तरफ भी आप ध्यान दें।

आपकी घटिया बजली जाती है और हम सून्ते रहते हैं। वह और न मुननी पड़े, इस वास्ते में समाप्त करता हूँ।

**श्री नाथू राम मिर्चा नागौर)**

घोड़ा सवार को देख कर चलता है। त्रिपाठी जी, कुरेशी जी, बूटा सिंह जी हमारे अच्छे मती हैं और जिन स्थानों पर ब बैठ हुए हैं वहाँ पर इनके प्रयत्नों से मेरी राय मे रेलवे का महकमा काफी सुधरा है और बहुत अच्छी तरह से चलने लगा है। जो सुधार हुआ है वह वास्तव में सराहनीय है। मैंने जनरल बहस में हिस्सा नहीं लिया, मेने का मन भी नहीं था, लेकिन कुछ रिमार्क्स थे, जिनको मैं कहना चाहता था।

रेलवे में जिस तरह से बात पिछले वर्षों में रहे हैं, इस साल में बहुत सुधार है और

मार्ग भी इसमें बहुत सुधार की संभावना है। मेरी यह मान्यता है कि रेलवे का विभाग काफी छोटे-स्टाफ़ है और स्टॉफ़ को हम कबत कब फ़ायदा बहुत प्राप्त कर भी नहीं है। परन्तु इस स्टॉफ़ से और ज्यादा एफ़ीजियेंसी को बढ़ाया जा सकता है। इस दृष्टि से मुझे उमीद है कि मंत्री महोदय और रेलवे बोर्ड के धन बचके हुए नुक़्ते-निर्वाह से मन्त्रालय काफी कामयाबी हासिल कर सकेगा और रेलवे को और भी साउथ लाइन पर लाया जा सकेगा, ऐसा मेरा विश्वास बनता है।

जो मार्ग रेलवे की तरफ से पैदा हुई हैं, उनको मैंने गहराई से देखा। ज्यादा तो बोलने का अवसर नहीं मिलता है, लेकिन कुछ मुझे, कुछ बातें जो मैं कुछ वर्षों से कहता रहा हूँ, उनमें से कुछ को मुझे रिपीट करना पड़ेगा।

आजादी के बाद मेरी राय में, हमारे राजस्थान में खासतौर से रेलवे का विकास कुछ कम हुआ, सिर्फ़ दो, तीन लाइनें ही बनीं। एक लाइन पोकरण से जैसलमेर तक बनी। वह केन्द्रीय दृष्टि से भी बनानी जरूरी थी, क्योंकि बाईर का एरिया है और चीन तथा पाकिस्तान की लड़ाई के बाद उसको जरूरी समझकर बनाया गया।

दूसरी लाइन रानीबाबा से डीसा तक, क्योंकि वह काठला की दृष्टि से बहुत महत्वपूर्ण थी, इसलिये वह लाइन भी आजादी के बाद बनी।

तीसरी रेलवे लाइन उदयपुर से हिम्मतनगर तक की गुजरात को जोड़ने के लिये बनी। सिवाय इन तीन टुकड़ों के, और रेलवे का विकास कहीं नहीं हुआ है। रेलवे की दृष्टि से राजस्थान हिन्दुस्तान का दूसरा बड़ा इलाका है। यह बहुत सूखा डिस्ट्रिक्ट है और एक इलाके की तरह रेलवे सब्की जी का स्थान विशेष रूप से रहे, यह मेरा उनसे निवेदन है।

मैं उनसे यह भी निवेदन करना चाहता हूँ कि इस साल वहाँ ज्यादा बरसात हुई। जिन इलाकों में कभी फ्लड नहीं आने थे, उन जगहों पर भी फ्लड आ गई। नागौर जैसे इलाके में भी फ्लड आ गया और वहाँ सागर से जोधपुर का जो लिंक है उसमें सागर की रेलवे लाइन में 25, 26 किलोमीटर का टुकड़ा पानी में नीचे दबा हुआ है। रेलवे मन्त्रालय ने काफी कोशिश की कि इस टुकड़े को पानी में बाहर निकाला जाये। 1 लाख रुपये उममें खर्च हुआ, रेलवे लाइन को ऊपर उठाया गया और उठाते-उठाते भी कुछ जगहों में 8 किलोमीटर रेलवे लाइन अभी भी पानी में दबी हुई है उस पर 6, 6 और 8, 8 इंच पानी है। रेलवे वाले बड़ा मे एक माघ दिन में मालगाड़ी निकालते हैं। उम मालगाड़ी की भी बुरी हालत हो जाती है, उममें पानी भर जाता है और उसको सफ़ाई करनी पडती है। धागे भी बरसात आने वाली है, मुझे ऐसी उमीद है कि यह पूरी लाइन पानी में निकलेगी नहीं। अट्टीमेंटली क्या करना चाहते हैं। दूसरी लाइन बदलने का भी आपने सर्वे किया है, वह सर्वे कब तक पूरा होगा। उस रेलवे लाइन को उखाड़कर बदलने में समय लगेगा। एक तो यह हो सकता है कि नावा और कुच मनसिटी जो महत्वपूर्ण कस्बे हैं, उनको जोड़ने के लिये जो आप नया प्लाइनमेंट बना रहे हैं, उसको फाइनलाइज करना जरूरी है और दूसरा सौल्यूशन यह हो सकता है कि परबतमर और किसानगढ़ को जोड़ दे तो फिर वहा पानी की प्राबलम नहीं रहेगी। तो ये दो सुझाव हैं, आप इनके बारे में विचार कर निर्णय ले। इस लाइन के बनने से काफी फायदा होगा। वहा पर बहुत से मिनरल्स हैं, जिप्सम है, माइनिंग स्टोन है मारबल है। बहुत से लोगों की कमाई का जरिया यही है। वहा अगर चक्कर काटकर मारवाड जक्शन में जायें तो इसमें बहुत ज्यादा माल की हुलाई पड़ेगी। आपने फेट में 500 किलोमीटर तक 5 परसेंट बढ़ा दिया है और 500 किलोमीटर

### [श्री मन्त्री राजगोपाल अहिर]

से उम्दादा पर 10 परसेंट बढ़ा दिया है। तो हमारे इलाके का जो यह मीट्रीरियल है, जो जकरी बाहर जाता है इसके ऊपर किराये का भार बढ़ जायेगा तो मैं समझता हूँ कि यह उद्योग टिक नहीं सकेगा। मैंने मंत्री महोदय को इस बारे में एक पत्र लिखा है। मुझे आशा है कि वह इस विषय पर गहराई से विचार करेंगे। जब मेन लाइन बन्द है और मास को चक्कर काट कर जाना पड़ता है, तो इससे काफी नुबसान होता है।

जहाँ तक राजस्थान में ब्राह्मोज लाइन बनाने का प्रश्न है, हमारे यहाँ भरतपुर से कोटा हो कर जो बम्बई वाली लाइन गुजरती है, उसके अलावा राजस्थान में और कोई ब्राह्मोज लाइन नहीं है राजस्थान में से होकर, और अजमेर, जयपुर और अजमेर को टच करते हुए, अहमदाबाद को जो लाइन जाती है, उसके बारे में हम हमेशा बहते रहे हैं। उसका सर्वे कभी का हो चुका है। लेकिन सर्वे के बाद क्या हो रहा है, इसके बारे में कोई जानकारी नहीं है। मैं मंत्री महोदय की कटिनाई को समझ रहा हूँ। उन्हें हमेशा पीसे के बारे में फिक्र रहती है। लेकिन पीसे को एक ईन्टीटेडल दश से ऊर्ध्व करना चाहिए। मैं यह भी कहता कि एकदम पीसा दे दिया जाये और सब काम एकदम पूरा कर दिया जाये। लेकिन अगर मेन लाइन के काम को शुरू कर दिया जाये, और पांच दस मील का हिरसा बना दिया जाये, तो हम आशा कर सकते हैं कि कुछ काम होने लगा है।

ब्राह्मोज लाइन न हूँने की वजह से राजस्थान में ट्रांसमिशन के बहुत प्रबलम्ब रहती है। इस वजह सवाई माधोपुर के अलावा राजस्थान में और कोई जगह नहीं है, जो ब्राह्मोज पर हो। इसलिए यह काबूदक है कि अहमदाबाद वाली लाइन को ब्राह्मोज में ट्रांसमिशन कर दिया जाये। लीकर के मानवीय

सर्वे में यह सुझाव दिया है कि राजनी-मास्कोल और मौलका काला से होकर उध लाइन की धुलेरा से जोड़ दिया जाये। मैं समझता हूँ कि मानवीय संकेत अर्थात् हिय की बात कह रहे हैं। वह लाइन राजस्थान के हित में नहीं होगी। राजस्थान के हित की बात यह है कि जयपुर को जोड़ना जकरी है, जो कि प्रदेश की राजधानी है। अजमेर की भी जोड़ना जकरी है। अजमेर से वही लाइन मारवाड़ जंक्शन होकर निकलती है। मारवाड़ जंक्शन से जोधपुर को जोड़ा जा सकता है। जोधपुर दूसरे नम्बर का शहर है, जो पत्थर की दृष्टि से और औद्योगिक दृष्टि से बहुत महत्वपूर्ण है। इसलिए उसको ब्राह्मोज के साथ जोड़ना चाहिए। यह तो भाये की बात है। इस बारे में थोड़ी सी शुरुवात तो करनी चाहिए, जिससे हम को लगे कि राजस्थान में ब्राह्मोज का काम शुरू हो गया है। खासकर अगर हम इस टीम से कुछ आशा नहीं रख सकेंगे, तो पता नहीं कि भविष्य में क्या होगा, क्योंकि हमारे तीनों मंत्रियों की यह मान्यता है कि रिजलल इमबलेंसिड को ठीक किया जाये। इसलिए मुझे आशा है कि वे राजस्थान में ब्राह्मोज लाइन बिछाने के प्रश्न पर विचार करेंगे।

हमारे यहाँ से लोगों की तीसरी और चौथी श्रेणी की नौकरियों के लिए भी इलाहाबाद के पब्लिक सर्विस कमीशन के सामने जाना पड़ता है। स्वर्गीय रेल मंत्री, श्री मिश्र, ने आश्वासन दिया था कि हर एक डिबिजन में क पब्लिक सर्विस कमीशन बनाया जायेगा। राजस्थान में छः डिबिजन हैं : कोटा, जयपुर, बीकानेर, जोधपुर, अजमेर और भानुपुर। मंत्री महोदय उन सब में पब्लिक सर्विस कमीशन भले ही न बनायें, लेकिन इस साल कम से कम एक पब्लिक सर्विस कमीशन तो बनाना चाहिए। मेरे क्याव में जयपुर इसके लिए उपयुक्त स्थान है, क्योंकि वह सेंट्रल प्लेस है। अगर इस साल

जयपुर में पब्लिक सर्विस कमीशन बना दिनां उपरि, दो हफ्ते मंत्री महोदय का एहसास बनाने।

बहु कौशला कर लिया गया था—पता नहीं, उनको क्यों रोक दिया गया—कि दिल्ली-जोधपुर रेल में डीजल इंजन लगाया जायेगा। मैंने सुना है कि 26 फरवरी को उस गाड़ी में डीजल इंजन लग जाना था। मैं निवेदन करना चाहता हूँ कि डीजल इंजन लगाते से गाड़ी की गति में फर्क नहीं पड़ेगा। यह 15, 16 या 20 घंटे में पहुँच ही जायेगी। जिन लोगों का उस गाड़ी में सेकेंड क्लास के टू-टियर या थ्री-टियर में रिजर्वेशन होता है, या जो फ्रस्ट क्लास में यात्रा करते हैं, उनका तो ठीक है, लेकिन बाकी लोगों के लिए सिर्फ डे डिब्बा एवेलेशन है। वहाँ बैठने की जगह नहीं मिलती है। जानना हूँ से और भी कठिनाई होती है। डीजल इंजन लगाने का क्रायवा यह हुआ कि उस गाड़ी में दो तीन बोमिड और लगाई जा सकेंगी, जिससे गरीब छोटे लोगों को यात्रा करने में आसानी होगी। मैंने सुना है कि यह सुझाव इसलिए रद्द कर दिया गया है कि दिल्ली में आने के बाद डीजल इंजन का क्या उपयोग किया जाये। अब वह ठीक कैसे किया जाय या नहीं किया जाय ये तो आपके इनके काम्प्लिकेटेड मामले है कि हमें मेरा कोई सुझाव ही नहीं सकता। इसकी तो गुंजाइश आपकी ही करनी पड़ेगी। मेरा निवेदन है कि वह जो फैसला आपने किया है उसके ऊपर गौर करके उसको लागू करें और मार्च के एंड तक या फ्रस्ट अप्रैल में नहीं तो सेकेंड अप्रैल से अथवा जोधपुर रेल में डीजल इंजन लगा सकें तो आपकी बड़ी भारी मेहरबानी हो जायेगी।

विपक्षी जी से मैं निवेदन करना चाहता हूँ कि गंगा सारि भारत की गंगा है और या स्नान की हवाएँ राजस्वान में बहुत बूझ और तड़पन है। अब तौर पर नहीं के बिनो में अग्रिम, यह और जून में धार्मिक की ताबाब में शय गंगा स्नान के लिए हरिहार जाते हैं और

वे बड़ी पब्लिक भावना से जाते हैं। तो उस जमाने में बेड-बकरियों की तरह उन्हें जाना पड़ता है। जोधपुर से मेन लाइन तो बन्द हो गई, अब वह भारवाह जंक्शन की तरफ से घूम कर जाती है। उसमें रहने ही इतनी बीड़ हो जाती है कि बँठने की जगह नहीं होती तो इन दो डार्ड महीनों में आप कुछ तिथियाँ निश्चित कर दें और उन तिथियों में स्पेशल गाड़ियाँ रखा दें तो लोगों को इतिला हो जायेगी और लोग आसानी से उसमें बैठ कर गंगा स्नान के लिए जा सकेंगे।

माननीय सदस्य ने रामदेवडे के मेले की बात की। उसका बड़ा मित्रबल सीन होता है। लाखों लोग उसमें जाते हैं। रेलवे स्पेशल चलनी है लेकिन वह बहुत ही इनएडी-केट है। हजारों बसें भी चलती हैं लेकिन उसके बावजूद लोगों को बड़ी तकलीफ होती है। तो इस मेले के वक्त जोधपुर के पोखरन तक खास कर क स्पेशल गाड़ियाँ चलाई जायें और गमियों में कुछ निथियाँ मुकर्रर करके गंगा स्नान के लिए जाने वाले यात्रियों के लिए स्पेशल गाड़ियाँ चलाने की व्यवस्था कर दें तो लोगों की आसानी हो जायेगी। मुझे उम्मीद है कि जो सुझाव मैंने दिये हैं उन पर आप गहराई से गौर करेंगे और कोई समाधान उसके लिए निकालें, यही मेरी आप से प्रार्थना है।

SHRI VAYALAR RAVI (Chirayinkil): Mr. Chairman, Sir, let me congratulate the hon. Minister of Railways and the big band of army with him for presenting an optimistic picture before this House regarding the functioning of Railways in the country. We were also happy to hear the hon. Minister when he presented the Budget that not only there is surplus, no increase in the fares, but there is an improvement in the efficiency of the railways. I only hope that this spirit should continue and whatever the intention of the hon. Minister, it should be implemented with proper spirit.

On this occasion, I would like to make some observations about the

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functioning of the railways. First of all, I feel, the railways should go in for more modern techniques of management, whenever the railways were losing and there was a deficit, to fill the gap, unfortunately, the tendency in our country, whether it is railways or road transport or airlines, had been to increase the fares immediately. Of course, he has not done it this year. I would appeal to the hon. Minister that all aspects of it should be looked into. Instead of looking into the aspect of management and other aspects of revenue and expenditure, how wasteful expenditure can be avoided, how savings can be effected in expenditure—the tendency is to increase the fares. All these aspects should be taken into account. The railways is one of the biggest institutions in the country. I would say, it is one of the biggest public sector undertakings in Asia. It needs to adopt the modern techniques of management for effecting savings and for more efficient running of the railways.

Regarding stock yards and depots, according to their own estimate, Rs 591 crores worth comes to be the yearly purchase which runs into about 60,000 items. It is rather a frightening figure. About 60,000 items are purchased every year by the railways. The railways themselves say that Rs. 184 crores worth is lying in the stock yards and the depots as they found through inventory. I do not know how far this figure is correct. I take it at the face value. I do not know whether the inventory can be made again to some more items. I do not say, you cut down the essentials. Can we not regularise the purchases which are ever increasing and running into many crores? There are as many as 60,000 items of purchases. I suppose a valuation is made every year for these things, but I don't know the mechanism. The Minister says we are spending Rs. 580 crores every year but in

the inventory you have mentioned only 184 crores as lying in the stock-yards. I would request the Minister to make a thorough study of the 60,000 items to see whether we will be able to save money on this count.

Then, there are the aspects of modern management techniques, the running of the trains at scheduled timings, the management of personnel and also the distribution of materials, the utilisation of human energy and the utilisation of the available facilities more economically and more efficiently. I have only this to ask about this: have the Ministry examined how far they can work out these things and save more money? If they can save more money on these, I can save money and the country can save money because we need not pay more for the fares. So, I would appeal to you to study these aspects.

Then, your Plan outlay for the Fifth Plan was earlier Rs. 2300 crores and the revised budget is Rs. 3,250 crores. You are to spend in the Fifth Plan Rs. 3200 crores for a target of 300 million tons of goods movement. At the same time, you expect that you could spend only Rs. 365 crores in the first year. In this connection, I would like to know from the Hon. Minister what concrete steps they are taking to fulfil the target of the Fifth Plan and whether, in the present situation of the Indian Railways, they will be able to meet the target. You may not be able to fulfil the target of the Fourth Plan or the Third Plan, but you must see that the Fifth Plan target is fulfilled according to the estimates of today.

In the morning, during the question hour, the Minister had stated that the wagons are in good conditions and they are available. I would be happy if the wagons are in good condition; but even so, there are only four lakh wagons in the country and the total production in the country is less than 50 per cent of the total capacity. And, from my personal experience, I know

that in Kerala wagons are not available when they are needed. The routine and printed answer of the Minister all the time is that the availability is in relation to 'priority items'. As a result, the labour-oriented industries in Kerala are facing big problems. Tires and car and other goods industries are producing less and employees are facing unemployment. I would like to say that it may not be a priority item, but it is an item which is employment-oriented, and they are facing wagon difficulties. It should be looked into. The fact also remains that the Minister has said that the wagons have been repaired and the wagons are in good condition. As I said, I would be happy if they are really in a good condition, but I would request the hon. Minister to have a through check to see whether that statement is correct or not.

Now, I don't want to criticise the Railway Board at present, but I want to appeal to the Minister that more decentralisation of power should be there. The General Managers always complain that they cannot do anything. Whenever we meet them personally and ask them why they don't do this or that, they say that they will have to refer it to the Board. I don't want to mention many specific cases, but this is the position in regard to the question of dieselisation and other things I am only appealing to you that instead of concentrating more power in the Board and in Rail Bhavan, there should be more decentralisation and more power should be given to the General Managers and below. That will make the Railways run more efficiently because they are on the spot and they know the grievances of the public and the people. But on certain occasions, they are unable to implement anything on their own. Of course, I can understand that the Railway Board has in view the all-India picture. They say that if they do something for the Southern or Western Railway, the rest will clamour. I can understand that the

Railway Board has to take into account the overall picture of the whole nation. That is why I demand complete decentralisation. If you allow the different Zones to function more effectively and with more powers, it will be more helpful to the public as well as to those areas and to the Railways.

In this connection I want to make one point. The total expenditure for construction work last year, I believe was Rs 150 crores—I am subject to correction. In the Southern Railway, we are spending only Rs. 20 crores. Yet, only in the Southern Railway, there is a General Manager for construction. It is good. But I do not know why only in the Southern Railway we have a General Manager for construction. Of course, it contributes to more efficiency; I am glad. But it results in duplication of work. It is some kind of a disgraceful thing because, by this, you are making one General Manager ineffective. We do not know to whom we should write for conversion, etc. Of course, I always write to Panditji.

Now I come to the problems of Kerala, before I conclude I should congratulate the Railway Minister for two things. I must congratulate him for having taken up the survey for Ernakulam-Alleppey railway line. I hail from Alleppey district, though I have been elected from Trivandrum. We are all very happy that this survey has been taken up, and we are waiting for an occasion to give the Railway Minister a good reception there. It is a long-cherished demand of the people of Kerala—the railway line from Ernakulam to Alleppey and connecting Kayarakulam. Government have already taken up the survey. It is almost over, I believe.

We are also very grateful to the hon. Minister for dieselising the Island Express. This was also a long-cherished demand. In this connection I want to mention one point. In the country there are about 4,800 kilo-



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metres of electrified lines, and in the Fifth Plan Government propose to do 1,000 to 1,100 kilometres of electrification in the country. In this connection I would like to mention one thing I do not want to go into the details with statistic as I raised an half an hour discussion and Mr Qureshi has been good enough to reply that he will look into it I am only making this appeal to him again The cheapest electricity is available in Kerala; it has also surplus power especially after the completion of Idikki, we are good enough to feed to Tamil Nadu, Karnataka and Andhra Pradesh We can give to Nagpur also

MR CHAIRMAN: You give us electricity and we will give you oranges

SHRI VAYALAR RAVI To run the railways in Kerala, the Railways have to spend a lot of money—they have to take two train-loads of coal every day to our State Please calculate the expenditure on that And what is the population of this tiny palm-packed land of backwaters—Kerala? It is more than 23 crores, and the traffic density in every Railways Station is the highest here, if you take the statistics, you will find that the traffic density here—coming and going of the people—is the highest in the country except the big cities. Our appeal to you is this While doing electrification, please consider without prejudice and in a constructive way. Please calculate the total expenditure for running the railways in Kerala today and the total investment that you have to make for electrification Electrification will be cheaper and will result in a lot of savings And you are going to electrify 1,000 to 1,100 kilometres in the Fifth Plan. My appeal to you is this. Please take up the Trivandrum-Ernakulam line, and I

can assure you that it will give the highest revenue—passenger as well as goods traffic The goods traffic is the highest between Cochin and Coimbatore.

Lastly, I come to the Kerala Railway Stations. In Kerala we get more rains which are not there in Nagpur or UP or other areas, and these rains create a big problem for the passengers. Unfortunately, designing of the Railway Stations is done on the same pattern all over the country. I appeal to you to take into account the climatic conditions of the different States when you design the Railway Stations, especially big stations like the Ernakulam Junction where people travel in a big way. In Kerala we get rains for eight months in a year and it is a big problem The facilities at the Railway Stations are very inadequate Therefore, please take into account the climatic conditions of the different States when you design the Railway Stations

Sir I am very glad that the hon. Minister for Railways has sent me a letter two days ago assuring me that enough funds will be given for speedy conversion of the Quilon-Trivandrum line Somebody had complaints that funds were not available for this but I am glad that Panditji has assured me that enough funds will be made available and this work will be speeded up and completed as soon as possible

MR CHAIRMAN Panditji appears to be very partial to you, because he has conceded so many requests of yours

SHRI VAYALAR RAVI Because he has realised that Kerala has suffered a lot Whatever we could not get earlier, we are getting now.

Sir, sometime back I went to Nizamuddin Railway Station and I mentioned about this to the Minister and

I want he must make a surprise visit also. Jayanti Janta express train starts from there. There are no proper facilities for the passengers to go and come back from the railway station. I found that the passengers have to spend a lot of money for this purpose. Even from me, the auto-rickshaw man wanted ten rupees. The railways should see that facilities for the public to go and come back are provided. They should take up the matter with the DTC to have some buses so that this difficulty is eliminated, and the taxi-people do not loot the public. Then there are no facilities for parking the cars. The station is, of course, neat and clean, and is being develop, but more facilities should be provided for the passengers to come and go.

I happened to travel in the GT Express. This is my complaint as also of other hon. Members, Mr. Viswanathan and Mr. Mohammed Koya that the food served there is horrible. I think, that is the feeling of Mr. Chairman also. The aluminium plates are very dirty. I vomitted one day. The food is neither north Indian nor south Indian. I do not know how to eat. The policy, I am told, is that they take the food from somewhere in the middle, Bina station or more other place. Fortunately, my wife carried a tiffin carrier with us, so we could eat something. My appeal is, if you want to serve the food, it should be a good food. I feel sometimes the Railway Ministry should be charged and prosecute for spreading contagious diseases in the country. That is the worst complaint that I had to make against the Railways. I would request the Railway Minister to see that good and neat food is provided by the railways.

Sir, I am very glad to say that the people of Kerala are very happy. Whatever they could not get earlier, they are getting it now. I only want to request the Railway Ministry to study and expedite the matter with regard to electrification.

With these words, I hope that the plan targets would be achieved. The

emergency has made a great impact on the railways and the employees who had gone on strike have—realised their mistake. I take this opportunity to wish the best and congratulate the Minister for Railways and his colleagues and my freinds Mr. Qureshi and Shri Buta Singh and all others working in the Railway Board for making the Railways more efficient.

SHRI C. H. MOHAMED KOYA (Manjeri): I join the chorus of congratulations to the Railway Minister. I want to lay special stress on a small paragraph in the budget speech of the Railway Minister which appears to be very important from my point of view:

“A crash programme has been launched to make up the shortfall in the quotas of posts reserved for scheduled castes and scheduled tribes. Minority communities will also be ensured a fair deal”.

The speech of the late Shri Moinul Haque Choudhury about the under-representation of Muslims in the railways even for the lower post: still rings in my years and I am very happy to congratulate the Minister for Railways for this paragraph But, Sir, I would like to know the *modus operandi* how he is going to give representation to the minorities.

SHRI VAYALAR RAVI: Through the Service Commissions.

SHRI C. H. MOHAMED KOYA: Under the Constitution he cannot give them reservation and the only way to give reservation is to declare them as a backward community, of course, after an inquiry by a commission. I think this is also possible but anyhow I leave the *modus operandi* to him and I would like that this promise of Shri Kamalapati Tripathi is translated into action.

In the morning there was a question about Nilambur-Shoranur railway and Shri Buta Singh was evasive in his reply. I want at least a survey should be made. I know how the Ministers get their answers. He has been simply guided by the bureaucracy. . . . .

SHRI S A SHAMIM (Srinagar): In fact misguided

SHRI C H MOHAMED KOYA But the Nilambur-Shoranur railway is the only railway in Kerala which is running at a loss and if it is extended to Kozhikode and from Nilambur to Mysore it will become a very profitable railway. I think the Government will at least order a survey. The railway Minister is spending crores and crores and this survey costing only a few lakhs of rupees will be nothing to him, but it will bring results. This Nilambur Shoranur railway will be profitable and it will go through the most backward agricultural district of Malappuram and it will open up the district and contribute to the uplift and progress of the backward district.

Our Railways grew in a haphazard way. It was never done in a planned way. In our country originally the railways were started by various companies and have improved. Even after independence we had no plan as far as the railways are concerned. Otherwise, Mangalore-Bombay railway line would have got the top priority. If Mangalore is connected by a railway to Bombay I am sure Delhi will be nearer to Kerala and Bombay will be nearer to the West Coast and all the passengers and goods will pass through Bombay to West Coast. This Konkan Railway is much talked of—I first came to this House in 1962 and from that time onwards I have been hearing about this railway—and the government's stock answer is that they will consider and that they will consider most sympathetically but nothing has happened so far. Therefore, I think at least this time the government will see to it that this railway line from Mangalore to Bombay is expedited. Therefore the development of railways should be done in a planned way and there should be faster trains from all State capitals to Delhi.

I do not want to take much time of the House by repeating points made by other Members. Only one thing I will mention. Electricity is cheap in

Kerala and we can produce more electricity. Electric trains, as we know, are profitable to the railways. If we explore the possibility of electrification of our trains, it will certainly lead to a saving of importation of fuel and conservation of foreign exchange and it will at the same time reduce the pollution of the atmosphere in a crowded State like Kerala. Therefore, negotiations must be started with the government of Kerala to get cheap electricity, and electrification of the Kerala trains must be given top priority.

Then there is the question of the doubling of the railway track between Mangalore and Olavakkot. Kerala as you say about UP, is not a land of villages. The whole Kerala is one village or one town whatever you may call it. Therefore there are very many level crossings. This doubling of the line must be given top priority as far as our State is concerned.

Then there is another point which I want to bring to your notice. Import of coal through Beypore port. The coal consumption of the Southern Railway between Erode and Kasargode is estimated at about 20,000 tonnes per annum. The Beypore port is now ready to receive small steamers. At present the entire coal requirements of the railways from Erode to Kasargode are imported through Cochin harbour. The distance between these stations and Cochin will be about 38 kilometres more than the distance to Feroke which means that the railway will have the advantage to import their entire requirements of coal at Beypore and thus can be saved of millions of wagon haulage kilometres tonnes per annum.

I want to bring to the notice of the Ministry a very small matter about the opening of a Railway Colony Road for vehicular traffic. The residents of South of Calicut Railway Station find it very difficult to reach the Railway Station in time and also to go to the shopping centres of the city, if the gates of level crossing at Francis Road are closed. About 30 lakhs of rupees will have to be spent to construct an overbridge at Francis Road. This can

be saved if the Railway Road west of Calicut Railway Station is opened for vehicular traffic. A few yards gap in between West Hill Kallal road parallel to the Railway track also could be filled and this will indeed be a boon to the public of Calicut.

The Minister was almost inclined to agree to this suggestion, but the residents of the Railway Colony objected to it as the road will go through their colony. I think this is not a very valid objection or an objection which is very serious. I hope Government will see to it.

I may say a word about Jayanti Janta which starts from Nizam-ud-din. It gives a lot of inconvenience to the people who come from Delhi. Early in the morning they have to reach Nizam-ud-din. The gain is only to the taxiwalas of Nizam-ud-din. I think Government will think of starting this train from New Delhi itself.

Catering is a very important thing Mr. Ravi has made everything clear about the problem. The Department has its catering cells. The food served in the trains is hopelessly bad. The Railway caterers take food from the wayside stations. Since the quality is bad, people have to frown upon the bearers. If the Railways can think of something by which catering can be improved it will really be a boon to the passengers. After all trains are run for the passengers. The poor passengers do not know what to do when they are hungry. Either they have to eat whatever the Railway gives or they have to starve. This matter may kindly be looked into by the Government.

श्री नरसिंह नारायण पांडे (गोरखपुर) :  
सभापति जी, मैं बजट की बातों का समर्थन करने के लिये खड़ा हुआ हूँ। आज जो बजट हो रही है जिसमें झर्र या उधर के साथियों ने हिस्सा लिया है, सब ने एक स्वर से रेलवे मंत्रालय के इस बजट का समर्थन किया है और रेलवे मंत्री और उनके साथियों को धन्यवाद दिया है। यही इस बजट का सबूत

है कि हमारा रेलवे बजट एसा बजट है जिससे हमारे देश के विकास कार्यों में काफी मदद मिलेगी और काफी इसका प्रसार होगा।

रेलवे बोर्ड के बारे में बातों की जो सबसे पहली आइडम रखी गई है, उसके बारे में मैं कुछ कहना चाहता हूँ। इंडियन रेलवे एक्ट सन 1885 का बना हुआ एक्ट है और करीब-करीब 40, 41 बार इसमें संशोधन किया गया है। अगर सही तरीके से देखा जाये तो यह बात साफ नहीं हो पाती कि इसमें रेल मंत्री, रेल मंत्रालय, रेलवे बोर्ड और रेलवे बोर्ड के चेयरमैन की क्या-क्या शक्तियाँ हैं। जब रेल मंत्री मौजूद हों, तो यह बात सफ़्त में नहीं आती कि रेलवे बोर्ड के चेयरमैन के पद की क्या महत्ता है। मैं एसा समझता हूँ कि यह बहुत ही पुराना, अंग्रेजों के जमाने का बनाया हुआ कानून है, जिसमें सुविधा के अनुसार 40, 41 बार संशोधन हो चुका है और अभी भी इसमें काफी संशोधन की संभावना है। मैं मंत्री महोदय से निवेदन करता हूँ कि इंडियन रेलवे एक्ट पुराना एक्ट है, इसकी सारी धाराओं पर पूरे तरीके से विचार होना चाहिये जिससे कि इनको मजबूत बनाया जाये, एडविनिस्ट्रेटिव और फाइनेन्शियल तरीके से इसको मजबूत बनाया जाये और इसमें वह स्ट्रक्चरल चेन्जेज लाय जिससे रेलवे का काम सुचारु रूप से चल सके और डि-पेंडेंसाइजेशन की भावना से नरे रेलवे में काम हो सके।

जनरल मैनेजर्स को जो पावर्स अभी भी हैं, उसको उनको जरूरत नहीं है। डी०एस० को जो पावर्स मिलनी चाहिये, वह उनको नहीं हैं, इससे बहुत ज्यादाती होती है, क्योंकि रेलवे कई जगहों में बंटा हुआ है। कानून की दृष्टि से भी इस इंडियन रेलवे एक्ट में संशोधन की जरूरत है और मुझे आशा है, उम्मीद है कि माननीय मंत्री जी इस पर जरूर ध्यान देंगे और इस पर चर्चा करके कहेंगे, जिससे देश को लाभ हो सके कि इंडियन

### [श्री नरसिंह नारायण पाठे]

रेलवे एक्ट के बारे में क्या नीति अपनाई जा रही है।

जहाँ तक लाइनों का सम्बन्ध है, सारे देश में तीन तरह की लाइनें बिछीं हुई हैं। एक ब्राडगेज है, दूसरी मीटरगेज और तीसरी नैरोगेज है। अगर भाकड़ों से देखा जाये तो आप पायेंगे कि करीब 51 परसेंट के लगभग मीटरगेज और नैरोगेज की लाइनें बिछीं हुई हैं और बाकी ब्राडगेज की लाइनें हैं। अब सिद्धान्त का सवाल है, सारे बजट के भाकड़ों को देखा जाये तो आप पायेंगे कि ब्राडगेज के लिये तो हर साधन मुहैया किया जा रहा है, बर्कशाप दिया जा रहा है, इन्फ्रस्ट्रक्चर बनाने और डीजलइंजनों का काम चलाया जा रहा है, उनकी लाइनों को सुधारने के लिये और एकीकृतियों को बढ़ाने के लिये काम किया जा रहा है। लेकिन आप देखेंगे कि नैरोगेज और मीटरगेज की क्या हालत है।

शास्त्री जी कुछ दिन पहले इस सदन में जब आप बजट पर भाषण कर रहे थे, तो वह कह रहे थे कि पूर्व के नार्थ-ईस्टर्न जोन में गाडी ऐसे चलती है जैसे बैलगाड़ी चलती है। मेरे यहां तो नैरोगेज की लाइन है, जो गोरखपुर से लेकर गोंडा तक चलती है और गोरखपुर से इंडो-नेपाल बार्डर तक जाती है। इस रेलवे को लाइना में कोई सुधार नहीं हुआ है। यह कहना कोई प्रति-भ्योक्ति न होगा कि न तो स्पीड में सुधार हुआ है, और न स्टेशनों पर सुधार हुआ है। दूसरी जगह पर जहां ब्राडगेज और मीटरगेज की लाइनें हैं और वहां जो काम हुआ है, उसके मुकाबले नैरोगेज की लाइनें जहां हैं वहां सुधार अभी तक नहीं हुआ है।

या तो इस पालिसी को धरपार कर लिया जाये कि हमको सबको ब्राडगेज करना है वैसे श्री हनुमन्तय्या जी ने कहा कि यदि जो इंचाई प्रदेश के केंद्र हैं, वे देश की राजधानी

से मिल जाने चाहियें और सब को ब्राडगेज करना चाहिए। यह बात सही है कि आपके पास फंड्स नहीं हैं, आपकी प्लानिंग होनी चाहिए कि ब्राडगेज करें लेकिन इसके साथ-साथ नैरोगेज की तरफ भी ध्यान देना चाहिए कि किस तरह उसको मीटरगेज में परिवर्तित किया जाये। अगर आप ब्राडगेज में परिवर्तित नहीं कर सकते हैं तो कम-से-कम मीटरगेज में परिवर्तित करने का उपाय तो कर सकते हैं। इससे इनकी एकीकृतियों बढ़ेंगी, चलने की शक्ति बढ़ेगी और पैसेन्जर्स को जो ज्यादा समय लगना है एक स्टेशन से दूसरे स्टेशन पर जाने में उनमें कमी होगी। मैं चाहता हू कि इन बारे में कोई निर्दिष्ट नीति अपनाई जाये और उन लक्ष्यों की तरफ और उनके बर्कशाप और रख-रखाव की तरफ, भी ध्यान दिया जाये। वे देश की सबसे बड़ी लाइना हैं और उनकी तरफ अगर ध्यान न दिया गया, तो काम नहीं चलने वाला है। जब तक ब्राडगेज लाइन बनाने का प्लान पूरा नहीं हो जाता है तब तक लोगों का भ्रमकायन का मौका रहेगा।

जहां तक मेरे क्षेत्र का सम्बन्ध है, बाराबंकी में लेकर बरौनी तक की लइन को ब्राडगेज बनाने की बात है। मैं तीन चार साल से लगातार कह रहा हू कि इन बारे में जो भी काम किया जाये अगर वह अलग अलग बैच बना कर किया जाये, तो उनमें मुझे कोई ऐतराज नहीं है। बाराबंकी से लेकर गोरखपुर तक और गोरखपुर से लेकर बरौनी तक एक पंच मान कर काम करना चाहिए। इस सदन में भूतपूर्व रेल मंत्री, श्री ललित नारायण मिश्र और श्री हनुमन्तय्या, ने हर बजट-सीच में यह धारणासत दिया कि जब भी यह काम किया जायेगा, वह साथ-साथ किया जायेगा और यह नहीं होगा कि लाइन एक तरफ बँज हो रही है और दूसरी तरफ नहीं हो रही है। बरौनी में कारखाना चलने की वजह से वहां बँज बहुत बड़ी हो गया है, क्योंकि कारखाने के लोगों से एग्जि-

के लिये दिला दो गई कि अगर ब्रिज नहीं होगा, तो वहाँ बड़ा मुकसान होगा। गोरखपुर में खाद का भी कारखाना खुला हुआ है। गोरखपुर और लखनऊ की लाइन कीपिटल को जोड़नी है। मैं यह नहीं कहना कि उधर किया जा रहा है, तो बुरा किया जा रहा है। वह होना चाहिए और जल्दी होना चाहिए, क्योंकि बिहार के जिस हिस्से में यह गाड़ी जाती है और उत्तर प्रदेश का जो पूर्व का हिस्सा पड़ता है, वह सब बैकवर्ड है। इनके बावजूद बाराबंकी से लेकर बरौनी तक कोई काम नहीं हुआ है।

राप्ती के पुल के बारे में क्या किया जायेगा, इसका पता नहीं है। वह नया बनाया जायेगा या गार्डर को ब्रिज किया जायेगा, इंजीनियरों क्या कहते हैं, मुझे पता नहीं है। उत्तर प्रदेश के एक मन्त्री, स्वर्गीय श्री हुकमसिंह, बहुत समय तक पंडित जी के साथ रहे हैं। वह कहा करते थे कि घाघरा नदी पर कोई पुल बनना चाहिए। वह हमेशा लखनऊ को बहराइच-बाराबंकी से जोड़ने की बात कहा करते थे। लेकिन जब तक वह पुल नहीं बनता है, तब वे नहीं जुड़ पायेंगे। अब पंडित जी रेलवे मन्त्रालय में आ गये हैं। श्री हुकम सिंह की आत्मा को सन्तोष होगा, अगर इस पुल में स्लैब डाल कर ५० पी० गवर्नमेंट को दे दिया जाये। रेलवे मन्त्रालय के पास सेफ्टी फण्ड पड़ा हुआ है, उसका इस्तेमाल किया जाये। उस पुल को यातायात के लिए खोल दिया जाये और ब्राउजेज के लिए नया पुल बनाया जाये, जो मजबूत हो और जो बीस, पचास साल तक चल सके। लेकिन अभी हम वारे में सोचा नहीं गया है।

गोरखपुर जिले में राप्ती नदी पर गार्डर पुल है, जो लगभग दो सौ साल पुराना है। मैंने कहा था कि स्लैब डाल कर यह पुल ५० पी० गवर्नमेंट को दे दिया जाये। उस पर सेफ्टी फंड से पैसा लयेगा। राप्ती

नदी पर ब्राउजेज के लिए एक नया पुल बना दिया जाये।

गोरखपुर शहर से पहले रोहिन नदी पर एक पुल है। स्लैब डाल कर उस पुल को भी ५० पी० गवर्नमेंट को दे दिया जाये और वहाँ ब्राउजेज के लिए एक नया मजबूत पुल बनाया जाये। ये तीन पुल बनने के बाद बाराबंकी से लेकर गोरखपुर और उनके आगे तक कोई दिक्कत नहीं होगी। लेकिन अभी तक उस पुल पर खर्च नहीं हुआ है। इस सदन में पहले कहा गया है कि 1976 तक लखनऊ को बरौनी और मुजफ्फरपुर तक जोड़ दिया जायेगा। लेकिन अगर यह पुल नहीं बनेगा, तो हमें आशा नहीं है कि यह काम 1980 तक भी हो पायेगा। मैं मानीय मन्त्री जी से चाहता हूँ कि वह इस तरह ध्यान दें और इसको करें। दूसरी लाइन गोरखपुर से नीतनवा के लिए चलनी है। यह नैरोगेज लाइन है। इसको मीटरगेज भी करदे तो कुछ वहाँ के पैसेजर्स को सुविधा हो जायगी। उस लाइन पर गाड़ी को एक स्टेशन से दूसरे स्टेशन तक जाने में आधे घंटे से कम नहीं लगता। आप सोड्यूल उठा कर देख लें, नीतनवा से गोरखपुर तक का कुल फासला 60-65 किलोमीटर का है लेकिन इनकी सी डूरी के लिए 8 बजे चलने हैं तो वहाँ जाकर दो तीन चार बजे तक पहुँचते हैं। यह हालत हम की स्पीड की है। तो हमको भी ब्रिज करना चाहिए और हममें भी सुधार करने की तरफ ध्यान देना चाहिए। इंडो-नैपाल बोर्डर का नीतनवा सबसे बड़ा टर्मिंग प्वाइंट है। उस पर ध्यान देना चाहिए।

16 hrs.

इसी तरह गोरखपुर से भालन्दनगर उरका होते हुए जो गॉंडा को लूप लाइन जाती है उसके भी कन्वर्जन के ऊपर ध्यान देना चाहिए। हमारे यहाँ भटनी से बनारस-मधुवाडीह तक लाइन ब्रिज करने की बात है। उसकी टर्निकल सर्वे रिपोर्ट बहुत

[श्री नरसिंह नारायण पंडे]

दिनों से पड़ी हुई है। अब माननीय मन्त्री जी उसके ऊपर ध्यान दें तो काम हो सकता है। मधुघाटीह में हमेशा सामान के ट्रांसपोर्टमेंट में लाजों वरये क्लेम्स के रेलवे की देने पड़ते हैं। इसको वाइवेज में खोज कर सके तो वातायत में बड़ी सुविधा हो जायगी।

सहजनवा से लेकर बरहलगाज होते हुए उस लाइन को अगर दोहरी तक मिला दिया जाय तो बनारस से बलिया घाजमगढ़ होते हुए सीधी लाइन मिल जायगी जिसके ऊपर राप्ती पर पी० डब्लू० डी० का पुल भी बन गया है, उसकी बगल में आप ब्रूरा पुल बना कर काम चला सकते हैं। इसका भी सर्वे होना चाहिए। मे भेरे अपने क्षेत्र के बारे में सुझाव हैं और मैं समझता हूँ कि यह सारा काम हुआ पडा है, सिर्फ मन्त्री जी के ध्यान देने की जरूरत है। अगर इस तरह उनका ध्यान हो जाय तो काम हो सकता है।

एक बात और कहना चाहता हूँ। अभी श्रामे घबघट्टेन चलाई गई है लखनऊ से लेकर गोरखपुर तक जो हफ्ते में तीन दिन चलती है। वहा के लोगों की मांग है कि इसको रेगुलर कर दिया जाय और इसी तरह से जो बनारस को ट्रेन जाती है, नई खुली है उसको भी रेगुलर करने की मांग है। इनको आप स्वीकार कर ले तो लोगों को बड़ी आसानी होगी।

सारे देश को जो किराया नहीं बढ़ाया गया और जो पसेजर्स को घाम तरीके से सुविधाएँ दी गई हैं, जिस तरह से माननीय मन्त्री जी ने हम बजट को पेश किया है और जिस तरह से हम देश में अनुशासन लाने के लिए उन्होंने प्रयत्न किया है रेलवे के खर्च जो हमारा सबसे बड़ा एक्टिव सेक्टर का इस्टीमेशन है इससे देश में बडा ही भावे दर्शन हुआ है और आशा है कि इनके नेतृत्व में रेलवे का काम

आगे बढ़ेगा। इससे देश में काफी अनुशासन आया और देश काफी तरक्की करेगा।

16.04 hrs.

[SRI G. VISWANATHAN in the Chair]

SHRI D. K. PANDA (Bhanjanagar): There have been certain welcoming speeches but I want to point out certain very important aspects relating to the labour problem and the contract system in the railways. It has been agitated and also propagated outside and very many times it has been demanded that the contract system in the railways should be abolished but that has not drawn the attention of the hon. Minister or the Ministry. For all these years it has been totally neglected. Here I have received certain facts as to how there is leakage of huge amounts through arbitration awards in the contract system.

In the Railways, specially in the engineering department, settlement of contractor's claims through arbitration awards are allowed as per existing rules. Any contractor can raise claim for any amount he likes on a contract awarded to him. The contractor will be furnished with a list of officers. He can nominate one of these officers, and another officer will be nominated by the General Manager concerned. These two officers will constitute the arbitrator, to decide the claim raised by the contractor. In most of the cases the contractor influences these officers and gets away with a huge amount in his favour. If the Railway Ministry takes a census of the awards, at least for the last ten years, the enormity of the leakage of revenue through such awards will be brought to light, to the great astonishment of every person who has any patriotic sense in him.

So crores of rupees have been lost for the last several years due to this contract system, as the result of the manner in which the awards are being passed, how they are being influenced by the contractors. Therefore, why

should Government close their eyes to such sordid facts? From the national development point of view, from the economic point of view, this system should be abolished. It is not only an agitational issue. This should agitate the mind of every patriot, every member of the House. So I demand that the contract system in the Railways should be abolished.

The second point is about workers' participation. This is the policy of Government. We have been agitating for it. But in this respect, nothing has been done. Even the two recognised Federations have become fed up with the manner things are going on and how the Railway Board is functioning. All the registered Unions should be involved in the management so that productivity can register a definite advance. Therefore, from this angle, I again demand that there should be workers' participation through all the registered Unions so that we can increase our productivity.

Thirdly, coming to the recommendations of the Administrative Reforms Commission, to which reference has been made by some of the members on the other side also, they have categorically stated that anomalies should be eliminated as early as possible. But on that score also, we do not find any progress. The ARC had recommended certain things. They had recommended upgradation and cadre review of classes II, III and IV employees. But what has actually happened? I have received a report. Though there are only 3,000 officers in class I, 1,000 posts have been upgraded. On the other hand, there are 6,000 officers in class II and only 200 posts have been upgraded. I want a categorical answer whether the ARC's recommendations have been violated or not by this and how long this process will continue. First they ought to have taken class IV for upgradation, then class III, then class II and then class I. But it was done in the reverse manner. All the advantage has been taken by only class I officers. This should be put an end to. Hereafter there should not be any re-

petition of this. All respect should have been shown to the ARC's recommendations.

Now when the question about the upgradation of class IV and class III employees is raised, what is the answer? The Minister is taking the plea that the Cabinet has already banned any further upgradation in view of the stringent economic position. What we want to say is that it should not be done, even before taking any decision in the Cabinet, upgradation of class I posts had been done. In respect of classes 2, 3 and 4 officers, the same recommendations should be immediately implemented.

Fourthly, certain anomalies have arisen out of the report of the Third Pay Commission. They are large in number. I have no time and so I shall give one example. In the Integral Coach Factory, records show that anomalies are still existing and most of the trade union leaders are receiving daily reports about the anomalies. Therefore, that should be taken note of and it should be solved. The matter should not be allowed to linger on. Some of the courts in Madhya Pradesh have also categorically pointed out how these anomalies are continuing in large numbers. Therefore, steps should be taken to see that those anomalies are removed.

We find that road transport and rail transport are running on parallel lines. There should be co-ordination at the national level. The railways should carry long lead freight traffic and the shorter ones should be left for the roads.

I come to my last point, about the AIRE. These leaflets are in circulation throughout India. I have seen certain things at Khurda in Orissa and in other railway stations also. Who are circulating these things? It is the key cadres of the All India Railwaymen's Federation. These are the cartoons about the Prime Minister and you should see how in the most naked fascist way it has been published. Now, what are the things written here, One



[Shri D K Panda]

caption reads Sounds good to me, not guilty, case dismissed Another says She is the judge, she is the accused, she got herself acquitted A third says FREEDOM IN PERIL, COME OUT IN DEFENCE OF IT AND JOIN THE RANKS OF SATYAGRAHIS There are so many other bad things, anti-national, anti-production, pro-fascist things written and publicised What action has been taken? As for those people who stood like a rock by the side of the Government against fascist forces in different unions affiliated to AITUC, what happens to them? In the southern railway union action has been taken Transfers are being done at Berhampore and Khurda division So many persons are deliberately and mischievously transferred This is a mischief played by the Railway Board and therefore I demand that the Railway Board should be abolished If at all it is to continue there should be workers representatives on it and the Railway Minister should be the chairman of the railway board The fascist forces in the AIRF who are circulating these papers must be booked and taken into custody immediately It is a most backward area As far as power is concerned I have received one brochure from the Orissa Government It is mentioned there that the power production by the end of the 5th Plan would be as follows

Installed capacity	1141 MW
Firm capacity (that is now utilised)	530 "

From this you can just imagine that there is surplus of power Of course with the production of this quantity of power Rengali and Bhimkum projects, as also other projects in that area will be developed But as far as power generation is concerned the State Government has spent money for this purpose At the same time this power is also being utilised by the industries set up by the Central Government When so much of power is available there why not on the same lines as my friend Mr Ravi suggested develop

railway network in Orissa This would also cater to the Adivasi and tribal areas Hence, I emphatically suggest that there should be a proper utilisation of the surplus power being produced in the State and this can be done by construction of new railway lines in those areas

I have received a report from a very old man who is now 82 He has stated that the B.N.R. (now S.E.R.) had surveyed the area for constructing railway line from Gopalpur to Bhanja Nagar and from there upto Bolangir This question has been raised every year Now this proposal of new railway line construction does not find a place in the railway map I feel that this should have been considered In this connection I would like to draw the attention of the Hon'ble Minister to the fact that this proposal was on the railway map during the British regime Now I do not know how this proposal has been dropped from the railway map I want an answer to this Moreover I may state that the rare earth factory is coming up in Gopalpur This factory is being set up at the cost of more than Rs 1500 crores There is a minor port which is also coming up in Gopalpur There is also one Defence Unit which is going to be set up there A survey was also made in 1960 for the construction of railway line between Bhanja Nagar and Gopalpur Now I do not know the reason why this proposal has been dropped out of the railway map In view of the importance of the area and also new factories are coming up in that area, construction of new railway lines should be taken up immediately This new line when constructed, will also pass through the Adivasi belt that is from Bhanja Nagar to Phulbani and then to Bolangir This will cover the entire Adivasi and tribal area and by this we can also develop the forest wealth There are big trees and so many other forest products which can be put to use for the development of the State as also the country as a whole So if proper development is to take place in those areas we have to construct the new railway line which

will pass through Gopalpur-Berhampur and also from there to Bhanja Nagar-Phubani districts. Lastly, I would request the Hon'ble Minister to allot sufficient funds for the construction of railway line between Jakhpura and Banspani.

**SHRI B. V. NAIK (Kanara):** Mr. Chairman, Sir, some of the points, as a compulsion of circumstances, will have to be repeated, that is, the point which Mr. Savant, our colleague from Kolaba, urged and he has been doing it repeatedly and I have been hearing his speeches on the Railway Budget every year. Though we come from different States, we have an identity of interest. I am referring to the 900 km rail link on the west coast. We find two new railway stations on the map that has been circulated. One is Apta and the other is Panambur, the first just south of Bombay and the second just north of Mangalore. It is just a few millimetres and the progress is woefully inadequate. I am not that optimistic as Mr. Savant. Another learned speaker, Mr. Koya, said that he has been urging these things, particularly in respect of the west coast railway from 1962, but after 15 years, we are exactly where we were! In all humility, I would consider it a great achievement if even our grandchildren are able to get this 900 km railway line! I am sceptical about it. We have seen the history of the last one hundred years and the figures provided by the railways themselves speak volumes. In the morning, during the Question Hour, I had an opportunity to speak about the development of the railways. From the summary for 25 years extract of which has been given I find that in 1950-51, the total investment in railways was Rs. 855 crores. In 1974-75 after 25 years, the investment shot up to Rs. 5050 crores, almost a 600 per cent rise. But in the same period, the total route kilometres increased from 53,596 km to 60,301 km which is hardly a 6 per cent rise! We do not know what has happened to all the money invested. What are the priorities that have been identified?

As per the statement of the Finance Minister, during 1975-76 the railways have been very good pay-masters to the general revenue. The budgeted amount for 1975-76 was Rs. 187 crores and odd, but the actual payment made was Rs. 191 crores! During the next year, the Indian Railways are going to be made to pay through their nose the money collected from the passengers and by way of freight, earned by the sweat of the brow of the workers, amounting to Rs. 202 crores to the general revenue!

**THE MINISTER OF RAILWAYS (SHRI KAMLAPATI TRIPATHI):**  
 What is the harm?

**SHRI B. V. NAIK:** There would have been no harm provided the demands of the Railways were met first. As was stated by your Deputy this morning, the railways asked for Rs. 255 crores for new lines but they got just Rs. 100 crores! With our best wishes, why could you not appropriate hundred crores of rupees from the General Budget. A Budget which runs into Rs. 12,000 crores will not be poorer for the sake of hundred crores of rupees. I think I am being partial to the Ministry of Railways.

**SHRI KAMLAPATI TRIPATHI:**  
 What will be the financial position of the country then?

**SHRI B. V. NAIK:** I agree, Sir. Now, the question is that various demands have been put. Some people are asking in Kerala for electrification. Some people from Maharashtra have requested for converting narrow-gauge into broad-gauge or metre-gauge into broad-gauge. Some areas are asking for doubling of the lines. Now there are certain areas whose basic and elementary demand is to give them a railway line. It has been our endeavour, time and again, to request the Railway Ministry only two questions—whether you are at service or in business. It is neither fish nor flesh nor red herring. When we ask as to what is it that you are going to give priority—new lines, doubling, broadening

[Shri B. V. Naik]

of the railway gauges or electrification—no categorical answer will be given because once they commit themselves, they will have to take a perspective and long-term view of the whole situation and will have to carry out that assurance. But they want flexibility. We do appreciate that at all managerial levels, there is need of certain amount of managerial flexibility. But that is no excuse. You may take time to make up your mind but you may keep your mind open. If you keep your mind blank and are unable to come to a decision, we will not call it management even by the most generous definition.

There have been certain areas of disagreement with some of my colleagues. About Railway Board, Sir, I think it is a matter of personal opinion. If an MLA wants to become an MP and an MP wants to become a Deputy Minister or a State Minister or a Minister, I do not see any reason why we should grudge that. A service member, an official of the Railway Board, says that he wants to become a Member, something like a ladder for him, a sense of achievement for him, why should we grudge it? If there are certain things, if the Railway Board is inflexible, not that it is bureaucratized but there is a technocratic tyranny—90 per cent of what we read in these reports we do not understand—  
it I would not grudge. But if there is inflexibility, that has got to be changed.

The entire theme of the Finance Minister in his speech today was that on rural development. Rural development does mean the development of infra-structure and among the infra-structures, leaving aside roads, leaving aside electrical lines, leaving aside water supply, the main factor is definitely the railway line. It makes me a bit nervous when the Railway Minister says, "All right".

MR. CHAIRMAN: He has not disapproved you.

SHRI B. V. NAIK: There are regional imbalances. It is a fact that North-Eastern India has got the most well-proliferated rail system; but it has not yet developed. But is it not a fact that the entire railway system in this country has been geared to 5 or 6 urban megalopolis towns like Delhi, Bombay, Calcutta, Madras, Hyderabad, Bangalore? It looks as though the 50,000 or 60,000 kms. of railway lines, the entire rolling stock and the entire management are entirely at their disposal, i.e. to make the life of the people living in these big cities more and more and more comfortable, no matter what happens to the people living in the interior villages. I think that, as very correctly pointed out by Mr. Mohamed Koya, an un-planned development of the railways has taken place. Unless these errors are rectified and the un-planned development, is rectified by a planned development, we will be losing very substantially in the years to come.

Ultimately, only one point I would like to make. The oil crisis seems to have touched almost every aspect of our national economic life. A survey was carried out in the year 1969 for the purpose of ascertaining the techno-economic feasibility of the lines between Hubli and Karwar. Every day, iron ore to the extent of approximately 3,000 tonnes goes by about 300 trucks. My request to the hon. Minister of Railways is this. Since the survey was conducted before the oil crisis—and the oil crisis has created a hike in the price of diesel which is the principal fuel used by the dieselized trucks—if a fresh techno-economic feasibility survey is now conducted, it would prove beyond any reasonable doubt—and even a common man and a blind man will be able to see—that to say that a road which carries a haul of about 300 to 400 trucks cannot become an economic proposition for the laying of a railway line, would be a travesty of our imagination. Therefore, I would request that in the year of the Lord 1976, a fresh survey in regard to Hubli-Karwar may kindly be taken. It would open up and give us tremendous possibilities of earnings

from the export of iron ore. I had much more to say; but I thank you even for this liberal allotment of time.

MR. CHAIRMAN: The Minister of Parliamentary Affairs.

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): I had requested the Chairman to call me. I wanted to serve the whole House by making some convenient statement, for the guidance of the House and for the attention of the Chair, because there are a number of speakers. I think it will be better to regulate the debate in such a way that we can finish the debate to-day.

MR. CHAIRMAN: I am getting a number of chits.

SHRI K. RAGHU RAMAIAH: We have other important work tomorrow. (Interruptions). The House can change this and that because of other important business. After all, I want the cooperation of everybody. And they have all given it. Sir, I suggest that taking the whole thing into account, the Minister can be called at 5 p.m. (Interruptions). The Chairman can apportion the time in such a way that everybody will get a chance; and the Minister can speak at 5 p.m.

SHRI M. C. DAGA (Pali): Six hours have been allotted for this discussion. We started the discussion at 1.15 only. So, it cannot be concluded today.

SHRI K. RAGHU RAMAIAH: I am making an appeal to the House. At one time, at 3.30 p.m. there were no speakers and the discussion was about to collapse. In fact, we had to bring some members from the Central Hall. With the cooperation of the members, we want to conclude this discussion today.

श्री दामोदर पांडे (हजारीबाग) : सभापति जी, यह जो रेलवे की मांगें रखी गई हैं, मैं इनका समर्थन करता हूँ। इन बहस के दौरान हमारे विरोधी दल के सदस्य श्री पंडाजी ने एक सुझाव दिया कि रेलवे में

जितनी भी ट्रेड यूनियन हैं, अगर रजिस्टर्ड हों, तो उन सब को मान्यता दे देनी चाहिये। पता नहीं कितनी गंभीरता से उन्होंने यह बात कही, क्योंकि उसकी काट भी उन्होंने तुरन्त ही प्रस्तुत कर दी। जो उन्होंने पचा बगैरा दिखाया, नकशा दिया कि रेलवे फंडेशन की तरफ से क्या क्या कुकर्म चल रहा है और किस तरह की गंडागर्दी चल रही है कि रेलवे के काम को तहस-नहस किया जाये, वह यह बताता है कि रेलवे में व्यवस्था को चलाने के लिये एक यूनियन, एक उद्योग की प्रणाली की व्यवस्था होनी चाहिए। उसकी मांग को छोड़कर कितना रेलवे का नुकसान इससे होगा।

मंत्री महोदय ने देखा कि दिल्ली रेलवे की हड़ताल में रेलवे मजदूरों ने किस का साथ दिया। एक मात्र रेलवे यूनियन 'नेशनल फंडेशन आफ इंडियन रेलवेमेन' थी, जिसका साथ मजदूरों ने दिया और उस सार शक्तियों का डटकर विरोध किया जो चाहती थीं कि रेलवे का भट्टा बँटा दिया जाये, देश का सत्यानाश कर दिया जाए और रेलवे को तबाह और बर्बाद कर दिया जाये। जब उस एक मात्र यूनियन ने रेलवे का साथ देकर, देश का साथ देकर, देश की आर्थिक दशा में बिगाड़ न आने पावे, इस कारण रेलवे का चलना जारी रखा तो इसका कोई औचित्य नजर नहीं आता कि फिर उन सारी शक्तियों को पनपने दिया जाये, बढ़ावा दिया जाये और उनको रिकग्नाइज किया जाये।

आप इसकी कल्पना कीजिये कि ट्रेड यूनियन एक्ट के मुताबिक कोई भी 7 आदमी यूनियन खड़ी कर सकते हैं। रेलवे में 17 लाख मजदूर काम कर रहे हैं। अगर इस तरह की रजिस्टर्ड यूनियनों को मान्यता देने लगे और हरेक अपना अपना घरोँदा खड़ा कर के यूनियन खड़ी करता रहे तो रेलवे उनकी कितनी डिमांड मान सकेगी, कितनी बातों

[श्री दामोदर पांडे]

को सुन सकेगी ? इस तरह से उसका कोई धन्त नहीं रहेगा । इसलिये यह सारा सुझाव कि जितनी भी रजिस्टर्ड यूनियनों हैं, उनको मान्यता दी जाये, हम समझते हैं कि यह बेमोजू है, बेकार है । मान्यता देने की कोई जरूरत नहीं है । अगर रेल को वास्तविक रूप में चलाना है तो मैं रेल मंत्री से यही अपील करूंगा कि अब स्थिति में काफी सुधार आ गया है, जब एक फंडरेजिन के मारफत रेल मजदूरों ने अपना प्रतिनिधित्व स्वीकार कर लिया है, वे मानते हैं कि वही उनकी प्रतिनिधि संस्था है, तो उसके अलावा और किसी प्रतिनिधि-संस्था से आपको बात करने की जरूरत नहीं होनी चाहिये । जिन जिन लोगों ने रास्ते में रोड़े अटवाये हैं, जिन्होंने रेलों को तबाह और बर्बाद करने की कोशिश की है, हर बार का सबक यही बतनाता है कि जब जब उनको तरजीह दी गई, मान्यता दी गई, फिर से उन्होंने उंगली पकड़ने की कोशिश की है और बर्बादी की तरफ कदम बढ़ाये हैं । इसलिये दो-चार बार एक गलती हुई, उसको नहीं दोहराना चाहिये, यही मेरा सुझाव है ।

हमको इसमें और कुछ नहीं कहना है, हमें खुशी है कि हमारी कुर्बानी से अगर देश का कल्याण हो तो हम हर जगह कुर्बानी देने को तैयार हैं । जो कुछ कहा जाये, हम हर जगह अपनी सेवाएं आपित करते हैं । हम जो कुछ कह रहे हैं, कोयला मजदूर और कोयला उद्योग की तरफ से कह रहे हैं, अपनी तरफ से कुछ नहीं कह रहे हैं । जब कोयले ने इतनी आमदनी हुई है, तो मेरा सुझाव है कि उन की दशा सुधारने के लिए कुछ कदम उठाना चाहिए । मंत्री महोदय का मालूम है कि आज की तुलना में पिछले साल कोयले की दुलाई कम हाती थी । यह बड़ी खुशी की बात है कि इस साल रेलवे में मैक्सिमम कोल लॉडिंग किया गया है और कोयले के लिए काफी वैगन्ज दिये गये हैं । लेकिन इसके बावजूद आज स्थिति यह है कि परसों कोयले के पिट हैज पर 10.9 मिलियन टन का स्टॉक था, जब कि पिछले साल 5 मिलियन टन का स्टॉक था । इस लिए सरकार को अधिक दुलाई की बात सोचनी चाहिए । मंत्री महोदय ने अपने बजट भाषण में कहा है कि पूरे देश के स्तर पर कोयले की स्थिति में सुधार हुआ है ।

इस साल जो बजट आपने देश के सामने रखा है, उसमें करीब 86 करोड़ रुपये की अतिरिक्त आय का लेखा रखा गया है । तो इस 86 करोड़ में करीब आधा हिस्सा तो हम लॉग कोयले वाले ही देंगे, आधी आमदनी तो कोयले वालों से होने वाली है । एक-तिहाई रेलवे का टोटल फंड कोयला ही देता है । आपने दो तिहाई वाले ट्रैफिक को तो एक्स्पेंशन दे दिया है । मेरा क्याल है कि अगर हिमाचल किताब देख लिया जाये तो यह कहना अतिशयोक्ति न होगा कि करीब-करीब आधी आमदनी तो हम लोग ही देंगे । कोयले के ट्रैफिक से आपको आधी आमदनी होने वाली है ।

स्टील प्लांट, पावर हाउस, रेलवे, सीमेंट प्लांट आदि सब बड़े बड़े कंज्युमर्स की जरूरत का कोयला तो दे दिया गया है, लेकिन ईट पकाने वालों और घर में कोयला जलाने वाले स्माल कंज्युमर्स की रईनाक स्थिति है । बुरदराज की बात तो छोड़ दीजिए, बिहार और बंगाल, जहां कोयला पैदा होता है, शहरों में रहने वाले लोगों को कोयले के लिए इतनी अधिक कीमत देनी पड़ती है कि उन की आँखों में पानी आ जाता है । अगर रेलवे वैगन्ज की व्यवस्था कर के उन की जरूरत का कोयला पहुंचा दिया जाये, तो उन को बहुत राहत मिलेगी ।

हालांकि कोयले का शार्ट डिस्टेंस लोडिंग आयुध रीइयूनरैटिव नहीं होगा, लेकिन अब रेलवे को 86 करोड़ रुपये में से 40 करोड़ रुपये की आगवनी कोयले से होने वाली है, तो मैं मंत्री महोदय में अपील करूंगा कि उस आगवनी में से थोड़ा सैक्रिफाइस कर के स्माल कन्सुमर्ज की जरूरत को भी पूरा किया जाये, जो पूरे कन्जगेशन का मुश्किल से 10 परसेंट है।

अब मैं अपने क्षेत्र और बिहार, के सम्बन्ध में कुछ प्रश्न आप के सामने रखना चाहता हूँ। यह बड़ी ख़ुशी की बात है कि अभी टाटानगर अमृतसर एक्सप्रेस चलाई गई है। मंत्री महोदय और रेलवे अधिकारियों को मालूम है कि वह ट्रेन कितनी पापुलर है। लेकिन वह गाड़ी हफ्ते में केवल चार दिन चलाई जाती है। इस कारण रास्ते के मुसाफिरों को कितनी मुसीबत उठानी पड़ती है, मंत्री महोदय को इस पर विचार करना चाहिए। मेरा सुझाव है कि उस ट्रेन को डेली कर दिया जाये ताकि हफ्ते में तीन दिन लोगों को दिल्ली, गया और धनबाद आदि कई स्टेशनों पर जो भीड़ लगानी पड़ती है, वह न लगानी पड़े।

मैं हजारीबाग को रेलवे लाइन से कनेक्ट करने का प्रश्न बहुत दिनों से उठा रहा हूँ। रेलवे मंत्री ने कृपा कर के पिछली बार यह आश्वासन दिया था कि उस के बारे में कुछ कर रहे हैं। पिछली बजट स्पीच में उस का जिक्र था, लेकिन इस बार उस का कोई जिक्र नहीं है। पिछली बार कहा गया था कि उस का सर्वे करा रहे हैं। उस से पहले तीन साल से यह आश्वासन दिया जाता रहा है कि उस का सर्वे कराया जा रहा है। लेकिन पता नहीं कि सर्वे के बाद क्या नतीजा निकला। मेरा यह सुझाव है कि अगर इस लाइन को आप बालू कर देंगे जिसका सर्वे आप ने किया है तो बहुत सा कोल ट्रेफिक थ्रू काई के कर्बेशन की बजह से आप उठा

नहीं पाते हैं, बैंगन सप्लाई नहीं कर पाते हैं वह कठिनाई दूर हो जायगी। दूसरी जो बात आप कर रहे हैं बरीनी में लखनऊ तक डबल लाइन करने की यह मिशिंग लिंक अगर जोड़ देंगे और हजारी बाग से कोडरमा तक या हजारी बाग रोड तक जहाँ भी आप मिलाना चाहें मिला देंगे तो वह मार्ग कोयला बरीनी हो कर नार्थ बिहार, उत्तर प्रदेश, दिल्ली हरयाणा और पंजाब को जा सकते हैं बिना मोगलमराया टच किए। यह बहुत दूर की मांग कर के मेरा सुझाव है। इस दिशा में आप को कदम उठाना चाहिए। वह जो इनिया और महुआ मिला का प्रोपोजन कोल एथारिटी के लागो ने रखा है, उस को काई न बना कर ट्रेगिल बना कर हजारी बाग से कनेक्ट कर दें और हजारीबाग से सीधा कोडरमा तक या हजारीबाग रोड तक आप ग्रीड काई से मिला दें तो कोल ट्रेफिक का यूवमेंट बहुत हद तक सुधर सकता है। यह कोई ऐसी बात मैं नहीं कह रहा हूँ जो लागू होने लायक नहीं हो। अगली छठी पंचवर्षीय योजना में आप को यह काम करने की मजबूरी हो जायेगी। इसलिए मेरा सुझाव है कि इस पर प्रबलम्ब कुछ विचार किया जाय।

दूसरा मेरा सुझाव है कि कोल फील्ड और ब्लैक डायामंड एक्सप्रेस जो धनबाद से कलकत्ते तक जाती है उस में धनबाद ही कोल फील्ड नहीं है, बिहार में जितना कोयला भरिया में होता है उस का आधा कोयला हजारीबाग भी में होता है वास्तव में उस को कोल फील्ड एक्सप्रेस या ब्लैक डायामंड एक्सप्रेस कहलाने के लिए बरकाताना तक एक्सटेंड कर दें और बरकाताना से चन्द्रपुरा हो कर अगर सीधे धनबाद निकाल दें तो वही ग्रीड काई टच नहीं करेगा और आसानी से ट्रेन को कलकत्ते तक ले जा सकते हैं। इस दिशा से आप कदम उठाए।

[श्री दमोदर पांडे]

बिहार में ट्रेन की व्यवस्था में काफी सुधार हुआ है लेकिन जो बांच नाइन है उन में बड़ी भीड़ चलती है । उस को कम करने के लिए कुछ प्रीर ट्रेन्स की व्यवस्था की जाय, यही मेरे सुझाव हैं ।

SHRI K MAYATHEVAR (Dindigul)  
 Mr Chairman, there is French proverb saying that delay defeats the justice The Railway Board of the Government of India is an embodiment of delay in dealing with matters, thereby almost all the objections of the concerned party are defeated by the late disposal of matters by the Railway Board

We are aware that we have abolish the Privy Purses, zamindari petty kings and rajahs But there are some rajahs who are sitting in the Railway Board as members of the Railway Board. Therefore, there was a unanimity of opinions and support among the Members not from this House but right from 1950 onwards that the Railway Board should be abolished Therefore I request the Government to take immediate steps to abolish the unnecessary Railway Board which according to me is an expenditure and waste of money belonging to the public and the poor man's tax Therefore I have repeatedly asked the Government and the hon Members to take emergent steps to abolish the Railway Board, which is quite unnecessary for the Railway Department

There are ILR contents for which permits and licences are issued by the Railway Department In Madras, there are some corrupt officials in the General Manager's office I am told that according to the rules and regulations and directions of the Railway Board more than six units are allotted to per family, per head But there are certain parties which could get more than seven units or 12 units and they are the same families which have been getting them repeatedly. Therefore, there is some mismanagement by some officials below the level of the General Manager, Southern Zone.

For instance, there was one General Manager by the name of Sridhana. According to the rules and regulations, he ordered these units to certain deserving persons But he was transferred. During the transition period, before the present General Manager took charge some corrupt officials issued these units in favour of certain persons by taking money against the rules and regulations of the Railway Board. These units have been issued repeatedly in favour of the same families violating rules and regulations and directions framed by the Railway Board Therefore I want the Government to look into the matter

Regarding the loyal workers in the last general strike the Government promised to look into the interests of the loyal workers in the Railway Department But I have received so many petitions from the loyal railway workers from Madras as well as from the southern side that their interests are not being safeguarded and not favourably considered by the Government The hon Minister Mr Shafi Qureshi knows fully well every problem he understands every problem He came to Madras many times he made surprise visits and carried out surprise checks The people are very happy But certain things are not being looked into I would therefore request the hon Minister and the Government to look into the interests of the loyal workers who served loyally for the Railways in the last general strike

Another point that I want to make here is that I have also received petitions from some employees of the Railway Department that there is no reservation no priority given for the sons or daughters or brothers of the railway employees who loyally served the Railways I would request the hon Minister to consider a reservation of at least 25 per cent for the family members of the railway employees in the Railway Department I would like the Government to give this help, as a safeguard, to the poor railway employees, if not to big officials and Grade I officers Some reservation or priority

should be given to family members of the railway employees.

So far as the Railway Protection Force is concerned, I am told, some benefits and allowances were announced for the railway employees but not for the employees of the Railway Protection Force. This is what I have been told by the Railway Protection Force employees in the Madras State. I would, therefore, request the hon. Minister to consider their claim and demand also. Their complaint is that their claims and interests are not at all looked into according to the Third Pay Commission's report and the recommendations contained therein. They are being discriminated against other railway employees. There should not be any discrimination between the Railway Protection Force employees and other employees of the Railways.

Coming to my constituency, Dindigul, there is already a surveyed railway line starting from Dindigul to Kotayam in Kerala via Battalanganadu, Perakulam, Kumbum and other places. This is known to the hon. Minister. I would request the hon. Minister and the Railway Department to consider it favourably, commence the work and complete the work in the interest of general public.

There is a railway line from Madurai to Bodi on which there is only one train running throughout the day. I requested the General Manager to at least increase it to two trains on that line. He was not gracious enough to run two trains. I would, therefore, request the hon. Minister to look into the matter and give instructions to run at least two trains on that line.

Then, I want to plead for certain over-bridges. In my constituency, there are certain over-populated places, namely, Sholavandan, Kedai road and Dindigul town. These are thickly populated and business areas. In

these places, the construction of over-bridges is urgently required.

Further, there is a railway line, Chittoor-Cuddalore line which is connecting Tamil Nadu and Andhra Pradesh. This proposal is pending for a long time. There is a bridge called Kadpadi bridge. That bridge also may be constructed, the work commenced and completed early. Then, there is a proposal to construct another bridge called the Pachaikuppam Bridge near Ambur in Tamilnadu, this bridge may also be completed. Then, there was a proposal for the electrification of a railway line from Madras Central to Arakonam. The Hon. Members are aware that, unfortunately, this was inaugurated by the then Chief Minister of Tamilnadu Mr. Karunanidhi who is a very corrupt gentleman. So it is a bad omen that he put his hand in it. He made an attempt to spoil a Central Government Department also by inaugurating the railway line. Why don't you come and inaugurate it? It was inaugurated by a corrupt Chief Minister, with corrupt and tainted hands, that is a bad omen and that is why it is not completed. Therefore, I would request you to come and touch it up, you can re-inaugurate it and complete the work.

Then, I come to my last point which relates to public conveniences. In the 2nd Class, most of the fans don't at all work. Even in the 1st Class they don't work properly, but because we report it then and there, they look into it. Then, very often there is no water in the lavatories. This is a minor point, but consider the problem it causes the public. Then, a majority of the doors don't function properly and they cause injury to the passengers when they attempt to open or close the doors.

So, these minor points may be looked into.

Another point is this. I would plead that the Central Railway Department should reserve 25 per cent in the same Department for the families of



the railwaymen for future employment.

With these pleas and suggestions, I conclude my speech.

श्री राजबेब सिंह (जीनपुर) : सभा-पति जी, रेलवे मंत्रालय की भाषों पर ध्यान जब बहुत हो रही, मैं इन भाषों का समर्थन करता हूँ। समय करने के साथ साथ मैं चाहता हूँ कि रेलवे के फाइनेन्स बड़े साफ और मजबूत हों, क्योंकि फाइनेन्स जितने मजबूत होंगे, रेलवे उतने ही अच्छे तरीके से इस देश की जनता की सेवा कर सकेगी। हम के लिये बहुत जरूरी है कि आप के रेवेन्यू में जो लीकेज होती है, जैसे ओवरटाइम है, कंट्रिग है, इन पर ध्यान लगाना चाहिये। कंट्रिग में जितनी आमदनी होनी चाहिये, उतनी नहीं होती, क्योंकि काम करने वाले तनकाह पाने वाले लोग हैं, वे फिक्र नहीं करते हैं, जिस तरह का खाना देते हैं, उस की बजह से आप के रेस्टारेटस पापुलर नहीं हो रहे हैं, उन में बाटा हो रहा है। आप के यहाँ फिलफारेज बड़ी मात्रा में होता है। टिकट-लेस टूर्वालिग के खिलाफ आप ने कुछ रेड्स किये, जिन से टिकटलेस टूर्वालिग थोडा कम हुआ है, लेकिन अगर ये रेड्स थोडे दिन बन्द रहे तो फिर लोगों की बड़ी आदत पड जायगी, बिना टिकट यात्रा करने लगेंगे। इस लिये समय समय पर इस तरह के रेड्स होखे रहने चाहिये ताकि लोगों की आदत टिकट लेकर यात्रा करने की पड जाय।

कुछ लोगों ने रेलवे के फाइनेन्स को सुधारने के लिये यह सुझाव भी दिया है कि रेलवे बोर्ड को तोड दिया जाय; अगर बोर्ड को तोड दिया गया तो फिर रेलवे सिक्रेट्रियेट बनाना होगा, कोई न कोई शकल तो उस की रहेगी ही, बिना उस के बनाये काम नहीं चलेगा, इस लिये मेरी दृष्टि में बोर्ड

की रचना जरूरी है, इस तरह के सुझाव गैर-मुनासिब मालूम होते हैं।

एक और चीज की तरफ आपका ध्यान दिवाना चाहता हूँ, और वह यह है कि रेलवे में मैनुअल की प्रथा खत्म कर दी जाय। पचासों सैलून के मेन्टेनेंस पर बडा खर्चा होता है। यह उम समय का रिवाज था जब रेलवे के बड़े बड़े आफगर अग्रेज हुआ करते थे जो बाय और अगर खाते थे और जिस समय दूरे पर जाते थे तो सभ कुछ उस सैलून में होना था। मैलुनों को अब प्रबालिश कर दिया जाय।

17 hrs.

वे साइड स्टेशन की तरफ जितना ध्यान देना चाहिये उतना नहीं दिया जा रहा है। बहुत ने वे साइड स्टेशन्स पर गम्भी और बरसात के दिनों में पैसेजर्स आगम के साथ नहीं बैठ सकते। आप जानते है कि यह देश गावों का है और वे साइड स्टेशन्स गावों को सर्व करते हैं इसलिये वहाँ सुविधायें देने की ओर विशेष ध्यान देना चाहिये ताकि वे साइड स्टेशनों पर पीने का पानी और लोगों को ग्रेड मिल सके। मैंने इस बारे में दो, तीन दफा कहा और रेलवे मन्त्री महोदय ने अपने बजट भाषण में भी कहा कि बड़े भारी पैमाने पर खाली जगहों पर पेड लगवायेंगे, हम बात की कोशिश कर रहे हैं। पहले एन० ई० रेलवे के हर स्टेशन पर फलदार आम के बगीचे होते थे जिन से रेलवे को आमदनी भी होती थी और लोगों को साथ भी मिलता था। मेरी मांग है कि उस चीज को फिर से शुरू किया जाय जिससे लोगों को फ्रासाम मिल सके।

एक बात मुझे हास्ट स्टेशनों के बारे में कहनी है। दो, तीन हास्ट स्टेशन हैं जिन्हें मैं खूब जानता हूँ। फीजाबाद बनारस स्टेशन पर पिछरा रोड और मानीकला हास्ट स्टेशन हैं, और उनी तरह से इलाहाबाद सैकशन पर कजनाब हास्ट स्टेशन हैं। इस

हास्ट स्टेशनों से आपकी काफी आमदनी होती है इसलिये कोई बजह नहीं है कि उनको पूरे स्टेशन का दर्जा न दिया जाये। पिटरग और मानीकला दोनों हास्ट स्टेशनों को अगर थोड़ी महत्त्व दे दी जाय तो आपको वह एक स्टेशन की पूर्ण आमदनी दे सके हैं। जब तक आप उनको पूरा स्टेशन का दर्जा नहीं देते तब तक न र्वने के पानी का और न टायरेंट का कोई इन्जाम बहा ही पायगा, जिनका कि होना बहुत जरूरी है क्योंकि बहा से यहलाये भी काफी धानी जानी है।

हमारी प्रधान मन्त्री महोदया अभी भदही गई थी जो कि कार्पेट का बड़ा भारी सेन्टर है। लेकिन बहा का स्टेशन बही 70 साल पुराना बना हुआ है और उम स्टेशन के फर्स्ट क्लास बोटिंग रूम में आप एक मिनट नहीं रुक सकते। वह बोटिंग रूम बहुत छोटा और स्टाफी है और साथ ही बड़ा गन्दा है। उसमे गाजे की, गराब की महक धायेगी, आप वहां बैठ नहीं सकते। और बहा से हर साल 30, 40 करोड रु० का कार्पेट एक्सपोर्ट होता है। विदेशी लोग भी आते है वहां। इसलिये उसको अच्छा स्टेशन बना दिया जाय और रिटायरिंग रूम अच्छी तरह क्रनिंग होना चाहिये, साथ ही बोटिंग रूम भी अच्छा और साफ मुथरा होना चाहिये।

फ्लैग स्टेशन्स को भी एक श्रेणी है और वह यह कि ऐसे स्टेशन पर एक स्टेशन मास्टर होता है, वही टिकट भी बाटता है। लेकिन ट्रेन कहां धायी इसकी खबर नहीं क्योंकि वह टेलीग्राफ और फोन से कनेक्टेड नहीं होता है। अगर किसी फ्लैग स्टेशन से काफी आमदनी हो रही है तो उसको रूल फ्लैग्ड स्टेशन बना देना चाहिये।

एक और तर्जुबों में आपको बताता हूं। एक बार मैं लखनऊ हावडा एक्सप्रेस से दिल्ली धा रहा था तो सुल्तानपुर स्टेशन पर पखा नहीं चल रहा था। स्टेशन मास्टर से उसको रिक कराने के लिये कहा, उसने इलेक्ट्री-

शियन को दू ने की कोशिश की लेकिन वह नहीं मिला। एक आदमी जो थंडा बिजली का काम जानता था और ठीक कर सकता था उम को दो मख बिजली का तार तक उम स्टेशन पर नहीं मिला। तो यह रटाक की हालत अपने स्टेशनों पर है। उम ने कम पैसा ना होना चर्चते कि गाई धाने के समय यह मत्र बीजे स्टेशन पर प्रवेलाएबिल रहे।

इनमे धार मीटर गेज को ब्रॉडगेज में बदलने की बात है। न जिस क्षेत्र में आता हूं वह एक बहुत पिछडा हुआ क्षेत्र है और उसमे गटा हुआ बिहार का पश्चिमी हिस्सा है और वह भी बहुत पिछडा हुआ क्षेत्र है। उस क्षेत्र में लखनऊ मे पटना तक अगर एक सीधी लाइन खींची जाए तो उसके उत्तर में नमाम मीटरगेज के रेलवे स्टेशन हैं और ये मत्र डिस्ट्रिक्ट्स इकोनोमीकली बैकवर्ड डिस्ट्रिक्ट्स है। वे उस समय तक नरककी नहीं कर सकते हैं जब तक कि उम क्षेत्र में मीटर गेज को ब्रॉड गेज में न कन्वर्ट कर दिया जाए। कुछ लाइनों का तो हो रहा लेकिन बाकी जो जगह हैं उनकी तरककी भी इसी कारण रुकी हुई है। इसलिए मैं चाहता हू कि रेल मन्त्री महोदय इस तरफ विशेष ध्यान दें।

इसके बाद मैं जो हडताल हुई थी, उस की बात करता हूं। हमारे मे पहले और भी बक्ताओं ने उसकी चर्चा की है। मैं जानता हूं कि दिल्ली में एक स्टेशन मास्टर साहब थे। शुरू में वे दफ्तर को लोक घ्राउट करके चले गये और हडताल में शामिल हुए। वे बडे एक्टिव स्ट्राइकर थे लेकिन जब उन्होंने देखा कि स्ट्राइक फेल हो रही है तो आकर फिर दफ्तर में बैठ गये और उनको लायल वर्कर का ईनाम मिला। जो सचमुच में बहुत से लायल वर्कर्स थे, उनको ईनाम नहीं मिला। दूसरी बात इमी सम्बन्ध में यह हूं कि लायल वर्कर्स के सन्स के कोटे में बहुत से धवसरों अपने आदमियों को भरती कर लिया

**[श्री राजदेव सिंह]**

श्रीर एक एका मीने रेल मन्त्री जी से यह बात कही थी और श्रीर उन्होंने भी यह कहा था कि इस तरह की शिकायत हमने सुनी है। इसलिए मैं मन्त्री जी से अनुरोध करूंगा कि उन शरीब लायल वर्कर्स की तरफ जो धमकियां देने के बावजूद भी अपनी इष्टियों पर डटे रहे, मन्त्री जी को ध्यान देना चाहिए। उन्हें धमकियां दी गई कि तुम्हारे ऊपर तेजाब फेंक देवे और तुम्हारे बच्चों को तग करेवे लेकिन इन बातों के होते हुए भी वे अपनी इष्टी पर डटे रहे और उन्होंने देश का नुकसान नहीं होने दिया। इसलिए ऐसे लायल वर्कर्स के लडकों को आप जिन तरह से भी हो थोड़ी गुजाइश निकाल कर ज्यादा से ज्यादा नौकरी देने का कष्ट करे।

अब एक बात में फीडरेशन के बारे में कहना चाहता हू। दो फीडरेशन हैं। एक फीडरेशन जो है वह तो एन्टी-नेशनल है और उसकी एक्टिविटीज देश को बर्बाद करना चाहती थी। सभी जानते हैं कि हमारे खरमल पावर हाउसेज में दो तीन दिन में ज्यादा कोयले का स्टॉक नहीं रहना, लेकिन उनका इरादा था कि माल-गाड़ियां बन्द कर दी जाएं मशारी गाड़िया बन्द कर दी जाए और पावर हाउसेज में कोयला न पहुंचे, जिससे बिजली बन्द हो जाएगी। और हिन्दुस्तान भर का मजदूर बेकार हो जायेगा। फीन्टरो, कारखाने अगर बन्द हो जाएंगे तो पूरा देश अ-धकार में हो जाएगा। इस तरह से देश को बर्बाद करने की बात वे सोच रहे थे। इसलिए जिस फीडरेशन ने इस तरह का व्यवहार किया उसको एन्टी-नेशनल डेक्लेयर करके डिरिकयनाइज आप को करना चाहिए। वैसे मैं तो कंटेनरीवाइज मूनिमन्स का हामी हू। आज सैकड़ों कंटेनरीज हैं और एक फीडरेशन उनके ऊपर बैठा हुआ है। यह सब कंटेनरीज की डिमान्ड्स को नहीं रख सकता और यही वजह है कि

आप देखने कि अगल अलग मूनिमन्स को संछा धीरे धीरे बढ़ती चली जा रही है।

धमी तक हमारा रेलवे का एडमिनिस्ट्रेशन एक स्ट्रेट लाइन की शकल में रहता था लेकिन अब रेलवे का एडमिनिस्ट्रेशन ट्राई एंगिल की शकल में हो गया है। एक रेलवे मिनिस्टर है, एक स्टेट मिनिस्टर है और एक डिप्टी मिनिस्टर है और ये वर्टीकली और होरी-जेन्टली काम कर सकते हैं और इनसे कोई चीज छिपी हुई नहीं रह सकती और रेलवे में जो डिफिकल्ट है, उनको ये दूर कर सकते हैं।

इन गवर्नों के साथ मैं इन भांगों का सम्बन्ध करता हूं।

**डा० कैलाश (बम्बई लघु दक्षिण) :**  
माननीय मन्नापति जी माननीय मन्त्री ने यह बात कही थी कि हय पिछडे हुए क्षेत्रों की पूरी तरह से सहायता करना चाहते हैं। नई रेलें देना चाहते हैं और जिन क्षेत्रों में डबल लाइन की मांग है उन्हें डबल लाइन देकर अचिरक्षित क्षेत्र में नई रेल डालेगा। इसका सबसे स्वागत किया।

मैं डिमाण्ड न० 14 की ओर माननीय मन्त्री जी का ध्यान खीचना चाहता हूँ। उनमें मेण्ट्रन रेलवे के बजट इन्टीमेट्म में 1976-77 के लिए 4 करोड 50 लाख 40 हजार रुपया रखा है और इर्न प्रकार सेदन् रेमवे में 8 करोड 82 लाख 45 हजार रुपये रक हैं। नै क्वर्ट डिस्ट्रिक्ट कोणरुण का है। कई वर्षों से आप्ता दासगाव को रेल की मांग है उसका प्रयर्न बर्क किया जा चुका है स्टेट गवर्नमेंट की ओर से। 108 किलोमीटर की लाइन का यह टुकडा है। इस पर खर्च कितना होने वाला है इसका ख्यीरा नहीं है। बजटिड एमाण्ड में से अगर एक करोड भी इस में खर्च हो जाए तो लोगों को यह विश्वास हो जाएगा कि आप आप्ता दासगाव रेलवे लाइन को बिछाये जा रहे हैं।

बम्बई के लिए आपने लिखा है कि कैटरीपोलिटन ट्रांसपोर्ट प्राजेक्ट, बम्बई पर खर्च करीब 84 लाख होगा। त्रिपाठी जी नहीं चाहते थे कि तब तक जब तक पिछड़े हुए क्षेत्रों में लाइन न चली जाए तब तक बम्बई की भूगर्भ रेल पर खर्च नहीं किया जाय। फिर उस पर खर्च क्यों रखा गया। हमारा सीमाव्य है कि वहां पर 84 लाख पया खर्च करने की व्यवस्था की गई है, अर्थात् एक करोड़ के करीब वह खर्च होने की सम्भावना है।

रेल मन्त्री (श्री बभलारपति त्रिपाठी) : मैं नहीं चाहता था कि भूगर्भ लाइन न बने? ऐसी बात तो नहीं है।

डा० कैलास : धन्यवाद। आपने यह कहा था कि भूगर्भ लाइन से ज्यादा महत्व उन क्षेत्रों को दिया जाएगा जो ज्यादा अविकसित क्षेत्र हैं।

श्री बभलारपति त्रिपाठी : ऐसी बात नहीं कही।

डा० कैलास : नहीं कही तो मुझे बड़ी खुशी है। जो कुछ बजट में आपने रखा है उसे हटा करके आप खर्च करें। बम्बई की आबादी आज 62 लाख है और वह कुछ ही वर्षों में एक करोड़ तक बढ़ने वाली है। रेल में यात्री कोठे मकौड़ों की तरफ चलने हैं। आप बम्बई में गए हों तो आपको पता चल जायगा —

श्री भूलक्षत्र डागा : कोठे मकौड़ों के लिये रेल की संरचना नहीं होनी।

डा० कैलास : सजाक करने की यह बात नहीं है। आपको सोचना चाहिये और देखना चाहिये कि बम्बई वह शहर है जो सारे देश का पालन कर रहा है। रेलों को चलाने में उसका कितना बड़ा हाथ है। उस तरह भी आपका ध्यान होना चाहिये।

वेस्टर्न रेलवे के लिए भी आपने कुछ खपया रखा है। वह एक करोड़ 15 लाख के करीब है। हमारे मिर्चा जी ने कहा कि दिल्ली में महमदाबाद की मीटरगेज रेल लाइन को ब्राडगेज में कनवर्शन कर दें। उसका मैं समर्थन करता हूँ। साम्प्रतिक के पाम बाठ भा जाने के कारण जो लाइन साभर झील में डूब गई है उसको निकाल करके उस क्षेत्र को भी मध्य प्रदेश तथा गुजरात से जोड़ा जाए, यह मेरी आपसे प्रार्थना है।

आज सब मेल या एक्सप्रेस गाड़िया बोरिवली स्टेशन पर रुकती हैं। यह स्थान बम्बई के उत्तर का छोर है। मेरी राय में भ्रगर भ्रघेरी पर ये गाड़िया रोकी जाए तो बोरिवली के बचाय तो ज्यादा भ्रच्छा हो। भ्रघेरी स्थान बम्बई शहर के बीच में पड़ता है। भ्रघेरी में भ्रगर गाड़ियों को रोकना जाय तो बोरिवली वालों के लिए भी सुविधा तो रहेगी पर दक्षिण में जाने वालों के लिए भी उनके निवास स्थान नजदीक हो जायेंगे। जब इसमें कोई खर्च का प्रश्न नहीं तो उभं तुरन्त करना चाहिये। मैं वेस्टर्न डीलक्स, फ्रिस्टियर आदि रेलों की बात कर रहा था कि ये गाड़िया, भ्रघेरी स्टेशन पर रुकें न कि बोरिवली जिससे सबको सुविधा हो जाय।

इलक्ट्रिफिकेशन के विषय में मैं बोलना चाहता था। सूरत तक इलक्ट्रिफिकेशन हो जाए तो जो लोग सूरत में रह कर बम्बई की मदद कर रहे हैं—रहते वहां हैं और काम करने बम्बई जाते हैं—आशा है इस काम को ज्यादा तीव्र गति से चला कर लोगों को राहत दे। मैं आशा करता हूँ कि इन और भी मन्त्री जी ध्यान देंगे।

मैं प्रार्थना करता हूँ कि जो बड़ों बड़ी रकमें बजट में रखी हैं उनको पूरी तरह खर्च

[श्री० कैशाल]

करने की व्यवस्था की जाए और इसका पूरा ध्यान रखा जाए कि व जर्ब हों बिचले कोई बचवा सर्वेडर न करना पड़े ।

श्री श्री० तन्वीराज (पेहापल्लि) :  
अपराधकारीन की घोषणा के बाद कई डिपार्टमेंटस में बहुत सुधार हुआ है । उती तरह से रेलों में भी काफी सुधार हुआ है । इसके लिये लिपाडी जी, कुरेगी जी, बूटा सिंह श्री सभी धन्यवाद के पाल हैं और उनको मैं धन्यवाद देता हूँ ।

कई पाननीय सदस्यों ने स्टेशनों पर पानी का प्रबन्ध ब होने की शिकायत की है । वहाँ पर पानी का प्रबन्ध न हो ऐसा तो मैं नहीं कहता हूँ लेकिन उसमें थोड़े से सुधार की मुंजाइश और बह सुधार होना चाहिये । कई स्टेशनों पर मीने देखा है कि मटके रख दुर हैं । वहाँ किसी में पानी भरा हुआ है और किसी में नहीं है । जब स्टेशन पर ट्रेन आता है, तो उस समय वहाँ किसी आदमी को लगा कर पानों पिलावे का इन्तजाम होना चाहिये । यह थोड़े से कमी है । सिर्फ गाँवियों में ही पानी की ज्यादा जरूरत पड़ती है, बारिश और ठंड में ज्यादा जरूरत नहीं होती है । इसके लिये थोड़े मटके भी ज्यादा रखने चाहिये और जब गाड़ी स्टेशन पर आती है, उनके बतले ही वहाँ पर आदमी द्वारा पानी पिलाने का इन्तजाम होना चाहिये । ऐसा करने से शिकायत नहीं होगी, ऐसा मैं समझता हूँ ।

मेरी कांस्टीटुएन्सी प्राध प्रदेश है मैं करीम नगर डिस्ट्रिक्ट में रापागुंडप एक बहुत्वपूर्ण स्थान है जहाँ फ्रंटिलाइजर की फेक्टरी है और बर्बल पावर स्टेशन है । वहाँ कोल आइया भी हैं । उन जगह पर एक पुल बनाने की कार्यवाही पहले से चल रही थी । पता नहीं कहाँ तक वह काम हुआ है । उसमें अगर थोड़ी जल्दी करने की कोशिश करें तो वहाँ के लोगों के आने जाने

के लिये बहुत इकल होना । उनके लिये पानी की भी ध्यान देना चाहिये ।

पंजिन एक्सप्रेस जो यहां से हैदराबाद जाती है, उसमें दो रात और एक दिन हुनकी बैठना पड़ता है । अब हुस्ते में एक, दो बार जयन्ती जनता भी जाती है । उसमें लोगों ने घाना स्टार्ट किया है, फिर भी उत्तरी सहूलियत नहीं मिल रही है । अगर वहाँ के लिये राजधानी एक्सप्रेस शुरू कर दें तो वह ज्यादा अच्छा होगा । एक गाड़ी है, दूसरी मांगना अच्छा नहीं लेकिन अगर राजधानी एक्सप्रेस शुरू करें तो लोगों को ज्यादा इससे सहूलियत हो सकती है, ऐसा मैं मानता हूँ ।

हेदराबाद में बहुत से ग्रंवर के गार्डन हैं, जिनका फरवरी, मार्च और अप्रैल में सीजन होता है । यह वहाँ से बम्बई, मद्रास, बंगलौर, दिल्ली और कलकता सब जगह जाता है, इसके लिये लोगों को सहूलियत नहीं मिल रही है । सहूलियत न मिलने की वजह से लोग ट्रेनों से ले जाते हैं । अगर इसके लिये भी मंत्री जी थोड़ा सा ध्यान दें, तो उनके लिये सहूलियत होगी ।

मैं कोई शिकायत की वजह से यह नहीं कह रहा हूँ, बल्कि जो बात मेरी मालूमत में आई है वह मैं मंत्री जी के ध्यान में रखना चाहता हूँ । जब स्टेशन पर आदमी जाता है तो कहते हैं कि यहां पर जगह नहीं है, सब फुल है बेटिंग लिस्ट है । जब हम ट्रेन में जाते हैं तो देखने को मिलता है कि कई बर्थ खाली चले जा रहे हैं । कभी-कभी ऐसा भी देखने को मिलता है कि दिल्ली के हेदराबाद तक के रास्ते में बर्थ खाली रहे हैं मैंने खुद यह बात देखी है, इस पर ध्यान देने की जरूरत है ।

अगरल कई शिकायतें हैं, कई लैटर हमारे पास आते हैं और कई लोग कहते हैं कि मेडफुल्ड कास्टस और मेडफुल्ड ट्राइब्स के लोगों की रिजर्वेशन और प्रयोगन के बारे में

ज्यादा ध्यान नहीं दिया जाता है। उनको पूर्णतः नहीं किया था रहा है। जो उनका कोटा है, उसके लिये भी मंत्री जी ध्यान दें।

एक बात और यह है कि जो दक्षिण एक्सप्रेस को निजामुद्दीन स्टेशन पर रोक रहे हैं, उससे बड़ी तकलीफ हो रही है। मागे लोगों को तकलीफ है, सिर्फ एम० पी० की ही बात नहीं है। सबको इन्लिये तकलीफ होती है क्योंकि टिकी वालों से बड़ी दिक्कत होती है। हम लोग तो कहते रहते हैं, सुझाव देते रहते हैं लेकिन व्यवस्था तो मंत्री जी को करनी होगी है। उनको देखना है कि कैसे व्यवस्था की जाये अगर मंत्री जी को यह व्यवस्था करने में ज्यादा तकलीफ न हो, तो मेरा यह सुझाव है कि अगर ट्रेन वहाँ से नहीं दिल्ली स्टेशन पर आ जाये और सागे पंजोर उतर जाये उनके बाद फिर उसे निजामुद्दीन पर ले जाये तो मैं समझना हूँ कि उससे लोगों को ज्यादा दिक्कत नहीं होगी और कोई व्यवस्था करने में भी तकलीफ नहीं होगी।

इन शब्दों के साथ मैं इन मागों का समर्थन करना हूँ।

श्रीमती सहोदरा बाई राय (सागर)  
 महापति महोदय, मैं रेलवे मंत्रालय की मागों का समर्थन करती हूँ। मैं यह कहना चाहती हूँ कि इस समय देश में इमेजेंसी लगी हुई है और 20-तूँब का पंक्त चल रहा है। एम० नहीं होना चाहिये कि मंत्री, महोदय केवल अपने कितने के क्षेत्रों में नहीं लाइने बनाने के स्टेशन भी पूर्णतः का निर्माण करने और अन्य सुविधयें देने की तरफ ध्यान दें और अन्य क्षेत्रों की उपेक्षा कर दें। उनको याद रखना चाहिये कि चुनाव सामने खड़ा हुआ है, उसमें केवल छ महीने रह गये हैं। इन्लिये हर एक क्षेत्र में रेलवे का धाड़ा बहुत काम अवश्य होना चाहिये, ताकि हम और यह बकनाम न हों। मंत्री महोदय को हर एक प्रांत और हर एक क्षेत्र में, हर एक एम०

पी० के क्षेत्र में, चाहे वह बिरोधी बल का हो और चाहे कांग्रेस का, रेलवे के विकास का काम करना चाहिये। उनको केवल दोस्तों के आशर पर काम नहीं करना चाहिये। उनको निष्पक्ष ढंग से काम करना चाहिये, ताकि देश प्राये बढ़े।

मंत्री महोदय ने कहा है कि बूक सरकार के पास रुपया नहीं है, इस लिए नई रेलवे लाइने नहीं डाले जा सकी हैं। आज सिबाई, बिजनी और उद्योग प्रादि देश के विकास के कामों की तरफ ध्यान देने की आवश्यकता है। रेल नो अच्छे और बुरे ढंग में चलती ही रहती हैं। लोग किसी न किसी टाइम पर पहुंच ही जाते हैं।

जब हम लोग टूर पर गये थे, तो मैंने देखा कि जामनगर से हार्मिका जाये बलकला जाये या कहीं और जाये रेल की व्यवस्था ठीक नहीं है। कहीं पानी नहीं है, कहीं पखे नहीं हैं, और अगर पखे हैं, तो बिजली नहीं है, कहीं टर्बाजे टूटे हुए हैं। मैं समझती हूँ कि जब तक रेल मंत्री बड़ा कदम नहीं उठायेगे तब तक रेल का काम ठीक तरह से नहीं चल सकता है। रेल के मामला की, बहुत खेरी हाई है। मैंने सुना है कि लाइनों के पास कोयला चनने वाली बो औरतें रेल से कट कर मर गयीं। इन तरह जो लोग रेल का कोयला उठाते हैं उनको रोकना चाहिये।

मैंने कई बार माग की है कि सागर में मकरीनिया फटक के पास और दमोह में परगिया फटक के पास पुल बनाये जायें। लेकिन इस तरह कोई ध्यान नहीं दिया गया है। मैंने यह भी माग की है कि सागर को होरापुर छतरपुर और पना के साथ रेलवे लाइन से जोड़ जाये। मैं यह माग भी करती रही हूँ कि क्रेन को नर्वादा होते हुये बड़ी देवरी और सागर तक रेलवे लाइन से मिला दिया जाये। मैं 1957 से यह माग कर रही हूँ लेकिन मंत्री महोदय सुनने ही नहीं हैं। मैं

[श्रीमती सहीदरा बाई राय]

यह भी चाहती हूँ कि डांगीडार स्टेशन पर गाड़ी को रोकना चाहिये, क्योंकि उसके बिना जनता को बहुत तकलीफ है।

जब भी मैं इस प्रकार की बातों को मंत्री महोदय के ध्यान में लाती हूँ, तो वह हंस कर कहते हैं कि बहनजी, ज़रूर कर देगे, लेकिन वह करते नहीं हैं। कोई सुनने वाला नहीं है। मैं मंत्री महोदय की शिकायत नहीं करती हूँ, लेकिन मैं चाहती हूँ कि वह अपने अधिकारियों और कर्मचारियों को कड़े आदेश दें, ताकि काम सही ढंग से हो। मैं यह भी चाहती हूँ कि चूँकि लोग सागर और बीना स्टेशनों से एक दो मील दूर ही गाड़ियों को रोके लेते हैं और उतर जाते हैं, इसलिए उन दोनों स्थानों पर स्टेशन बना दिये जायें।

रेल बोर्ड को खत्म कर दिया जाये। वहाँ कोई गरीब नहीं रह सकता है। वे जब चाहे किसी को निकाल देते हैं और जब चाहे भरती कर लेते हैं। मांसी डिवीजन में इतना अंधेरा है कि अधिकारी जब चाहे किसी को निकाल देते हैं।

मिनिस्टर को अगर लिखने की बात कहे तो वे मानते नहीं, कहते हैं कि जाग्रो मिनिस्टर क्या करेगा? मैं कहती हूँ आप इसके ऊपर कदम उठाइये। अगर नहीं मानते हैं तो उन को निकाल बाहर करिये।

अन में मैं यह कहूंगी कि दमोह सागर का जो डुमारा बैरुवडं एरिया है वहाँ भी गाड़ों की उन्नति कीजिए और हर जिले का हर एम पी का काम होना चाहिये। यह नहीं कि जो बोस्त हैं उनका हो गया दूसरों का नहीं हुआ। इन शब्दों के साथ मैं आपकी भागी का अभिनंदन करती हूँ।

बी एन० ई० होरो (बुन्टी) : सभापति महोदय, मैं एक दो बातें ही सिर्फ़ कहना चाहता हूँ। 1974-75 की रिपोर्ट के

बीसवें पृष्ठ पर शेड्यूल्ड कास्ट और शेड्यूल्ड ट्राइब्स के एम्प्लॉयमेंट के सम्बन्ध में कुछ बातें लिखी हैं। मैं उनको पढ़ कर सुनाना चाहता हूँ :—

“Appointment of Scheduled Caste and Scheduled Tribe candidates to class III and IV posts were 801 and 4,229 respectively. In addition, 16 officers were appointed to Class I. Due to poor response there was an appreciable shortfall in the intake of Scheduled Tribe candidates.”

आगे कहते हैं—

“The special cell set up in August 1973 in the Railway Board and in zonal headquarters to increase the intake of such candidates into service and deal exclusively with their grievances continued to function effectively.”

मैं यह कहना चाहता हूँ कि शेड्यूल्ड ट्राइब्स के एम्प्लॉयमेंट के सम्बन्ध में आप कहते हैं कि इन्टेक हुआ नहीं और एक रिपोर्ट में आपने यह भी कहा कि शेड्यूल्ड ट्राइब्स के के लोग पाकेट्स में रहते हैं, वहाँ से निकलकर आते नहीं—

“They don't come forward, they refuse to leave their habitat”.

यह बिल्कुल गलत बात है। अगर यह बात सच्ची होती तो आप इसका कैसे जस्टि-फिकेशन देंगे कि जो दम लाख आदिवासी बिहार और उड़ीसा से आस्थाप के चाय बागानों में गये हैं जो अंडमान और निकोबार चले जाते हैं ये कैसे निकल कर जाते हैं और आपके रेलवे की मचिन के लिये क्यों नहीं निकल पाते हैं? यह बिल्कुल गलत बात है। ऐसी रिपोर्ट आइन्दा नहीं आनी चाहिये अभी आपने कुछ कदम उठाये हैं, उसके लिये मैं तारीफ़ करता हूँ। लेकिन मैं एक बात कहूँगा कि नार्दन रेलवे में शेड्यूल्ड ट्राइब्स की नियुक्ति के लिये आपने कुछ कदम उठाये और कुछ को आपने नौकरी भी दी। बहुत लोगों को आपने कहा कि इनकी पोस्टिंग

बनारस में होगी। अब वह बनारस गए तो इनसे कहा गया कि यहाँ ती कोई बैंकेंसी नहीं है। अब इनको आपने एप्वाइंटमेंट नेटर दिया है लेकिन वे कहते हैं कि यहाँ तो कोई जगह ही नहीं है। फिर वे गये गोरखपुर। गोरखपुर में वह कहते हैं कि हम लोग इसका कोई भवाव नहीं दे सकते हैं। नतीजा यह हुआ कि इनको जो रेलवे की तरफ से रेलवे का कंसेशन पास दिया गया था वह खर्च हो गया और उनके पास पैसे भी नहीं थे कुछ लोगों को आपने एरेस्ट कर लिया और वे आज भी बनारस और गोरखपुर की जेनों में हैं हमने आपकी नीती ता पता लगता है। लगता यह है कि आप गाना इन्फारमेशन दे रहे हैं कि शेड्यूल्ड ट्राइब्ज की इतनी जगहें खानी हैं। ऐकनुप्रल बात यह है कि उन जगहों पर आपने नान-शेड्यूल्ड ट्राइब्ज को बहाल कर दिया है और दुनिया को दिखा रहे हैं कि शेड्यूल्ड ट्राइब्ज की जगह खानी हैं। अभी एक महीने पहले की बात में कह रहा हूँ। अगर आप डीटेल चाहे तो मैं नाम दे दूंगा आप इन्क्वायरी कीजिये कि क्या ऐसा काम हुआ ?

रेलवे बोर्ड के लेवल पर और जोनल लेवल पर आपने मैल बनाया है, यह आप वह क्लेम करते हैं कि एफेक्टिवली काम कर रहा है लेकिन यह बात गलत है। इफेक्टिवली काम तो हुआ नहीं। आपके ही रेकार्ड से पता लगता है कि इसमें बंगलिया हुई है और रिपोर्टें जो आप देते हैं यह बिल्कुल भिसलीडिंग है। मैं चाहूंगा कि मंत्री जो इसकी एनक्वायरी करें और देखें, यह रेकटिफाइड होना चाहिये।

दूसरी बात यह है कि आपने अपनी रिपोर्टें में रेवेन्यू के बारे में लिखा है कि फ्रेट ट्रैफिक में उन्नति हुई है। इस मद में पिछले साल आपको 644 करोड़ की आमदनी हुई थी और 1974-75 में 869 करोड़ की आमदनी हुई। आगे आप कहते हैं कि फ्रेट की जो पालिसी है उसमें मॉडिफिकेशन

किया है, उससे कुछ नुकसान भी होता है क्योंकि आप कुछ सोशल वर्क भी कर रहे हैं। फिर आप कहते हैं :

“Though seemingly large these increases do not more than reflect the enormous increase in the personnel and material costs.”

मैं इस सम्बन्ध में कहना चाहता हूँ कि जो आपकी फ्रेट पालिसी है, उसमें आप कोयला, खनिज पदार्थ और खाद्य पदार्थ ले जाते हैं, उसमें चार्जेंज कम लेने हैं उसमें होना यह है कि आपकी फ्रेट पूरा नहीं मिलता है। हममें आप कुछ इन्सेशन देते हैं। बात ठीक है। समाज के निम्न वर्ग के लिये जो जरूरी चीजे हैं, टाइमली कर बढाने के लिए जिन चीजों का पड़वाना जरूरी है उसमें घाटा उठा कर आप सामान एन जगह से दूसरी जगह ले जाते हैं लेकिन इसको आप कुछ सेनेक्टिव वे में करते हैं। इसका नतीजा यह है कि पिछले कई सालों में देश के पूर्वी और पश्चिमी इलाके में इन्वैलेंज बढा है। यह आपकी फ्रेट पालिसी के चलते हुए हुआ है क्योंकि आप इसको सेनेक्टिव वे में करते हैं। आज जो इस्टर्न इंडिया और इंडियस्ट्रियली आगे नहीं बढा है जब कि वेस्टर्न इंडिया इंडियस्ट्रियली आगे बढा है। तो यह जो इकोनामिक रीजनल इन्वैलेंज है इसको आप सेनेक्टिव वे में जनगली करके आगे न बढायें। आपने ठीक कहा है कि रेलवे नीति के तहत स्तम्भ हैं, देश की आर्थिक उन्नति के लिए काम करना भी एक स्तम्भ है लेकिन आप एक क्षेत्र को आगे बढाये और दूसरा क्षेत्र गरीब रह जाये यह उचित बात नहीं है। आज तक आपकी पालिसी के कारण इस्टर्न इंडिया नुकसान में रहा है और वेस्टर्न इंडिया फायदे में रहा है। मैं चाहता हूँ कि हर क्षेत्र को आप एक दृष्टि से देखें।

यही दो बातें मैं कहना चाहता था और मैं आशा करता हूँ कि इस पर आप पूरा विचार



[श्री एन० ई० हॉरो]

करेंगे और अपनी नीति को ऐसा बनायेंगे जिससे किसी क्षेत्र की जनता को या किसी भी एरिया को नुकसान न हो और न किसी को शिकायत हो ।

श्री शिवनाथ सिंह (झुझनू) : माननीय सभापति जी, समय समय की बात है, यही सदन और यही माननीय सदस्य इसी रेल मंत्रालय और इसी रेलवे बोर्ड की पिछले कई सालों से बहुत आलोचना करते रहे हैं लेकिन इस साल रेलवे बजट की बहस में करीब करीब सभी माननीय सदस्यों ने इस मंत्रालय की सराहना की है । इस सराहना के पीछे दो तीन नुई खास हैं । पसेंजर्स को सहूलियत मिली है, गाड़ियां ठीक टाइम पर चलती हैं और रिजर्वेशन के लिए जो रिश्तत देनी पड़ती थी उसमें भी कमी हो गई है । इस बजट में खास तौर से पसेंजर फेयर बढ़ाया नहीं गया है जिसका सभी ने स्वागत किया है । मैं समझता हूँ इस विभाग में ऊपर टाप पर और नीचे की लेवल पर सुधार हुआ है, मंत्रालय ने ठीक ढंग से काम करना शुरू किया है । अपने कर्मचारियों को लाइन पर लाने की कोशिश की गई है । इस विभाग में सबसे अधिक सहयोग छोटे कर्मचारियों ने दिया है जोकि रेलवे की व्यवस्था को बिगाड़ने के लिए जिम्मेदार रहे हैं । रेलवे में हड़ताल हुई थी, कुछ ऐसे तत्व थे जिन्होंने देश को ऐसे स्थान पर लाकर खड़ा कर दिया था कि देश का भविष्य ही खतरे में पड़ गया था । स्ट्राइक के बाद उनको कुछ सबक मिला । मंत्री जी ने, जैसे पिता पुत्र के साथ व्यवहार करता है, उसी तरह से सभी कर्मचारियों को साथ में लिया, उनके साथ में न्याय किया । जिन मामलों में अभी कुछ नहीं हुआ है उनमें भी न्याय देने की कोशिश कर रहे हैं । इसके कारण रेलवे के छोटे कर्मचारियों में विश्वास पैदा हुआ कि रेल मंत्रालय हमारी दिक्कतों को सुनेगा, उनको रिलीफ मिलेगी । उसका रसपास हुआ और आज इसके कारण

रेलों की व्यवस्था सुधरी है । रेलवे बोर्ड के लिये बहुत से सदस्यों ने कहा कि एवालिशा कर दो । माननीय सभापति जी, मैं निवेदन करना चाहूंगा— रेलवे बोर्ड के लिये हम चाहे जितनी मांग करें एवालिशा कर दो, यह एवालिशा होने वाला नहीं है, लेकिन इतना जरूर होना चाहिये कि इस पर कुछ अंकुश लगे । रेलवे बोर्ड ने अभी तक अपने कार्य करने के तरीके में परिवर्तन नहीं किया है । रेलवे में जो थोड़ा बहुत सुधार हुआ है, उस के लिये मैं इस बोर्ड को श्रेय नहीं दे सकता । बोर्ड का काम प्लानिंग करना है—आप देखिये उन के प्लानिंग में कोई परिवर्तन नहीं आया है, पैसेंजर ट्रेफिक के किराये को देख लीजिये— उस में कोई सुधार नहीं हुआ है, उन को जो काम करना चाहिये था, उस को उन्होंने पूरा नहीं किया है । ऊपर के और नीचे के लेवल में थोड़ा सुधार आया है, इस का मैं स्वागत करता हूँ, लेकिन बीच के लेवल में अभी सुधार होना बाकी है ।

आप एअरकण्डिशन क्लास के किरायों को देखिये—यह बात किसी की समझ में नहीं आ सकती कि हवाई जहाज का किराया कम हो और एअरकण्डिशन का किराया ज्यादा हो, किस लिये ऐसा किया गया है ? आप ने देखा कि जैनरल बजट में बहुत सी एक्साइज ड्यूटी में, दूसरी ड्यूटी में कमी की गई है, टैक्सेज में कमी की गई है, आप को भी ऐसा होना चाहिये था । आप को देखना चाहिये था कि पिछले सालों में हर क्लास में जो किराये बढ़ाये गये थे, उन में कुछ कमी करते—लेकिन आप के रेलवे को कोई श्रेय नहीं दे सकता, उनके प्लानिंग में कमी है । यहां पर एक बात मैं जरूर कहना चाहता हूँ—रेलवे के बड़े अफसर अपने काम करने के तरीके में सुधार करें । अगर किसी माननीय सदस्य की तरफ से कोई सुझाव आता है, तो वे ऐसा समझते हैं जैसे उन के उसूलों के खिलाफ

बहु सुझाव हैं, वे उस को नहीं मानते, उस को विरोध करते हैं। मंत्री जो चाहे उस सुझाव को मान लें, लेकिन बौड के प्रफ़रम नहीं मानते। जो भी सुझाव भेजा जाता है हमें उस से उलट जवाब आता है—इस विषय में चाहता हूँ कि वे अपने काम करने के तरीके में कुछ सुधार लायें।

श्रम में कुछ सुझाव श्राप के सामने रखना चाहता हूँ। मेरा अनुरोध है कि जो पिछड़े इलाके हैं, उन की तरफ ध्यान दीजिये। मैं इस भीके पर खास तौर से राजस्थान के सम्बन्ध में कहना चाहता हूँ। यह इतना बड़ा क्षेत्र है, जैसा श्री मिर्छा जी ने कहा था, इस में रेलवे की तरफ से पिछले 25 सालों में कुछ नहीं किया गया। जो कुछ किया गया है, वह बहुत मामूली है। वहाँ पर श्रमण भण्डार पड़े हैं—खनिज के, गंगा नहर के इलाके में भनाज के भण्डार हैं, उस को उधर से इधर लाने और ले जाने के लिये रेलवे लाइन चालू होनी चाहिये, वहाँ रेलवे का जाल बिछाया जाना चाहिये—बाहे बाड गेज लाइन हो या मीटर गेज लाइन हो। इस लिये इन बातों की ओर सुरन् ध्यान दिया जाय।

माननीय सभापति जी, राजस्थान के सम्बन्ध में जैसा सविस कमीशन के लिये कहा गया है, बड़ी लाइन के लिये कहा गया है, रेलवे के विस्तार के लिये कहा गया है, उस बातों को मैं दोहराना नहीं चाहता हूँ, मैं उम्मीद करता हूँ—त्रिपाठी जी, इस ओर अवश्य ध्यान देंगे। लेकिन मैं अपने इलाके के सम्बन्ध में दो चार बातें कहना चाहता हूँ। हमारे यहाँ गंगानगर, हनुमानगढ़ और सुरतगढ़ कोई 40-45 मील का टुकड़ा है। उस में बस से जाते हैं तो दो घंटे लगते हैं और रेल से जाते हैं तो 24 घंटे लगते हैं—इस प्रकार की श्राप की व्यवस्था है। श्राप जानते हैं सुरतगढ़ एक बहुत बड़ा कृषि केंद्र है, एबीकल्वर सेंटर है।

में चाहता हूँ कि हनुमानगढ़ से राजस्थान रेल की व्यवस्था को ठीक ढंग से चलाया जाय।

इसी तरह से जोधपुर में और बीकानेर में दो गाड़ियाँ दिल्ली से जाती हैं। मैंने निवेदन किया था कि श्रमण और सीकर जाने वाले मुसाफिरों के लिये इन गाड़ियों में कम जगह होती है, इन में एक कोच और बढ़ाया जाय। रेलवे बोर्ड ने जवाब दिया कि वहाँ कोच बढ़ाने के लिये एकाभोडेशन नहीं है। उन को मैंने सुझाव दिया कि जो डिब्बा सुरतगढ़ जाता है, जाते वक्त उसे जोधपुर में लगाया जाता है और आते वक्त उस को बीकानेर में लाना जाता है। अगर आते वक्त उस को जोधपुर में ही जोड़ा जाय और बीकानेर में लाने के लिये आते और जाते वक्त दोनों तरफ एक श्रमण कोच लगा दिया जाय तो उस के लिये जगह निकल सकती है। लेकिन ये लोग उस को करना नहीं चाहते। मैं चाहता हूँ कि श्राप इस पर विचार करें और ऐसी व्यवस्था करने की छपा करे।

सीकर से लौहारू तक माननीय मंत्री जी के आदेश से कि नई गाड़ी चालू की गई, इस के लिये मैं उन को बधाई देता हूँ। मैंने बारबार निवेदन किया है कि इसका टाइम ठीक किया जाय, लेकिन आफिसर्स, चूँकि यह गाड़ी एक्सप्रेसरिमेंटल स्टेज में चल रही है, इसको फेल करना चाहते हैं। वे कहते हैं कि हमने पब्लिक की डिमान्ड पर इस टाइम को रखा है। पब्लिक का प्रतिनिधि तो मैं हूँ, हमारी पब्लिक की डिमान्ड है कि उस का टाइम ठीक किया जाय, ताकि जयपुर तक जाने वाली सवारियों को कनैक्शन मिल सके। ये छोटी छोटी बातें हैं जिनसे पब्लिक की सुविधा हो सकती है, इनके ऊपर ध्यान दिया जाय।

[ श्री शिवनाथ सिंह ]

एक दूसरी बात यह कहनी है कि दिल्ली से गगानगर बड़ी लाइन गाड़ी जाती है और उसमें पटानकोट के बाद में अगर हिन्दू मल कोट होते हुए यह कोई 4 या 6 घंटे लेती है जब कि वहां का फासला केवल 2 घंटे का है। अगर इसकी रफ्तार बढ़ जाएगी तो गगानगर गाड़ी जल्दी पहुंच जाएगी और लोगों को इसमें फायदा होगा।

श्री चन्द्र भाल शर्मा तिवारी (बलरामपुर) मान्यवर, मैं रेलवे बजट का समर्थन करने के लिए खड़ा हुआ हूँ। इस बारे में मैं दो तीन बातें शर्तें करना चाहता हूँ। पहली बात तो यह कि जिन शर्तों में रेल गाड़ियों और मंडकों की सुविधा न हो उस इलाके में प्रायगिटी के हिसाब से चलना चाहिए। पिछले साल स्वर्गीय ललित बाबू से एक लाइन के निर्माण के लिए निवेदन किया था तो उन्होंने कहा था कि इस साल तो नहीं पर अगले वर्ष विचार किया जाएगा। वह लाइन है नौगढ से इटावा, इटावा से उत्तरीला, उत्तरीला से तुलसीपुर और तुलसीपुर से भिनना, भिनना से नेपाल गज। अभी तक उस बारे में क्या हुआ है, मैं नहीं जानता।

इसी तरह से हमारी फर्स्ट क्लास कोचेज में कम से कम 8 बत्तियां होती हैं। यह फिजूलखर्ची हैं। दो बत्तियों से काम चल सकता है और इस तरह आप को भी बचत होगी। फर्स्ट क्लास कोचेज में कुछ और भी सुविधाएं दी गई हैं, उन में तमाम इन्स्ट्रुक्शन्स लिखे होते हैं, अब चूंकि फर्स्ट क्लास का मैनेजर सारे रूल्स रेगुलेशन्स जानता है इस लिए उनके लिखने की कोई जरूरत नहीं है। मंत्री जी इस पर विचार करें।

रेलवे लाइन के विस्तार में कुछ मेरे पास ऐसी फियर हैं जिन के बारे में मैं शर्तें करना चाहता हूँ। हमारा क्षेत्र इंडो नेपाल बॉर्डर पर है जिसका महत्व बहुत ज्यादा है। वहां न रोड्स हैं और न रेल लाइन है। जिन लाइनों का मैंने निवेदन किया है अगर उन पर विचार किया जाय तो भविष्य में हम उनसे लाभान्वित हो सकते हैं। रेलवे लाइन बनाने में यह विचार करना आवश्यक है कि जो क्षेत्र नेगलेक्टेड है उनको वरीयता मिले। लेकिन ऐसा नहीं हुआ है। इस पर मंत्री जी विचार करेंगे। हमारे क्षेत्र में ब्राउ गेज लाइन बन रही है, लेकिन अभी कुछ अंधार में लटकी हुई है, कार्य प्रगति में नहीं है। तो मैं चाहूंगा कि इस बारे में मंत्री जी आश्वासन देगे जिसे मैं हम लोग अधिक लाभ उठा सकेंगे।

श्री बी० आर० शुक्ल (बहराइच) : मभापति जी, रेल विभाग परम्परागत तरीके से अप्टाचार के लिए बदनाम रहा है। लेकिन जब से आदरणीय पंडित जी ने हम मंत्रालय का कार्यभार सम्भाला है तब से उसमें अभूतपूर्व सुधार हुआ है और यही कारण है कि आज सदन के हर भाग से उन के प्रति बधाई प्रकट की गई है और उन की प्रशंसा की गई है। मैं आपके माध्यम से दो, तीन बातों की ओर ध्यान दिलाना चाहता हूँ। हमारे जिले में एक स्टेशन कतरनिया घाट है और उसके पड़ोस में लखीमपुर जिला है बीच में बाघरा नदी है। सारदा सहायक परियोजना के अन्तर्गत उस पर बांध बन कर के तैयार हो गया। उसी के ऊपर एक रेलवे लाइन बिछानी है। जो समय निर्धारित किया गया था कि इस समय के अन्दर गाड़ी चलाई जाएगी उस हिसाब से अभी काम नहीं हुआ है।

में चाहता हूँ कि मंत्री बहोदय जल्दी से जल्दी वहाँ पर ट्रेन चलवाने की व्यवस्था करें, और स्वयं वहाँ पर चल कर के अपने कर कमलों से पुल का उद्घाटन करें।

नं० 2 यह है कि हमारे जिले में एक जनरल स्टेशन है। उसके उत्तर में बहराइच जिला है। इस समय जरबल से मोंडा होकर बहराइच जाना पड़ता है। मेरा यह निवेदन है कि जरबल से सीधी रेलवे लाइन बिगाँ और सिरसिया होती हुई खोल दी जाए। इससे जिले के हर कोने के यात्रियों को बहुत सुविधा प्राप्त हो सकेगी।

यही दो बातें कह कर मैं समाप्त करता हूँ।

श्री मूल बन्द डोगा (पाली) : पहली बात तो यह है कि माननीय मंत्री जी ने बहुत सारे लोगों का आशीर्वाद ले लिया है और मैं आप से बड़ी प्रार्थना करता हूँ कि सबसे पहली बात तो आपको यह करना चाहिये कि आपका जो रिमूव, डिजाइन और स्टैण्डर्ड का आर्गनाइजेशन है, जिस पर आपका 4 करोड़ रुपया खर्च होता है, उस पर आप थोड़ा सा ध्यान दें, तो बहुत सुधार हो सकता है। इसमें कहा गया है

"Whatever may have been the achievements of RDSO in the fields of research and designs, the Committee regret to observe that there is no noticeable impact of the RDSO's work either on the day to day problems of railway operations or its basic economy."

यह मैं पब्लिक एकाउन्ट्स कमेटी का रिपोर्ट से कोट कर रहा हूँ। कमेटी यह कहती है :

"The Committee feel that in order to make RDSO a more effective instrument of research and scientific

advancement, its research efforts require to be reoriented."

मैं आपका ज्यादा समय नहीं लूंगा। अगर इस आर्गनाइजेशन पर आप ध्यान दें, तो बड़ा सुधार आ सकता है।

इस के बाद मैं यह कहना चाहता हूँ कि आप बहुत बड़प्पन लिये हुये हैं और बुराई की तरफ हमें नहीं जाना चाहिये लेकिन मैं यह जरूर कहूँगा कि जितने आपके रेलवे के बड़े बड़े अधिकारी हैं, वे अपने घरों पर रेलवे के लिमिटेड छोटे कर्मचारियों से काम लेते हैं और इस सम्बन्ध में मैं आपको एक उदाहरण देना चाहता हूँ। रायपुर में रेलवे का जो फाटक है, वहाँ पर कोई आदमी नहीं रहना है जिससे कामकारों को आने जाने में बड़ी दिक्कत होती है। मैं वहाँ पर स्टेशन मास्टर के पास गया और मैंने यह नहीं बताया कि मैं एम० पी० हूँ। उसने भी यह नहीं जाना कि मैं एम० पी० हूँ। मैं बड़े नम्र होकर उसकी सेवा में गया और फाटक के बारे में कहा। उसने कहा कि क्या जरूरत है, काश्तकार आते हैं और चले जाते हैं। वह बड़ा आदमी था और उसके बाल मुझसे ज्यादा मफेदे थे। इसलिये मैंने उससे ज्यादा कुछ नहीं कहा और यही कहा कि आपका जो कर्मचारी फाटक पर रहता है वह कहा रहता है। उसने कहा क्या मतलब है आपका? जब मैंने कुछ ऐक्शन लिया तो वह आदमी अब रहता है। ता मेरे कहने का मतलब यह है कि काश्तकार और गरीब लोगों को कोई नहीं मुनता है। बड़े बड़े शहरों में ही काम हा जाता है। तो श्रीमान अब आप ध्यान दें इसलिये आपसे निवेदन करना चाहता हूँ। मैं कोई बड़ी चीज नहीं मागता हूँ। न मैं ब्रौड गेज लाइन मागता हूँ, न बड़ी लाइन मागता हूँ और न छोटा लाइन मागता हूँ। मैं तो छोटी छोटी चीज ही आपसे मागता हूँ।

रेलवे जो समय से पहले आ जाती है, वह समयछोटे छोटे गांवों को आप दे दीजिये।

### [श्री कूलचन्द झा]

मैंने इसके बारे में लिखा भी था और कुरेजी साहब ने जी उत्तर दिया है वह मैं आपको पढ़ कर सुनाना चाहता हूँ :—

"If a stoppage of 31 UP/32 Dn. is conceded in favour of Nana, it would be difficult to resist similar demands from other stations."

यह आन्तर मुझे मिला है। प्रहल्लादाबाद से जिसने लोग आते हैं वे सेवड़ा पे रुक जाते हैं और वहाँ पर गाड़ी बहुत कम समय ठहरती है।

मेरी आपसे प्रार्थना है कि गाड़ी दो मिनट भी नहीं रुकती। उस गाड़ी का हाल देखिये। सारा फर्स्ट क्लास रिजर्व्ड थर्ड क्लास में घबस घबका चलता है। लोग भागते हैं इधर उधर और उनसे कहा जाता है कि यह फर्स्ट क्लास रिजर्व्ड है, यह एयर कंडीशन्ड रिजर्व्ड है। सारी गाड़ी में थर्ड क्लास के दो डिब्बे चलते हैं। उस समय मालूम होता है कि समाजवाद का नक्शा दानूनी हूँ। उस समय बड़ा दर्द होता है। हम फर्स्ट क्लास में बैठे हुये बाहर की हाशत देखते हैं तो बड़ा दर्द होता है कि किस तरह से सारी रेल के अन्दर लोग कसरत करके घुसते हैं। मेरी आपसे प्रार्थना है कि ऐसी व्यवस्था कीजिये कि सैजपुर पर, रायपुर पर भी गाड़ी रुक मके ताकि महावाद के पैसंजर उममे आ सकें।

लूनी जंक्शन एक बहुत बड़ा जंक्शन है। वहाँ भी तीन-चार मिनट गाड़ी रुकती है उस प्लेटफार्म से इस प्लेटफार्म पर आने में दो मिनट लग जाते हैं। जोधपुर से गाड़ी चलती है। ये हमारी छोटी छोटी बात है अगर उन पर आप ध्यान दे तो लोगों को राहत हो जाय।

लूनी जंक्शन इतना बड़ा जंक्शन है लेकिन पानी का व्यवस्था नहीं है। कुंआ, हू, पानी है, लेकिन पानी निकालने की व्यवस्था नहीं है, पिलाने वाला नहीं है। जो जो मैंने बात कही है, सैजरा की, रायपुर की,

उज्जैन की, यहाँ मैं आपकी सेवा में खिचकर दूंगा। मैं यह नहीं चाहता कि आपका बर्षा बढ़ जाय, रेलवे पर एकस्ट्रा बर्षन हो प्राया। मैं एक बात चाहता हूँ कि आप हमारी बात सुन कर लोगों को कुछ राहत दे दें।

हमारे आदरणीय कमलापति त्रिपठी जी न रेलवे को बहुत सुन्दर व्यवस्था की, उनकी छोटे छोटे गाँवों तक नजर गई। आपने मुझे आश्वासन दिया था कि डोंगों में कलंगा, कुरेजी साहब कहते हैं कि त्रिपठी जी ने कह दिया है चलने को, तो मेरी आपसे प्रार्थना है कि एक बार आप मेरे यहाँ चलें, गाँवों में चलें, वहाँ मैं आपका स्वागत करूँगा, वहाँ का मीठा भोजन आपकी सेवा में प्रस्तुत करूँगा। आप बम्बई, कलकत्ता, जमशेदपुर, मद्रास तो जाते ही हैं।

श्री परिपूर्ण नंद पेंचली (टिहरी गढ़वाल) : सभापति जी, मे रेलवे मंत्रालय को डिमाइस का समर्थन करते हुये इस बात के लिये कहाया देना चाहता हूँ कि इतना सन्तुलित बजट प्रस्तुत किया गया जितना कि आज तक कभी नहीं हुआ। साफ बात ता यह है कि हम इमरजेसी का सब से बड़ा इम्पैक्ट कही अगर हुआ तो वह रेलवे मन्त्र पर हुआ है। इस अनुशासन पत्र में सबसे बड़ा अनुशासन रेल मंत्री जी ने, उनके मंत्रालय ने और उनके कर्मचारियों ने दिखाया है। रेल इतने समय से चलने लगी है कि बहुत से लोग अपनी घड़ी देखते हैं कि उनकी घड़ी ठीक है या नहीं। इसके लिये मैं उनको बधाई देना चाहता हूँ।

मायवदर, पिछड़ हुये इनाकों में रेलवे लाइन खोलने के लिये स्वर्गीय श्री ललित नारायण मिश्र जी ने इस सदन में आश्वासन दिया था; अपना 1973-74 का बजट पेश करते हुये जिसको मैं उद्धृत करना चाहता हूँ, उन्होंने कहा था :—

"The principle that transportation infrastructure must evolve along the pattern determined by the pre-existing economic viability needs to be modified to the extent that very

often the creation of the infrastructure itself leads to additional demand and increased commercial prospects."

मान्यवर, इस मांग के पहले भी और उसके बाद भी एस्टीमेट्स कमेटी ने, पब्लिक अकाउन्ट्स कमेटी ने अपनी रिपोर्टों में सरकार से आग्रह किया था कि वे पिछड़े हुये इलाकों में नई रेलवे लाइन खोलें। एस्टीमेट्स कमेटी की 69वीं रिपोर्ट 1974-75 में प्रस्तुत की गई। यह रिपोर्ट प्लानिंग कमीशन के सम्बन्ध में प्रस्तुत की गई थी। प्लानिंग कमीशन के सम्बन्ध में उसमें कहा गया है :

"The committee feel that railway lines in the backward areas would greatly help in their development by providing the much-needed communication facilities. The committee, therefore, recommend that a fixed percentage of the investments on the opening of new railway lines should be earmarked for the backward areas."

मान्यवर, इसी प्रकार पब्लिक अकाउन्ट्स कमेटी की 148वीं रिपोर्ट में और 171वीं रिपोर्ट में इस बात की सिफारिश की गई थी कि पहाड़ों और पिछड़े हुये इलाकों में रेलवे लाइन पहुंचायी जानी चाहिये। मैं इसकी तरफ आपका ध्यान दिलाना चाहता हूँ।

अब मैं अपने क्षेत्र के सम्बन्ध में कुछ कहना चाहता हूँ। पिछली बार मन्त्री महोदय ने आश्वासन दिया था कि वे सहानुभूतिपूर्वक विचार करेंगे कि ऋषिकेश, हरिद्वार, कोटद्वार के लिये जो यात्री जाते हैं उनको कन्सेशनल टिकट दिया जाए। हरिद्वार में 50 लाख यात्री जाते हैं, ऋषिकेश में 30 लाख जाते हैं। इसी तरह से बदरीनाथ, केदारनाथ, डेमकुन्ड, आदि स्थानों पर काफी यात्री जाते हैं। जब आप दूसरे कई स्थानों के लिये कन्सेशनल टिकट दे सकते हैं तो यहां क्यों नहीं दे सकते हैं। मैं प्रार्थना करता हूँ कि आप अपने आश्वासन की पूर्ति करें।

9 अप्रैल और 10 डाउन हावड़ा एक्सप्रेस की हालत बहुत खराब है। वह देखते ही नहीं बनती है। न सफाई वहां रहती है और न बिजली और पानी। इस ओर आप ध्यान दें।

41 अप्रैल और 42 डाउन मसूरी एक्सप्रेस डेढ़ सौ मील की यात्रा 11 घंटे में पूरी करती है। इस गाड़ी को या तो आप पैसेंजर का नाम दें या इसके समय को कम करें ताकि यात्रियों को असुविधा न हो।

देहरादून से कालका के लिये आप रेल बोगी की व्यवस्था करें। देहरादून से जम्मू श्रीनगर तक के लिये भी एक डिब्बा लगाना चाहिये।

अभी हमारे मित्र पाराशर जी कह रहे थे कि भूतपूर्व रेल मंत्री श्री ललित नारायण मिश्र ने अपनी मृत्यु से थोड़े दिन पहले 22-12-74 को हिमाचल में नंगल-तलवाडा रेलवे लाइन की नींव डाली, उसका काम अभी शुरू नहीं हुआ। मैं आशा करता हूँ कि उस क्षेत्र की तरफ भी आपका ध्यान जाएगा।

मैं आशा करता हूँ आज ही आप घोषणा करेंगे कि रेलवे कंसेशनल टिकट हमारे पर्वतीय क्षेत्रों के लिये सुलभ कर दी गई हैं। साथ ही देहरादून से डांक पत्थर और कम से कम ऋषिकेश से मुनि की रेती तक रेलवे लाइन बिछाने की आप अवश्य व्यवस्था करें।

मैं उस क्षेत्र से आता हूँ जहां रेल छूती नहीं है। इस वास्ते मुझे ज्यादा कहने का हक है। मैं चाहता हूँ कि हमारे पर्वतीय क्षेत्रों के लोगों के लिए उतर प्रदेश के पर्वतीय क्षेत्रों के लोगों के लिए रेलों में नौकरियां उनकी गरीबी को देखते हुये देने की आप व्यवस्था करें।

रेल बर्खा (बी) बजट (विभागीय) :

यह प्रसन्नता की बात है कि बजट विभागीय 1978-77 और सप्लिमेंटरी विभागीय 1975-76 जो इस सदन में पेश हुई हैं, उस पर आज विचार हुआ। यह मेरा सीमाव्य है कि मुझे इन्हें प्रस्तुत करने का अवसर मिला। इसे भी मैं अपना सीमाव्य मानता हूँ कि भारतीय सवस्त्रों ने अपने सम्पूर्ण विचार इन पर व्यक्त किये और उनको सुनने का अवसर मुझे प्राप्त हुआ।

मान्यवर ज्यादा तर बातें भी कही कही हैं बड़ी ही नम्रतापूर्वक यदि मैं कहूँ तो यह कह सकता हूँ कि साधारण भावविवाद जब चल रहा था रेल बजट पर उनकी पुनर्-वृत्ति हुई है। उस समय भी बहुत सी बड़ी बातें कही गई थी और उनको आज भी यहाँ पर दोहराया गया है। साथ ही बहुत सी नई मांगें और नये सुझाव भी दिये गये हैं। कहीं लाइन के कनवर्शन की, कहीं नई लाइन डालने की, कहीं कोई स्टेशन कायम करने की, कहीं किसी गाड़ी को दूर तक बढ़ाने की मांगें रखी गई हैं। ये सब मांगें ऐसी हैं जिनके ऊपर तत्काल आज उत्तर दे देना मेरे लिये सम्भव नहीं होगा। हमारा सारा कार्यालय यहाँ बैठा हुआ है। जिन लोगों से इनका ताल्लुक है वे इन सब मांगों को नोट कर रहे हैं। मैं देखूँगा और चेस्टा भी करूँगा कि कि इन सब का उत्तर माननीय सदस्यों को अपने पत्रों के द्वारा भेज दूँ। मैं दोहरा देना चाहता हूँ कि 1975-76 की मांगों के सम्बन्ध में जहाँ हमने उम्मीद की थी कि 23 करोड़ का सरप्लस होगा वहाँ हमें 63 करोड़ का घाटा हुआ।

1976-77 में हमने जो मांगें पेश की हैं, उसके मुताबिक ग्रेट बढ़ा कर हमने कुछ सरप्लस बजट पेश करने की कोशिश की है। यह जो घाटा हमको हुआ है, उसका कारण बहुत स्पष्ट है। साधारण बजट की बहस के समय मैं कह चुका हूँ कि उसके कारण बहुत स्पष्ट है। कारण यह है कि ऐसा

खर्च का क्या विचार प्रस्ताव करते हैं नहीं की थी और जिसके लिये कोई बजट बना हमारे बजट में, कोई भी था बजट के हिस्सा में या बजट के भाषण में उस खर्च में हमने नहीं की। जैसे बहुत बड़ी रकम है, 151 करोड़ का घाटा हुआ जिसमें करीब करीब 103 करोड़ खपया बी० ए० के 5 इन्स्टालमेंट देने का खर्चा हमारे ऊपर पड़ गया। भारत सरकार ने नीति निश्चित की कि वे बी० ए० के एलाउन्समेंट दे दिये जायें।

18 hrs.

फिर और खर्चा बढ़ा गया, कोयले की कीमतों में वृद्धि हुई। स्टील, इस्पात और सीमेंट में वृद्धि हुई। करीब करीब 40 करोड़ रुपये की उसकी वृद्धि हुई। साथ ही साथ हमने धार० पी० एफ० के लिये कुछ एलाउन्समेंट दिये जिसकी बहुत खास जरूरत थी और उसका 10 करोड़ के करीब खर्चा पड़ गया। कुछ मैटीनेंस और रिपेयर का भी खर्च बढ़ा उसका कारण यह था कि बहुत दिनों से एरियर बहुत बड़ा था। पिछले साल हड़ताल वगैरह की वजह से बहुत कम काम हो रहा था। देश में जो भ्रारजकता की स्थिति, अनुशासनहीनता और हिंसा की प्रवृत्ति उत्पन्न हुई थी और काम न करने की जो स्थिति बनी थी, जिसकी परिणति रेलवे हड़ताल में हुई और उसका प्रभाव पड़ा और हमारे काम करने की पद्धति पर उसका असर पड़ा और उसके फल-स्वरूप हमारी प्राइविटीटी हमारे वर्कशाप में गिर गई थी, इसमें कोई सन्देह नहीं। इसर इस बीच में प्रसन्नता की बात है कि कर्मचारियों के उत्पादन की क्षमता और काम करने की शक्ति और उनके अनुशासन ने हमारे उत्पादन को बढ़ाया है और हमारा जो बहुत सा एरियर था, उन्होंने उसे पूरा कर लिया है इस पर भी कुछ खर्चा बढ़ा है रिपेयर और मैटीनेंस का तो मैं समझता हूँ कि यह एक जायज खर्चा बढ़ा है। इसलिए रिपेयर का कुछ काम इसर तेजी से हमने किया है, और जो हमारी वैमन्ध

श्रीर कोलोक श्रीर कोलोमोटिक्क रिपेयर में  
 तैयार हुए, इनको हम से नये, श्रीर उनके  
 द्वारा माल लदान श्रीर कोले का काम हुआ  
 वह रिकार्ड काम हुआ है। खाली  
 जनवरी में शीसतन प्रतिदिन 25 हजार  
 बैगन्स की लोडिंग हुई जिसमें करीब  
 करीब 10 हजार बैगन्स की लोडिंग कोयले  
 की हुई, श्रीर यह रेलवे की लोडिंग  
 के सम्बन्ध में एक रिकार्ड कायम हुआ,  
 क्योंकि ऐसा रेल के इतिहास में पहले  
 कभी नहीं हुआ हमने 17 94 मिलियन  
 टन माल की लवाई की।

यह प्रसन्नता की बात है श्रीर इस  
 हाउस को बताने में मुझे खूबी हां रही  
 है कि जनवरी के बाद फरवरी में हम में  
 श्रीर बढ़ि हुई है 25 हजार प्रति दिन  
 की जगह, मैं जहा तक सम्झना हू जैसी  
 खबर मुझे मिली है, 26 हजार के बरोब  
 बैगन्स को प्रतिदिन हमने लोड किया है  
 श्रीर इसके बाद फरवरी, मार्च में हमारी  
 3 मिलियन टन ज्यादा लोडिंग हुई है  
 ऐसा इताजम किया गया है इसके हिसाब  
 में हमारी आमदनी काफी बढ़ी होगी  
 श्रीर जो 63 करोड का हमारा घाटा हुआ  
 है, उसमें श्रीर वमी आयेगी, ऐसा मना  
 विश्वास है।

1976-77 का एस्टीमेट प्रायके  
 समाने है उसमें प्रायके देखा हागा कि  
 खर्चा बढ़ाया है और जो खर्चा बढ़ाया  
 है उसके हिसाब से कम भी बढ़ाया है।  
 इसमें हमें कोई सदेह नहीं है कि जितना  
 हमने खर्चा बढ़ाया है, उससे ज्यादा हम  
 कमायेंगे। ऐसी हमें उमीद है यह हम  
 आपके सामने पहले ही प्रार्थना कर देते है।

श्री नायक ने कहा है कि आप जेनेरल  
 रेवेन्यूज में पैसा क्यों देते हैं, वह नहीं देना  
 चाहिए। यह बात रेलवे के हक में है।  
 उन्होंने यह बात इस खयाल से कही कि अगर  
 रेलवे जेनेरल रेवेन्यूज को हिस्सा न दे, तो

उस के पास पैसा बचैया, कैपिटल बनेगा,  
 जिससे वह कंस्ट्रक्शन आदि काम कर  
 सकती है। मेरा निवेदन है कि जिस पब्लिक  
 अंडरटेकिंग में, जो देश की सब से  
 बड़ी पब्लिक अंडरटेकिंग है, 4,000 करोड  
 रुपये की पूजी लगी हो, पब्लिक मनी  
 लगा हो, जिसमें सरकार ने बर्ज न कर भी  
 पैसा लगाया हो, अगर वह जेनेरल रेवेन्यूज  
 में कुछ न दे, तो यह हमारे लिए अनुचित  
 बात होगी।

बना गया है कि दुनिया में कहीं  
 भी रेलवेज जेनेरल रेवेन्यूज को इस तरह  
 पैसा नहीं देती है। लेकिन ऐसी बात  
 नहीं है। इंग्लैंड, वेस्ट जर्मनी और जापान  
 में भी रेलवेज पैसा देती है - कम से  
 कम इस रूप में देती है कि जितना कैपिटल  
 लगा हो उसका इन्ट्रेस्ट वे भुगत करे।  
 उसके हिसाब में हम इतना रुपया देते  
 है जिसमें कम से कम इन्ट्रेस्ट तो भुगत  
 होना चला जाये। अगर रेलवेज की  
 आर्थिक स्थिति ऐसी हो जाये-जो नहीं है  
 कि वह अपने पैरो पर खड़ी  
 हा जाये और उस को सरकार से  
 कुछ सहायता लेने की जरूरत न पड़े  
 तो कहा जा सकता है कि अपने पैरों पर  
 खड़े = और हम को किसी से सहायता लेने  
 की जरूरत नहीं है। लेकिन आज यह  
 स्थिति नहीं है। हमको सहायता की जरूरत  
 होती है तर्ज बिना उठना है। अब करीब  
 63 करोड रुपये का हम को घाटा हुआ  
 है।

हमने दिखाया है कि 1976-77 में  
 हम को 78.37 करोड रुपये का घाटा  
 होगा। अगर हमने फ्रेट रेट न बढ़ाया  
 होता, तो सारा बोझा पड़ जाता जेनेरल  
 रेवेन्यू और टैक्सपेयर पर।

हमको अपने पैरो पर खड़ा होना  
 चाहिए। जहा तक हो सके, हमें



### [श्री कमलापति त्रिपाठी]

अपने खर्च का बोझ अपने सिर पर लेना चाहिए और उसके बाद देश की जितनी पूजी लगी हुई हो, उसके हिसाब से कुछ न कुछ कान्ट्रीब्यूशन जेनरल रेवेन्यूज करना चाहिए। माननीय सदस्य ने जो बात कही है, यद्यपि वह बिलकुल सही है, लेकिन हम समझते हैं कि अभी तक जो पद्धति चल रही है, वह अच्छी है।

एक बात यह पूछी गई है कि रेलवेज एकदम 1890 को बने हुए 86 बरस हो गये हैं उसके सम्बन्ध में आप क्या कर रहे हैं मैं माननीय सदन से बताना चाहता हू कि उसका एम्बेडेड ड्राफ्ट बनकर तैयार है जो कुछ थोड़ा बहुत काम बाकी है, वह हम महीने में, या अगले महीने में पूरा हो जायेगा। उसको इस तरह से बनाया गया है कि अग्रेजों के जमाने के जितने रिडिस्टेन्स वे, जिनकी आज बिलकुल आवश्यकता नहीं रह गई है, उनको निकाल दिया गया है। यह काम पूरा होने के बाद वह ड्राफ्ट ला डिपार्टमेंट को जायेगा जहां उसकी वेरिफिकेशन होगी। फिर वह कैबिनेट में आयेगा और उम्मेद बाद वह मदन में पेश होगा। हम पेट्टा कर रहे हैं कि हमारा एम्बेडेड जल्दी से जल्दी पाम हो जाए और एक्ट में आवश्यक रूढ़ी बदल कर दिया जाये।

श्री नरसिंह नारायण पांडे ने नैरोगेज मीटरगेज और ब्राडगेज का जिक्र करते हुए कहा कि रेलवे में कोई प्लानिंग नहीं है मैं कहना चाहता हूँ कि ऐसी बात नहीं है प्लानिंग इस बात का है कि अगर हम नैरोगेज और मीटरगेज को बदल मके तो बदल दें और ब्राडगेज बना दें क्योंकि बिना ब्राडगेज बनये देश की उन्नति और विकास होना सम्भव नहीं है। लेकिन हमारी सीमाएं भी हैं और उन सीमाओं को पार जाना हमारे लिए मुश्किल है। इसलिए कि नैरो गेज और मीटर गेज

बिना कर करीब 30 हजार किलोमीटर हमारी लाइने हैं। कुल रेलवे की लाइन 60 हजार किलो मीटर है उस में 30 हजार किलोमीटर मीटर मीटर गेज और नैरो गेज की है, अर्थात् करीब पचास प्रतिशत मीटर गेज और नैरो गेज की लाइने हैं। अब इन को बदलने का काम हम एक साथ उठाए तो हिसाब जो लगाया गया है उसके अनुसार चार साढ़े चार करोड़ रुपये की आवश्यकता सारी 30 हजार किलोमीटर की लाइन बदलने में। यह संभव नहीं है। इतने साधन हमारे पास नहीं हैं। फिर आप यह सोचें कि कुल चार साढ़े चार हजार करोड़ रुपये लगे हुए हैं रेलवे की पूंजी में और आज 3 हजार किलोमीटर की लाइन परिवर्तित करना चाहे तो इतनी ही पूंजी फिर से लगानी पड़ेगी। आज देश के सामने समस्या है। इतना साधन एकत्र करना हमारे लिए सम्भव नहीं है फिर क्या किया जाय? यह सोचना कि प्लान नहीं है यह बात नहीं है। इन ए फेज्ड मैनेजर हर माल करते चल रहे हैं। हम ने तब भी कहा था कि 2900 या 3 हजार किलोमीटर हम ने अपने हाथ में लिया है, उसके बदलने की कोशिश कर रहे हैं। 1980 या 2 हजार किलोमीटर पर काम बाकायदा चल रहा है। वह मान्य है माननीय सदस्यों को कि जैसे हमारे पास साधन आते चले जा रहे हैं वैसे हम उस काम को करते चल रहे हैं और उसको करने की कोशिश कर रहे हैं।

मिर्धा जी प्रयास करने गए, उन्होंने दो एन बात कही। एक बात उन्होंने कही कि राजस्थान में लाइन डूबी हुई है। साभर लेक 8 किलोमीटर डूबी हुई है और वह लाइन चल नहीं पा रही है। उसके संबंध में मुझे यह कहना है कि मई के एक्ट तक यह जितनी डूबी हुई लाइन है वह सामान्य यातायात के लिए

हमें मुलभ हो जायगी । यानी जो दिक्कत आज पैदा हो गई है उसको मर्डे के अंत तक हम दूर कर देंगे और फिर दूसरा एलाइमेंट भी कर रहे हैं क्योंकि हमेशा इस बात का डर रहेगा कि कभी बरसात आई और यह लाइन डूब जाय तो कैसे काम चलेगा तो एक नया एलाइमेंट भी कर रहे हैं ... (व्यवधान) .....

अब पंडा जी ने एक बात कही थी कि लार्जर परमेंटेज जो है वह क्लास वन का अप्रोप्रेशन किया गया। उसके अनुपात में क्लास टू का बहुत कम किया गया और क्लास थ्री फोर का सामला अभी हाथ में नहीं लिया गया। मैं यह बताना चाहता हूँ कि क्लास टू के करीब तीन सौ आफिसर्स अप्रोप्रैड किए गए हैं और करीब करीब छ सौ क्लास वन के किए गए हैं। क्लास तीन और चार के जो कर्मचारी हैं उनके अप्रोप्रेशन के लिए अभी सारे प्रोपोजल फाइनेंस मिनिस्ट्री के सामने पड़े हुए हैं और पिछले तीन महीने से पड़े हुए हैं। उनके ऊपर विचार विमर्श हो रहा है और अभी बहस और दलीलें चल रही है। मैं ऐसा समझता हूँ कि बहुत जल्दी ही एकाध महीने के अंदर कोडरिव्यू का काम हो जाएगा और उनका अप्रोप्रेशन भी हो जाएगा। इसमें धबराने की बात नहीं है।

एनामली कमेटी की बात कही गई एनामली कमेटी का काम पूरा हो चुका है और वह रिपोर्ट भेजी जा चुकी है दोनों फेडरेशन के पास। अब उनकी राय; उनकी मजूरी आए तो उसको देख कर के फिर हम उसे कार्यान्वित करने की कोशिश करें।

बहुत सारी बात यहां उठाई गई यूनियनस की बात उठाई गई। यह कहा गया कि एक यूनियन होने की आवश्यकता है और कैटेगरी वाइज यूनियन न हो। ये सब सुझाव पहले से रहे हैं

इन का सब का उतर दिया जा चुका है। हमारे यहां दो ही फेडरेशनस हैं और किसी कैटेगरी वाइज वगैरह की यूनियन को हम नहीं मानते हैं। एन एफ आई आर और ए आई आर एफ ये दो फेडरेशनस हैं। इन्हीं को हम मानते हैं। इन्हीं के थू हमारा काम होता है। इन्हीं के थू हम मैनैजमेंट में लेबर के पार्टिसिपेशन की जो बात है, उसको भी कर रहे हैं नई नीति जो निर्धारित हुई है जिसके अनुसार काम करने वालो को भी मैनैजमेंट में शरीक किया जाना चाहिए उस के हिसाब से प्रोडक्शन यूनिट में हमारा काम शुरू हो गया है।

हमारे भाई होरो जी ने ठीक कहा। वे एक रिपोर्ट सुना रहे थे लेकिन रिपोर्ट वगैरह की बात जो होगी सो होगी अब कुछ मामला बदलने की कोशिश की गई है। उन्होंने कुछ सराहना भी की कि इधर कुछ काम किया गया है। हमारे यहां खेल बना हुआ है और बूटा सिंह जी उस काम को विशेष रूप से देखते हैं। हम सब लोग भी इसमें उनकी सहायता करते हैं कि इस चीज को बढ़ाएं। पिछले तीन महीने में काफी काम किया गया है। हम जानते हैं कि शैड्यूल्ड कास्टस और शैड्यूल्ड ट्राइवज के लिए जो आपने तय कर रखा है रिप्रेजेंटेशन का रेशियो उसके हिसाब में अभी बहुत बड़ी कमी है। लेकिन पिछले तीन महीनों का हिसाब आप देख फरवरी के अन्त तक जो रेक्यूटमेंट हुआ उसकी संख्या 6786 और जो प्रमोशनल हुए हैं वह हैं 4429। आगे भी हम इस बात की कोशिश करेंगे। अभी रेक्यूटमेंट में 5435 की कमी है और प्रमोशनल में 9000 की कमी है। हम तेजी से इस काम को पूरा करने की कोशिश कर रहे हैं। हमारा पूरा ध्यान इस बात की तरफ लगा हुआ है। मैं आपको बताना चाहता हूँ कि आर० पी० एफ० में हमने

## [श्री कमलापति त्रिपाठी]

भीलों की पूरी एक बटालियन खड़ी की है। मैं खुद उनकी सलाही लेने भी गया था। ऐसी तरह से नागालैंड में नागाओं को रखा है, बहुत बड़ी तादाद में लिया है। इस तरह से हम इस बात की पूरी कोशिश कर रहे हैं। इलाहाबाद, उत्तर प्रदेश में जो रेलवे पब्लिक सर्विस कमीशन है उसको भी इस बात की हिदायत दी गई है और कोशिश हो रही है कि उत्तर प्रदेश में और जहाँ कहीं भी शेड्यूलड ट्राईब्स हों—शेड्यूलड कास्ट्स तो मिलते ही हैं—शेड्यूलड ट्राईब्स को भी प्रतिनिधित्व के अनुपात में जितने स्थान मिलने चाहिए देने की कोशिश की जाए।

इसके साथ साथ अकेले शेड्यूलड कास्ट्स और शेड्यूलड ट्राईब्स की ही बात नहीं है, हमारी माइनारिटीज जो है उनका भी रिप्रेजेंटेशन होना चाहिए जोकि हमारी दृष्टि में कम रहा है। तो साथ साथ इस बात की तरह भी ध्यान दे रहे हैं कि माइनारिटीज को पूरा रिप्रेजेंटेशन दिया जाये।

अभी यहाँ पर कुछ लोग कह रहे थे कि ए० सी० का किराया हवाई जहाज से ज्यादा हो गया है जिनका नतीजा यह है कि ए० सी० में कोई यात्रा नहीं करना है। यह प्रश्न हमारे सामने है यह सही है कि हवाई जहाज का किराया कम है और ए० सी० का किराया ज्यादा है जिसके कारण ए० सी० में लोग नहीं चलते हैं। उनमें या तो सरकारी अरुमर चलते हैं या पास होल्डर चलते हैं। बिजनेस मैन उसमें तभी चलते हैं जबकि उन स्थान तक हवाई जहाज से पहुंच नहीं सकते। बिजनेस मैन ए० सी० में क्यों चलेंगे जबकि वे दो घन्टे में हवाई जहाज से सम्बन्ध पहुंच जाते हैं।

तो हमने इस पर विचार किया है और विचार हो रहा है कि ए० सी० का किराया इतना कम कर दे कि कम से कम हवाई जहाज के किराये के मुकाबले में अधिक न रहे। तो इस बात की चेष्टा हम कर रहे हैं। जसा कि आज बिल मंत्री जी कह रहे थे कि टैक्स इवेजन का एक कारण यह था कि स्टीप टर्केशन रेट लगाया गया था जिसके कारण टैक्स इवेजन हो रहा था। एक डिस्पैरिटी पैदा हो गई थी आनेस्ट प्रादमियों में जो टैक्स पे करते थे और डिम आनेस्ट प्रादमियों में जो टैक्स पे नहीं करने थे और बड़े भाग्य की जिन्दगी बसर करते थे। इसलिए उन्होंने टैक्स को कम किया है और उनको उम्मीद हुई है कि ज्यादा टैक्स वसूल हो सकेगा।

Regarding electrification of the line in Kerala, I may say that it will be done according to the resources available

अब मैं एक स्टेटमेंट पेश करना चाहता हूँ वह इस सम्बन्ध में है कि हमने अपनी बजट स्वाच में एक प्रास्ट्रक्शन सम्पना का जिक्र किया था।

हम एक कम्पनी बनाने वाले हैं, इस समय भारत में और विश्व में नई लाइन फैलाने की बड़ी मांग हो रही है, यह कम्पनी उन स्थान को करेपी अभी इस कम्पनी की स्वीकृति हमें ऊपर में नहीं मिली है, जहाँ से मिलनी चाहिए थी, इसी लिए हमने इन कम्पनी के वास्ते कोई पैसा बजट में एलाट नहीं किया है, लेकिन इस का जिक्र कर दिया है और यह अनुरोध किया था कि हाउस से इस की एप्रुवल मिलनी चाहिए। इस सम्बन्ध में मैं कुछ डिटेल्स देना चाहता हूँ,

क्योंकि पब्लिक एकाउन्ट्स कमेटी और कुछ माननीय सदस्यों ने भी इन की मांग की है। मैं यह भी कह देना चाहता हूँ कि जो स्टेटमेंट मैं पढ़ रहा हूँ—यह पूरे का पूरा हिस्सा तथा अग्रेजी में टेबिल आफ दि हाउस पर रख दूँगा। कुछ माननीय सदस्यों ने यह सवाल उठाया था कि यह कम्पनी क्या है, इसका किन्ता कैपिटल होगा, किन-किन अक्टर बनेगी, किन्ता एडमिनिस्ट्रेटिव बोर्डों का होगा इसलिए माननीय सदस्यों को उपर्युक्त सूचना देना आवश्यक था।

The name of the proposed Company will be "the Indian Railway Construction Company Ltd." and it will have an authorised share capital of Rs. 10 crores divided into 100,000 equity shares of Rs. 1000 each. The Company will be fully owned by the Government of India and will function under the administrative control of the Ministry of Railway..

The main objects of the proposed Company are to undertake all business, and to enter into contracts in India or abroad, either individually or jointly with other undertakings, for construction of new railway lines and bridges strengthening, doubling or conversion of existing railway lines, construction of new locomotive repair shops and setting up of new production units for manufacture of rolling stock providing new signalling and tele-communication systems or modernising existing signalling and tele-communication systems, undertaking railway electrification projects and operation of railway systems or installations, etc., and all other acts incidental or ancillary to the attainment of these objects.

The Ministry of Railways are expected to spend not more than Rs. 1 crore during the year 1976-77 by way of initial investment in the equity shares of the proposed Indian Railway Construction Company Ltd. Funds required for this purpose will be found

by reappropriation within the sanctioned outlay under Demand No. 15—Open Line Works—Capital, Depreciation Reserve Fund and Development Fund.

As the proposed Construction Company is expected to commence operations immediately on being formally constituted, I seek Parliament's authorisation to incur the requisite expenditure on this "New Service" as a special case as proposed in the Railway Minister's Budget Speech.

Sir, I have here a statement showing the main objects of the proposed Indian Railway Construction Company Limited. Since this is a lengthy statement, I beg to lay it, with your permission on the Table of the House. [Placed in Library See No LT-10506/76].

SHRIMATI PARVATHI KRISHNAN. I hope, there will be an opportunity to discuss that statement sometime.

SHRI KAMLAPATI TRIPATHI: You can come and discuss it with me.

SHRIMATI PARVATHI KRISHNAN. The statement is being laid. We should be given an opportunity to discuss it. That is an important statement.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHU): It is not a statement.

SHRIMATI PARVATHI KRISHNAN. Since you are seeking the Parliament's authorisation to incur the expenditure, we need to have more details about it.

SHRI KAMLAPATI TRIPATHI: It is nothing but a clarification in my speech on one of the points made during the discussion. The whole thing is being put before the House.

सान्यवर, मैं निवेदन कर रहा था मुझे बड़ी प्रसन्नता है, मैं बड़ा कुतूहल हूँ—माननीय सदन के सदस्यों का, जिन्होंने बड़ी शुभ कामनाएँ और बड़ा शुभाशीर्वाद इस बजट के सम्बन्ध में

[श्री कल्लपति त्रिपाठी]

मुझे दिया है। जब रेलवे बजट के सम्बन्ध में वोट डे रहे थीं, उस समय भी बिरोधी दल के लोग उठर नहीं थे सिवाय बहुत पार्षदी क्लबज्ज के, और आज जब जब डिमाण्ड्स पर वोट हुई तो बहुत चालू है, लेकिन उठर की संख्या बाली है। उठर की संख्या से ही बहुत से सुझाव आये हैं। मैं अभी जब बोलने के लिए उड़ा हुआ, तो मुझे कुछ विकल्प हो रही थी कि किस की तरफ बोलें इस लिए मैं सिर्फ़ आप ही की तरफ देख कर बोल रहा था।

MR. CHAIRMAN: We have a number of Cut Motions if the House agrees, I shall put all the Cut Motions to the vote of the House together—unless any Member wants any of his Cut Motion to be put separately....

SEVERAL HON MEMBERS: Together.

MR. CHAIRMAN. I now put all the Cut Motions moved to the vote of the House.

All the Cut Motions were put and negatived

MR. CHAIRMAN: The question is.

"That the respective sums not exceeding the amounts shown in the third column of the order paper be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1977, in respect of the following Demands entered in the second column thereof—

Demands Nos. 1 to 11, 11A, 12 to 18 and 20 to 22."

The motion was adopted.

MR. CHAIRMAN. The question is:

"That the respective Supplementary sums not exceeding the amounts shown in the third column of the order paper be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976, in respect of the following Demands entered in the second column thereof—

Demands Nos. 1 to 10, 11A, 12, 15 to 17 and 21."

The motion was adopted.

12.27 hrs.

APPROPRIATION (RAILWAYS)  
 NO. 2 BILL, 1976

THE MINISTER OF RAILWAYS (SHRI KAMLAPATI TRIPATHI): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1976-77 for the purposes of Railways.

MR CHAIRMAN: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1976-77 for the purposes of Railways."

The motion was adopted.

SHRI KAMLAPATI TRIPATHI: Sir, I introduce the Bill.

§

I beg to move :

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services

\*Published in Gazette of India Extraordinary, Part II, section 2, dated 23-3-76.

§Introduced/Moved with the recommendation of the President.

of the financial year 1976-77 for the purposes of Railways, be taken into consideration."

MR. CHAIRMAN: The question is:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1976-77 for the purposes of Railways, be taken into consideration."

*The motion was adopted.*

MR. CHAIRMAN: We take up clause-by-clause consideration.

The question is:

"That Clauses 2 and 3, the Schedule, Clause 1, the Enacting Formula and the Title stand part of the Bill."

*The motion was adopted.*

Clauses 2 and 3, the Schedule, Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI KAMLAPATI TRIPATHI: I beg to move:

"That the Bill be passed"

MR. CHAIRMAN: The question is:

"That the Bill be passed"

*The motion was adopted.*

priation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1975-76 for the purposes of Railways.

MR. CHAIRMAN: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1975-76 for the purposes of Railways."

*The motion was adopted.*

SHRI KAMLAPATI TRIPATHI: Sir,

I introduce the Bill.

\*§

I beg to move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1975-76 for the purposes of Railways, be taken into consideration."

MR. CHAIRMAN: The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1975-76 for the purposes of Railways, be taken into consideration."

*The motion was adopted.*

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

The question is:

"That clauses 2 and 3, the Schedule, Clause 1, Enacting Formula and the Title stand part of the Bill."

*The motion was adopted.*

12.29 hrs.

APPROPRIATION (RAILWAYS) NO.  
3 BILL\*, 1976

THE MINISTER OF RAILWAYS  
(SHRI KAMLAPATI TRIPATHI): I beg to move for leave to introduce a Bill to authorise payment and appro-

\*Published in Gazette of India Extraordinary Part II, section 2, dated 23-3-76.

§Introduced/moved with the recommendation of the President.

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No. 2 Bill No. 2 Bill

*Clause 2 and 3 the Schedule,  
Clause 1, Enacting Formula and the  
Title were added to the Bill*

SHRI KAMLAPATI TRIPATHI: I  
beg to move

"That the Bill be passed"

MR CHAIRMAN The question is

"That the Bill be passed"

*The motion was adopted.*

MR. CHAIRMAN: The House stands  
adjourned to meet tomorrow at 11 00  
o'clock,

18 34 hrs.

*The Lok Sabha then adjourned till  
Eleven of the Clock on Wednesday,  
March 24, 1976/Chaitra 4, 1898 (Saka)*