

है। राजस्थान केनाल के पास के गांव जैसे पूरब-सार और पल्लू में भी पानी की कमी है। कुएं सूख गए हैं, लोग बारा पानी पीते हैं। कीचड़ युक्त पानी पीने से अधिकांश लोग बाहर निकलने से परेशान हैं। पीने के पानी की मांग को लेकर बीरधवाल, हिनदौर, भोजसर, देवीदासपुरा कोन-पालसर, लधेर, किगरासर, सांवलसर, एटा आदि ग्रामवासियों ने तथा मानकठेड़ी गांव ने भी विधान सभा चुनाव में मतदान का बहिष्कार किया है। प्रजातंत्र में जनता का मतदान में भाग न लेकर उसका बहिष्कार करना गंभीर बात है। किन्तु जनता इस उग्र कदम को उठाने के लिये इसलिए बिचल हो गई कि उस क्षेत्र में पीने के पानी की गंभीर समस्या की हल करने के लिए अभी तक कोई कदम नहीं उठाया गया। यह सब गांव राज-स्थान नहर के समीप स्थित हैं और पाइप लाइनों से वहां आसानी से पानी पहुंचाया जा सकता है। आजादी के बाद से अब तक लोग इस समस्या से जूझते आ रहे हैं यह वस्तुतः चिंता की बात है। वे सरकार का ध्यान आकषिप्त करना चाहता हूँ कि इस समस्या को हल करने के लिये तुरन्त स्थायी कदम उठाये जाएं।

12.54 hrs.

RAILWAY BUDGET, 1980-81—GEN-
ERAL DISCUSSION—Contd.

MR. CHAIRMAN: We now take up discussion on the Railway Budget. I call upon the Hon. Member Shri Bhagwat Jha Azad to start his speech.

SHRI BHAGWAT JHA AZAD (Bhagalpur): Mr. Chairman, Sir, I must, at the outset, with a full heart of appreciation, refer to the unique feature of this Railway Budget. Throughout the length and breadth of this country, one can feel there is something new or old going on in each part of the country, relating to Railways. If we go through the Railway Budget we find that in some places there are new railway lines being laid, in some parts, 'going-on' works are to be expedited and in some parts doubling of lines is there. Therefore, I have seen from this budget—and one can feel the sensation—that in all parts of the country, right from Kashmir to Kanya kumrai and Kamrup there is some work, on behalf of the Railways, going on. In some parts there are new

engineers coming with their helpers and giving a silent sensation to the people in that area who have never seen a line. New persons are coming for the new lines. We find that there are six new lines to be taken up in the north-eastern part. There are some sanctioned lines like Rampur-New Haldwani the bi-weeklies and tri-weeklies. The tri-weekly express like Neelanchal is giving up new comfort; we can see that, But in this whole lot, we find that, still, there is something lacking in some parts, though not in the major parts of the country.

We find that, to the backward areas, new emphasis has been given. I must immediately come to this—it may not be taken as my taking credit for myself—that, after decades of demand in this House—I have been participating in the railway budget since 1952, from the First Lok Sabha to this Lok Sabha—for the first time, the Railway Ministry and the Railway Board, the white elephant, have agreed to double the line between kiul and Bhagalpur for which Rs. 680 lakhs are to be spent. They have mercifully granted this and given Rs. 20 lakhs for this year. I only hope and pray that the work will start immediately. Today you travel by Tinsukhia; we have got the super-fast Vikramsheela; we have got the bi-weekly Bombay-Bhagalpur; but none of these super-fast trains can be of any benefit to this area because in that loop line, in the single track, trains run late hours after hours and we cannot take advantage. Even friends from north Bengal or Bongaigaon cannot take advantage because this small track has not been doubled. Can you imagine the unimaginativeness of the Railway Board and the Railway Ministry? I had to go on and on sometimes threatening, but this time I am not the same Azad; so, I have been only cajoling and requesting Mr. Sharief half a dozen times and also Shri Kamalapati Tripathi. I am not now my old self fighting and taking the things by might. Anyway, I am happy they have

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done it. All that I request them now is that they should not think of it as just a patch for doubling but think of it as an area, a loop-line area, where trains do not run in time. I do not know whether the Railway Board rules or their writs run in that part of the country because from Patna beyond to Kiul and from Kiul to Bhagalpur and Sealdah, no rules are there. The Railway Board and their officers perhaps do not know. The small hirelings there can, at any time, without notice, cancel any train. The Minister has said, 'I am taking special care and personal care about the timings'. It might be true in other parts of the country but not in that part of the country because timings are never maintained in that part. Rather, late running of trains and that too late by a few hours, is the regular rule in that loop-line. I want to know from the Minister and the officers whether they have got any control over their staff and whether they know what is happening in the country. No lines, no trains, no waiting rooms. The only thing that the Janata Government did in the name of economy was, they abolished the ladies' First Class Waiting Room at Bhagalpur junction. What a wonderful improvement they did! For six months, I had been writing. For every thing they say, 'Yes; we are looking into the matter'. What do they look? For every small matter you write to them, they say the same thing. You write to them for a station; they say 'I am looking'. You ask them for a double line; they say 'I am looking'. What are you looking? Have special glasses or coloured glasses or dooks and find out the small ones and the big ones. So, what I am saying is this. I congratulate the Minister of State in the absence of the Minister, Shri Kamalapati Tripathi, for whom I wanted to say something more, but since he is not there, why should I say anything? So, I omit that part of the compliments. I say that it is necessary that you must do this. . . I think, Mr. Chairman, you want to close for lunch. . .

13 hrs.

MR. CHAIRMAN. We may rise for lunch and come again at 2 O' Clock. The hon. Member may resume his speech at that time.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at five minutes past Fourteen of the Clock.

[MR. DEPUTY SPEAKER in the Chair]
RAILWAY BUDGET, 1980-81—GENERAL DISCUSSION—Contd.

MR. DEPUTY-SPEAKER: Mr. Bhagwat Jha Azad.

SHRI BHAGWAT JHA AZAD: Mr. Deputy-Speaker, Sir, I just started when the House adjourned for lunch. For a couple of minutes I had spoken. Sir, in this particular case, there should be no opposition.

Mr. Deputy-Speaker, Sir, I was saying that the unique feature of this budget is that in any part of this country, one can feel this sensation of having something or something being done by the Railways—either a new line or an old line or on-going works or something like that. The second feature is this. The attention of the hon. Minister, Shri Tripathi, and his colleague, Shri Sharief is given to the backward areas. But for this how could we have dreamt of having a double-line in the Loopline between Kiul and Bhagalpur which I have been demanding for the last fifteen years? Tinsukia train which is supposed to be a fast train and this Vikram Shila Super-Fast Bombay-Bhagalpur by-weekly train cannot run in time. Mr. Deputy-Speaker, we wanted a small stretch of about sixty miles single line between Delhi and Burdwan and Bongaigaon. But, that has not been done so far. The imagination did not come to the Railway Board. Luckily this time it is so. What I say is this. There is another feature

in the budget. That is the backward areas have been taken care of. But taking care of should be a prolonged one. For Rs. 680 lakhs expenditure Rs. 20 lakhs in a year would not suffice. In this way, it will require 34 years to complete this sixty-mile stretch. I hope it is not 34 years but the Mathematics should be 3 or 4.

Mr. Deputy-Speaker, Sir, I would say that there are large number of mentions of new lines and for some new investigations will be taken up. But, surprisingly, neither in the old which is already under investigation nor in the new to be under investigation I find the name of Bounsi-Mandar Hill line which the late Shri Lalit Narain Mishra had promised. He promised to extend the Bounsi-Mandar Hill line to Deogarh-Dumka, the only capital in the State which has not been linked by a railway-line as also Daltongunj. Of course, the Hon. Minister of Parliamentary Affairs, will take care of that, this being his headquarters. (He is a very strong man and so he will get a train. But he is not hearing me. Of course, I would say that the Railway Board are taking note of that. What happened to that order of the late Lalit Narain Mishra for the investigation of the Bounsi-Mandar Hill line? I would like to know what happened to that. Was it a false promise? Do the promises of the Government change from Minister to Minister—I want to know that

I would like to say that the Minister Shri Sharief has promised to the State of Bihar an overnight train from Patna to Delhi. I would like to know when are we getting that? Till we get one new one... (*Interruptions*). It is no jugglery. In Shri Madhu Dandavate's days it was announced in the Press that 136 new trains would be started all over the country. It may be three, four or five trains but not 136. Nowhere it will be found. What was this jugglery? How could he produce this? India could produce babies because that is the only highest target which we had broken in the whole world. But how can you

produce overnight 136 trains? In two months, what did the Janata Government do? They took off the bogies from different trains—four or five bogies—for being attached to the new trains. People travelled on the roof of the trains. This is a jugglery. I do not want Mr. Sharief to follow the footsteps of Shri Dandavate. Can you give me a new train from Patna, the capital of Bihar State, to Delhi, the capital of India? If you cannot do that, I am giving you a way out.

M8. DEPUTY-SPEAKER: Mr. Azad, how do you expect him to follow the footsteps of Shri Dandavate. He belongs to a different party and a different Government is in power to-day.

SHRI BHAGWAT JHA AZAD: But, he is a friend of mine. He can do that. He is a clever man though he looks very simple but he is clever.

Mr. Deputy Speaker, Sir, then I give a solution. There is a super-fast train, Vikramshila, from Bhagalpur to Dehli. Let him make it an over-night train from Patna to Delhi. This train stops at Kanpur, Lucknow and then at Delhi. There will be no problem. It could be made a daily train and an over-night train till you give me another train. That will help a large number of people on this side of the country.

Sir, two significant mentions have been made in the Budget. They are very important. I would like to emphasise them. The Minister has claimed that the railways have moved coal in the last few months since they have taken over so that the steel plants are now in good possession of the stock. I wish it to be continued but not at the cost of movement of other articles. The second important thing is that important essential commodities have reached their destinations in different parts of the country so as to maintain the price line. The Janata Government had created difficulty in respect of diesel, petrol, etc. Somehow all these things did reach the consumer. If they had not reached the people then what would have happened to us in

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the last Assembly elections? We did for the people and we got the votes.

Mr. Deputy Speaker, Sir, I also congratulate the Minister for giving due emphasis on research and development. Our country abounding in population will always require larger number of trains and larger number of bogies and coaches. These bogies and coaches cannot be produced over-night and then there are financial constraints. So, it is only by giving emphasis on research and development that we could get new and better designs of bogies and coaches so as to meet our over-growing demands. This emphasis on research and development is in the right direction and I congratulate the Minister for the same.

Sir, I have taken note of the place of prestige that has been given to the staff welfare. True. Now, productivity-linked bonus is given to the railway employees. It is welcome. Others should also follow this. But I would immediately rush to add that with the increase in the welfare activity and giving of productivity-linked bonus there should also be improvement in the performance of the railways employees. We have seen how when the railway workers put their shoulders to the wheels they can produce encouraging results and when they withdraw they can create chaos. So, the welfare activity be extended and productivity-linked bonus given but along with this they must also be asked to give better performance.

Sir, for all this we need money and, as such, the hike. We have been demanding new lines, on-going lines; we have been demanding new facilities. Therefore, they also need money. Mr. Madhu Dandavate has claimed that possibly this surplus budget is due to him. Why 'due to him'? In their three years of misrule has there been any timely arrival of trains worth mentioning? Has there been any discipline? Has there been any production? Has there been any timely running of trains, as I mentioned earlier?

There is the same driver, the same railway track but the trains could not run in time. At least they had given them full licence. In Patna station you will be surprised to see the Public Address system saying this:

डाइवर साहब, कृपा कीजिए, आप गाड़ी ले जाइये गाड़ी आने वाली है,

And the driver saheb is absent! Nobody cares. You see the public address system in Patna junction making announcement in this way! That is why I said this once in the Question Hour. It is a question of the S. P. being subordinate to the D.S.P. The D.S.P. is subordinate to the constable. Similarly in the Railway Board, the Railway Board is subordinate to the division; the division is subordinate to the sub-division and they are subordinate to the drivers. What is this norm of discipline? The Minister said 'I am taking special care about the timely running of trains'. Sir, we are giving here constructive criticisms. Let Members stand up and say honestly how many of them have found. I am not talking about the passengers, forget about them, passengers don't exist! Sir, I had said sometime back in my budget speech: There should be three kinds of trains; loot trains, late trains and trust trains. This is what I said. But now I don't want to repeat that. It will be difficult to convince new members; unless they see things for themselves they will not be able to understand; but they will know in some months. What about timing? Take the Nilanchal express, the new fast train; yesterday or day before yesterday it was 3 hours late. Tinsukia express was 4 hours late. Why? I think the impact should be felt in another six weeks and trains should run in time. I am talking not only from the point of view of our convenience. Imagine the number of hours that are lost for millions of people in the country waiting at the platforms, waiting at the railway stations and so on. Imagine what is the loss to the country in terms of crores. Timely running of trains should be properly taken care of.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI JAFFER SHERIEF) : There is the general law and order situation.

SHRI BHAGWAT JHA AZAD. The Minister has got a point when he says, there is a general law and order situation. He can immediately name Bihar and I can immediately consider certain problems in this context. But what about other places? What about Karnataka? What about other parts of the country where still trains are not running in time? Can you say this is the manifestation, special feature, in only one part of the country? If that is so, I say, yes, there is a point in that. But, Sir, what we find is by and large, trains are not running in time. Please monitor it. That is the word which was repeatedly emphasised this morning by the Industry Minister. You monitor and tell us what is the result of your monitoring. Therefore what I say is this: This hike was necessary because the Railway had to give productivity bonus. Fuel bill had increased Depreciation fund had to be increased; you have to take care of deferred payments. All these are conceded. Mr. Madhu Dandavate claims, it would have been a surplus. But what is it that you have done in your time? You please realise what you have done. You said: 'You have come, all right, take a few crores;' To another you said: "You have come, take a few crores". That is what you did. That is why the Railway liability has increased. Therefore the Minister has to go in for a hike in the fares and freights. But I will say, let not this increase in freights and fares be unscientific; let there not be greedy chase of a Minister to put a flat 15 per cent rate of hike Sir, the Traffic Enquiry Committee report is there. The Minister referred to that. I could not go through that fully. We saw generally what they said. They want transport policy to be cost-based. Yes, in principle I agree. But let that cost, while being evaluated be scientific. If the inherent dynamism and the cost-conscious efficiency are there, things would be all right. But during the last

decade unfortunately on these two counts we have not got any encouraging trend. And, therefore, this cost basis is true, but let there be a willing cooperation for efficiency. The Traffic Enquiry Committee has said that there is scope for economy and efficiency. I would say that the Railway Ministry while putting this hike must take into consideration this also.

While participating in the discussion on the last interim Railway budget, I had made an important point about the captive power plants by the railways. We know the existing conditions in the country and the demand for power in the country. The Railways are capable of having their own captive power plants and they have said that they are considering it. They should consider it seriously and do the needful.

Unless they have efficiency, they cannot remove the stigma of adding only 7000 kilometres which is very meagre compared to other countries in the world, not the advanced countries, but countries in Africa etc. This is very important and should be kept in mind.

To effect economy I would suggest another thing. They should completely scrap the Railway 'Pilferage' Force. You call it Railway Protection Force; this is absolutely wrong: this is Railway 'Pilferage' Force. Do you know how much loss is there in the railways?

In the end, I would say that while sitting in Delhi, you should keep in mind that there are parts of the country where on loop lines between Bhagalpur, Sealdah, Howrah and Bongai gaon, where lots of things do not exist. For a small thing in the waiting room, we have to fight and write you letters and the reply comes: "I will look into the matter." We do not get a small thing, a generator at Bhagalpur. Of course, with the single line obstruction being removed very soon with your efforts—I hope you will put a special task force to start construction on this line—much of our problems will be over, but it is very essential

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that you should immediately attend to the problems of the loop-line, where your officers cancel the trains without notice. You have no right to do that. If you do that, please keep in mind this kind of thing will give rise to a joint determination and defiance which will say: Rail ka chaka jam rahega. And then you will have problems. In view of this, in such backward areas, special attention needs to be paid.

In the end, I congratulate the Minister for giving a good budget, but I expect him to have economy and efficiency so that we may have more traffic we may have more revenue and more development. And in that development, I also get my due share for Bhagalpur and other parts, in loop-line, which have remained neglected for long.

MR. DEPUTY-SPEAKER: There are many Members to speak from the ruling party. I want to give a chance to all the members. I would therefore, request them to take only five minutes. They should keep the watch before them and stop exactly after five minutes.

SHRI P. A. SANGMA (Tura): I congratulate the Minister of Railways for having presented a Budget which, in his own words, will put the nation's economy back on the rails. I am particularly thankful to the Minister for having provided more funds for the work on 6 new lines in the north-eastern region.

The House is aware that there are 5 States and 2 Union Territories in the north-eastern region out of which, strictly speaking, except for the State of Assam, no State has any railway connection so far. Nagaland, of course, has a few kilometres of railway line at Dimapur. But except for that, none of the States in the north-eastern region has any railway connection. I am happy that this Government is seriously thinking of laying new railway lines in the north-eastern region.

Railways are essentially an infrastructure for the economic development of the country. So, from the point of view of the economic development of the region, it is very essential to connect these States by railways. Though 6 new railway lines have been given for the north-eastern region. I would say that they are not at all sufficient. About the railway connections to be given in my own State, just a station is located in the State of Meghalaya. The entire railway line is in the State of Assam. There are many important places where railway lines could have been provided. There are surveys already conducted. I do not know why during last year the Janata Government had chosen less important lines, leaving aside the more important ones.

The north-eastern region has always been termed as a very sensitive area. All the 5 States and 2 Union Territories have a very long stretch of international border. So, not only from the point of view of economic development, but also from that of defence, railway lines are required in the north-eastern region. The House will remember that the 2 wars which India had to face—once in 1962 and again in 1971—took place in the north-eastern region. Since that entire region is a vulnerable part, having a long stretch of international border, I feel that more railway lines should have been given there.

From the economic point of view, the House and the whole country know that the area is very backward. So, I would urge upon the Government to take up more new railway lines there. New surveys have been conducted in my district; e.g. there is a line possible from Goalpara to Moheshkola in Garo Hills. I had demanded this last year also. I would again request the Government to look into it.

श्री गिरधारी लाल डोगरा (जम्मू): डिप्टी स्पीकर साहब 5 मिनट के अन्दर तकरीर नहीं हो सकती, इस लिये मैं जल्दी-जल्दी अपनी बातें आप के सामने रखूंगा। मेहरबानी कर के मेरे प्वाइन्ट्स को मुकामिल हो जायें दें।

मैंने इस बजट को देखा और स्पीच को पढ़ा और मैं ऐसा महसूस करता हूँ कि यह बजट काफी सोच-विचार के बाद तैयार किया गया है। इस में कुछ ऐसी बातें जरूर हैं, जिन पर नुकता-चीनी की जा सकती है, मगर समस्याओं को हल करने के लिये कुछ न कुछ तो करना ही होगा। इस में जो कदम उठाये गये हैं, काफी सोच-समझ कर उठाये गये हैं। यह कहा गया है कि यह कन्जर्वेटिव बजट है इसमें डायनेमिज्म नहीं है। मैं ऐसा महसूस करता हूँ कि देखने में चाहे डायनेमिक नजर न आये लेकिन काफी सोच-विचार के बाद इस को पेश किया गया है।

जहाँ तक गाड़ियों के लेट-रनिंग का ताल्लुक है यह समस्या मुल्क के हर हिस्से में है, बिहार में ज्यादा है और जैसा मिनिस्टर साहब ने कहा है यह जनरल ला-एण्ड आर्डर को रिफ्लेक्ट करता है, इसी लिये वहाँ ज्यादा नजर आता है। दोनों बातें डुरुस्त हैं। इस के लिये हमारी रेलवे मिनिस्ट्री और रेलवे बोर्ड को सोचना होगा कि पहले हमारी गाड़ी कैसे वकत पर चलती थी और आज क्यों नहीं चल रही है। मगर यह है कि पहले के मुकाबल में इम्प्रूवमेंट है, इस बात से इन्कार नहीं किया जा सकता।

एक बात मैं आप से अर्ज करूँगा और आप के जरिये रेलवे मिनिस्ट्री से अर्ज करूँगा कि देश के एकोनामिक डेवलपमेंट के लिए तो रेलवे जरूरी है ही लेकिन मुल्क के डिफेन्स को भी मद्देनजर रख कर जब तक आप रेलवे नहीं बनाएंगे, तब तक कुछ होने वाला नहीं है। होता क्या है कि यहाँ पर अगर कहीं से प्रेशर पड़ गया तो रेल लाइन बना दी जाती है वरना जहाँ उन की बहुत जरूरत है, वहाँ नहीं बनती है। हमारी जम्मू स्टेट को ही आप लीजिए। उस स्टेट का 3 मुल्कों के साथ इन्टरनेशनल बोर्डर है, चाइना के साथ है, रूस के साथ वह मिलता है और पाकिस्तान के साथ वह मिलता है। जहाँ तक रेलवे का ताल्लुक है, वहाँ पर बहुत कम है और है भी तो सिर्फ रेलवे का सिग्नल ट्रेक्ट ही है। अगर सिग्नल ट्रेक्ट आप रखेंगे तो इस से आप इस मुल्क को डिफेन्ड नहीं कर सकते हैं। जब तक आप हमारे यहाँ रेलवे लाइनों को नहीं बढ़ाएंगे और रेलों का जाल नहीं बिछाएंगे, तब तक आप डिफेन्स की जरूरत को पूरा नहीं कर सकते हैं। अगर आप यह सोचते हैं कि सड़कों के जरिये से डिफेन्स की जरूरत पूरी हो जाएगी, तो यह एक नामुमकिन बात है। श्रीनगर तक एक रेलवे लाइन ले जाने के सर्वे में देर लग रही है और टन स्पीच में भी उस का कोई जिक्र नहीं है। यह निहायत अफसोस की बात है कि इतने बड़े रेलवे के मंत्री पंडित जी हों और श्री आफर मरीफ मिनिस्टर हों और इतना सब होने के बाद भी जम्मू व काश्मीर का नाम इस में नहीं है जोकि एक बड़ी स्टेट है और जिस से इस मुल्क को डिफेन्ड किया जा सकता है,

नार्थ इस्टर्न रीजन को डिफेन्ड किया जा सकता है। उस की बात इस में आने से रह जाए, इस तरह की भूल हो जाए, यह बड़े गजब की बात है, बड़ी अफसोसनाक बात है। इस चीज की तरफ आप को ध्यान देना चाहिए। इसलिए एक बात तो मैं यह कहना चाहता हूँ कि जब तक आप डबल ट्रेकिंग नहीं करेंगे जालन्धर से ले कर जम्मू तक, तब तक आप देश के डिफेन्स की तमाम जरूरतों को पूरा नहीं कर सकते हैं, न गुडस ट्रेफिक को पूरा कर सकते हैं, न यात्री ट्रेफिक को पूरा कर सकते हैं और न डिफेन्स साबिसेज की जरूरतों को पूरा कर सकते हैं। इसलिए आप को डबल ट्रेकिंग ज्यादा से ज्यादा करना चाहिए। वहाँ पर डे टु डे ट्रेफिक की जरूरतों को पूरा करने के लिए डबल ट्रेकिंग की बहुत जरूरत है और मैं तो यह कहूँगा कि अगर कहीं पर आप को डबल ट्रेकिंग करनी है, तो

It should be from Jullundur to Jammu. That has been totally ignored. It is in a very pitiable condition.

इस तरह से आप यह देखें कि हमारी जम्मू व काश्मीर स्टेट जो है, वह रेलवे के मामले में बिल्कुल बैकग्राउन्ड में पड़ गयी है। इस से इन्कार नहीं किया जा सकता। जहाँ तक ट्रांसपोर्ट का सवाल है, रेलवे से चीपर और कोई ट्रांसपोर्ट नहीं हो सकता। हमारे यहाँ न लोगों की कोई ज्यादा आमदनी है और न वहाँ पर कोई इंडस्ट्री है। एक दो जगह जम्मू या श्रीनगर में अगर कहीं इंडस्ट्री है भी, तो उस से लोगों का पैट नहीं भरता और उन की जरूरतों को पूरी करने के लिए दूसरी चीजें बाहर से अगर आप ले जाएंगे तो आज आप यह देख रहे हैं कि बाई रोड ले जाने में वे बहुत महंगी पड़ेगी क्योंकि डीजल की कास्ट बढ़ रही है, पेट्रोल की कास्ट बढ़ रही है। इस तरह से वह माल बहुत महंगा उनको मिलेगा, तो वे लोग क्या खाएंगे। इसलिए चाहे वेगन्स का सवाल हो और चाहे रेलवे लाइन देने का सवाल हो, हमारे एरिया को प्रायर्टी मिलनी चाहिए क्योंकि अगर वहाँ के लोग डिस्कन्टेन्टेड रहेंगे तो वे मुल्क की हिफाजत कैसे कर सकते हैं। मुल्क का डिफेन्स तो वही के लोग कर सकते हैं। (व्यवधान) मुझे दो मिनट और दे दीजिए क्योंकि बहुत इम्पोर्टेंट मसले उठाने हैं।

एक बात मैं यह और कहना चाहता हूँ कि आप की जो झेलम एक्सप्रेस जाती है या जम्मू तबी मेल जाती है, उन के स्टोपेज बहुत कम है। उन के स्टोपेज पूरे होने चाहिए। इस से ज्यादा इस मामले में मैं और कुछ नहीं कहूँगा।

एक दूसरी बात मैं यह कहना चाहता हूँ कि हमारे यहाँ फ्रूट तैयार होता है। उस फ्रूट के लिए और टिम्बर के लिए ट्रांसपोर्ट का पूरा

[श्री गिरधारी लाल डीबरा]

इतना काम करना चाहिए इस वक़्त उम के लिए इनएडीकेट इतना काम है। एक बात मैं यह कहता हूँ कि

from Delhi to Jammu and back: from Amritsar to Jammu and back.

इस किस्म की डे [ट्रेन बहुत लाजमी है। एक ट्रेन सरगोधा ट्रेन है जो अहमदाबाद से चलती है उस में जितने विजिटर्स लोग आते हैं, वह दिल्ली में आ कर खड़ी हो जाती है, मुबह आ कर खड़ी हो जाती है और हम तरह से उन लोगों का दिन खराब होता है। अगर उम ट्रेन का जम्मु तक पहुंचाया जायें, तो विजिटर्स ट्रिस्टम अपनी जगहों पर सही समय में पहुंच जाएंगे और हमारा डे ट्रेन का मुतालवा भी पूरा हो जाएगा।

एक बात यह भी कहना चाहता हूँ कि अमृतसर एक डिस्ट्रीक्ट सिटी है। इसलिए वहाँ से हमारे यहाँ के लिए एक डे ट्रेन चलनी चाहिए। बातें तो मुझे बहुत कहनी थी लेकिन वक़्त नहीं है। मैं सिर्फ एक बात यह और कहना चाहता हूँ कि एक प्रोजेक्ट था, जिस को मैं इन के नोटिस में लाना चाहता हूँ। रेलवे के पास जो टैक्सीवाले हैं, उन को फ़ैसिलिटीज मिलनी चाहिए जहाँ पर वे अपनी गाड़ियों को खड़ी कर सकें। पैसेजर्स जाते हैं, उनको शेल्टर्स मुहैया करने चाहिए। यह हमारे रेलवे के स्टेट मिनिस्टर के नोटिस में आया है। इनको जल्दी कम्प्लीट करना चाहिए ताकि बेकार नौजवानों को दुकाने मिल जाएँ। पहले उन्होंने वहाँ पर शेल्डस बनाये हुए थे जो कि यह कह कर उखाड़ दिये गये कि स्टेशन के सामने शेल्डस नहीं होने चाहिए। इस चीज़ की तरफ जल्दी तवोज़जह दी जानी चाहिए और जम्मु में स्टेशन का एकमपेन्शन होना चाहिए।

मैं एक मजेशन देना चाहता हूँ। हमारा जितना गुडस का लोड है वह बड़ी मात्रा में ट्रांसपोर्ट से श्री नगर को माल जाना है। उम गुडम के लोड को हीरागढ़ में करे जो कि बाईपास के पास है। इसमें आपका काम हम वक़्त जो आपके पास प्रेजेन्ट एकोमोडेशन है उस से चल जाएगा।

उपाध्यक्ष महोदय, टाइम बहुत छोटा है इस लिए मैं ज्यादा कह नहीं सकता हूँ। मजबूरन मैं आपका शुक्रिया अदा करते हुए बैठ जाता हूँ।

Mr. DEPUTY-SPEAKER: Shri Shejwalkar.

श्री कम्भा राम श्रायं (सीकर) : उपाध्यक्ष महोदय, मैं कल से इंतजार कर रहा हूँ बोलने के लिए। मेरा नाम भी मेरी पार्टी की तरफ से आपको भेजा गया है। मैं कल भी इंतजार कर रहा था और आज भी इंतजार कर रहा हूँ।

MR. DEPUTY-SPEAKER: Let the first round be over. You are talking about the second round. The CPI and BJP have not had even their first round.

Shri Shejwalkar, you have fifteen minutes and there are four names in the list. This is for your information.

SHRI N. K. SHEJWALKAR (Gwalior): It is my privilege now to have the opportunity of making some observations on the Railway Budget. I heard with attention the speech of Shri Azad today. He was pleading like an advocate in a court; when the judge told him that he was angry with what he said, the advocate pleaded the same point. He says that there is a feeling all over that something has been given to every part of the country; he could not find any other support for the budget. Anyway, in my humble submission it has affected the price rise in a great way. It is a matter to be considered, though the Chairman of the Railway Board has stated that it is not going to affect prices much.

But the main point is: what should be main consideration while framing the budget? Should it be a just, routine budget? If there is some shortfall of, say, some Rs. 2 crores, you flatly increase the percentage of rates for freight and passenger and make both ends meet. Can it be the objective? One has to look for the next 20 years. What should be the plan? Should there be no consolidated transport policy for the nation? Should the railways be considered separately or along with other transport facilities, particularly road transport? Ultimately after say, 20 years, what do we want to achieve and in what way we are going to achieve that? We do not have a clear picture before us. I am afraid that way, we are not doing justice to the nation or the office we hold. The Tariff enquiry committee refers to the anticipated traffic to be carried by Indian Railways in 2000 AD and it says that "adding requirements for replacements the total outlay for development of railways upto 2000 A.D. would be

about Rs. 36,000 crores at 1977-78 prices. It may be assumed that the outlay in the first year of the revised Plan would have to be Rs. 1,000 crores in order that an outlay of Rs. 36,000 is completed in 20 years."

How to achieve all these things will be a problem, which is a great problem? I am afraid, in this connection proper care has not been taken as to how the passenger traffic is increasing, what is the proportion of passenger traffic, is there any ratio between increase of population as well as increase in the national income? That has not been considered. According to the information which I have there is an increase in traffic, which varies proportionately to the population as well as to the national income. Just for consideration we can take a mean of that, half of that. But that has not been taken into account and I am afraid how can it work properly?

Regarding road transport also, for example, there are some stations where the cost of laying railway line these days, according to my information, comes to about Rs. 1 million per kilometre. With such a high capital expenditure, will it be proper to lay lines all over the country in distant places when it is not economic? Will it be possible to lay so many railway lines? Is it not necessary in these circumstances to consider whether an alternative can be provided—road transport along with the Railways? My humble suggestion at this stage will be to have a Ministry of Transport consolidated which may consider Railway as well as Road transport together. I think the consolidated or integrated policy can be formulated for the coming next twenty years.

A very important factor is what we call efficiency. A very important factor which we are missing is that we are living in old old days which existed 30 years before. For example, we see that we are having Integral Coach Factory and other wagon factories. But still the number of coaches is not enough. The coaches which are run-

ning are not in order. They are in a bad shape. We are very much short of all these things. What is the reason? The reason is that the workshops which we are having to maintain all these vehicles, they are out moded—thirty vehicles, they are outmoded—thirty read. They say 80 per cent of the machine tools have become obsolete. In that case you can very well imagine what can the workshops do? Actually there has been an arrangement with the World Bank to improve these workshops. In 1978 they provided a loan of \$ 95 million for the modernisation of these workshops. But the Budget does not mention about that. World Bank offered \$ 95 million. Even than 15 million will have to be provided by the Indian Government. It does not seem that any consideration of that fact has been done.

I do not want to go into the details regarding modernisation but I will mention a few points about the modern technology. Then, ultrasonic cleaning of roller bearings as against present brush cleaning with kerosene, vapour degreasing of axle boxes, automatic cambering of laminated bearing spring leaves etc.—unless all these things are introduced, the efficiency of the workshops cannot be increased and naturally we will be lagging behind.

Modernisation is not limited to workshops only. I want modernisation to be taken into account in other aspects also. For example, it is well-known that the efficiency of railway engines is greatest in the case of electric locos. It is a little less in diesel locos and it is just half in steam engines. So, the attempt should be to have as much electrification as possible. To avoid accidents and for proper running of trains, so many things are necessary like signalling, telecommunication, safety works, automatic block signalling, route relay interlocking, panel interlocking, track-circuiting, automatic train control, microwave link train and yard radio net work and safety devices at road crossings. Provision for all these things has to be made. In all the magazines published

[Shri N. K. Shejwalhar]

by the Railway Board mention is made about these things, They have mentioned that there is a research laboratory in Lucknow which is looking after this, but you have not made clear what provision you have made for that.

Coming to passenger facilities, it is high time that we introduced computerisation for reservation. It should be done as early as possible, because you can well imagine the plight of the passengers who line up for reservation. I am just mentioning the points without going into details, for lack of time. In big cities, we always find that the railway enquiry telephones are always busy. It means the number of telephones connected with enquiry is inadequate. So, sufficient number of such telephones should be provided.

It is very good of you to have provided long distance trains like Jhelum Express and Chattisgarh Express, but you do not even have a pantry car in them. I do not want a dining car, but there is the problem of drinking water. The train starts from Delhi and stops only at Gwalior; it goes from Gwalior to Jhansi and from Jhansi to Bhopal. In between there must be a pantry car so that passengers can have drinking water, tea or some snacks. The arrangement for a pantry car should be there in all such long distance trains

I am happy and I congratulate the Government for providing cushions in the new sleeper coaches that are coming, but why not provide the cushions in the older sleeper coaches also? If that is done, it will be a great relief to the passengers.

I do not know what is the principle for starting new trains. The senior Minister is not here. He comes from Varanasi and wants that every train should go to Varanasi. That is very good. Let there be as many trains as possible to Varanasi. But why not have more trains to Delhi, which is the centre? On the Central Railway,

there are only two trains between Delhi and Bombay for the last fifty years. One is 57 Down and 58 Up and another is Punjab Mail. There is no third fast train on this route. I have been asking for this train. But every time, they say that because there is no terminal capacity available either in Kalyan or Bombay, they cannot do it. Their latest reply is that there is no line capacity. If there is no terminal capacity, how can a new train start from Bombay to Varanasi? Anyway, I am not against any train which is proposed from Varanasi. But I want that one fast train must also be introduced between Delhi and Bombay.

श्री मन्दी वेल्लैया (सिद्दीपेट) : उपाध्यक्ष महोदय, रेल विभाग एक ऐसा विभाग है, जिसके साथ दुनिया के हर एक आदमी का सम्बन्ध होता है, क्योंकि समाज के हर एक व्यक्ति को रेल में सफर करने का मौका मिलता है। हम देखते हैं कि लोगो को जितनी शिकायतें रेल विभाग से होती हैं, उतनी किसी और मंत्रालय के बारे में नहीं हैं।

आन्ध्र प्रदेश के मेडक डिस्ट्रिक्ट में सिद्दीपेट एक ऐसा युक्तम है, जहा से मैं चुनकर आया हूँ, जहा के लोगों ने आजादी के बाद सिर्फ एक ही लाइन देखी है : बीबीनगर-नालगोंडा लाइन। बहुत जमाने से उसका काम हो रहा है, लेकिन अभी तक वह पूरा नहीं हुआ है।

किसी भी क्षेत्र के विकास के लिए वहा रेलवे लाइन बिछाना जरूरी है। हम देखते हैं कि इस सदन में हर एक सदस्य कहना है कि मेरा एरिया बैकवर्ड है। मेरी समझ में नहीं आता है कि फार्वर्ड एरिया कहां है। कई नई नई लाइनें बिछाई जा रही हैं, लेकिन एक भी सदस्य यह नहीं कहना है कि मेरे एरिया में एक नई लाइन बिछाई गई है।

रेलवे मंत्री, श्री कमलापति त्रिपाठी, ने अपने भाषण में कहा है कि पाटनचेरू, पेदपल्ली, सांगारेड्डी और मेडक के रास्ते वाली लाइन के सर्वेक्षण को बजट में शामिल किया गया है। मैं रेल मंत्री से निवेदन करना चाहता हूँ कि सिद्दीपेट, दुसरा, गजविल, रामायणपेट, नरसापुर और मेडवल इतना पिछड़ा हुआ इलाका है कि आज तक उसे रेलवे लाइन का सौभाग्य प्राप्त नहीं हुआ है और इस लिए इसे नई लाइन का लाभ उम इलाके को भी होना चाहिए। इसे लाइन का सर्वे में शामिल करने के लिए मैं मंत्री महोदय को बघाई देता हूँ और उन्होंने जो रेलवे बजट पेश किया है, उसका समर्थन करता हूँ।

हमारे आन्ध्र प्रदेश में सिकन्दराबाद से नई दिल्ली आन के लिए ए० पी० एक्सप्रेस बिक के

दस बार फलती है मैं मंत्री जी को याद दिलाना चाहता हूँ कि सिकन्दराबाद के दिल्ली एक लम्बा सफर है। व्यापारियों को, राजनैतिक दलों को और कई सरकारी अफसरों को उस में सफर करना पड़ता है। आप तो जानते हैं कि रिजर्वेशन का क्या हाल है, कितना करप्शन उस में भरा हुआ है? एक महीना पहले भी रिजर्वेशन कराने पर टिकट नहीं मिलती है लेकिन गाड़ी के अन्दर घाने के बाद वहाँ जो टी० सी० या जो भी अधिकारी होते हैं उनके भयं बर्ष मिल जाता है। इस के अलावा रेलवे मंत्री के ध्यान में लाना है कि सिकन्दराबाद से दिल्ली घाने वाले एक मोहन लाल नाम के व्यक्ति एक पेटो के अन्दर अपने जेवरात और कुछ समान लेकर सफर कर रहे थे, वह अपने बेटे से बात कर रहे थे, इतने में दो मिनट के अन्दर 35 हजार रुपये की उनकी चोरी हो गयी। यह जो चोरी हुई इसके लिए कौन जिम्मेवार है? आप का जो रेलवे प्रोटेक्शन फॉर्म है उसका सही इतजाम नहीं है। कई किस्म के लोग इसमें सफर करने हैं जिस में व्यापारी लोग भी हो सकते हैं और एक स्थान से दूसरे स्थान जाने वाले भी कई व्यक्ति होते हैं। लेकिन रेलवे के जो अधिकारी हैं, रेलवे बोर्ड के अन्दर जिन की यह रैस्पॉन्सिबिलिटी होती है, वे लोग बोर्ड में बैठने के अलावा इन सब बातों की तरफ ध्यान नहीं देते। बाहर क्या हो रहा है, मुआफिर क्या चाहता है, रेल के अन्दर जो सरकारी कर्मचारी होते हैं वे मही माने काम कर रहे हैं या नहीं, इन तमाम चीजों को देखना उन के लिए लाजिमी होना चाहिये क्योंकि जो गाड़ियां में सफर करते हैं उनकी बहुत सारी शिकायतें मिली हैं। यह बड़े दुर्भाग्य की वान है। जो हमारा रेल बजट पेश किया गया उसमें कई किस्म की बातें कही गई हैं। चाहे विरोधी दल के लोग हो या अपने लोग ही कई किस्म की नक्ता-चीनी उन की तरफ से की गई है। हम देखते हैं कि इतनी तरक्की होने के बाद भी कई ऐसी चीजें हैं तो वह हमें कहनी पड़ती है।

श्री अशाफाक हुसैन (महाराजगंज) उपाध्यक्ष महोदय मौजूदा रेल बजट में जो रेल मंत्री महोदय ने पेश किया है जिसमें 15 परसेंट सरचार्ज लगाया गया है और यात्री भाड़े में भी बढोतरी की गई है, उस को अगर हम रेल ट्रेफिक एन्क्वारी कमेटी की मुख्य रिपोर्ट के साथ और रेलवे बोर्ड के चैयरमैन मिस्टर मैन्जीज की प्रेस कॉन्फ्रेंस के माध्यम से देखें तो उसकी आगे की तस्वीर नजर आयेगी। मिस्टर मैन्जीज ने अपनी प्रेस कॉन्फ्रेंस में बहुत साफ कहा है रेल ट्रेफिक एन्क्वारी कमेटी की रिपोर्ट के हवाले से कि यह मुख्य रिपोर्ट है, फाइनल नहीं है। इस रिपोर्ट के द्वारा 15 प्रतिशत की और बढोतरी की वान माल भाड़े में और यात्री भाड़े में करने का प्रस्ताव है। मैं चाहूंगा कि इसको इस ढंग से देखें। एन्क्वारी कमेटी की सिफारिश के मुताबिक 15 प्रतिशत की बढोतरी की जायगी तब जा कर 770 करोड़ सालाना की आमदनी हो सकेगी।

यह बढोतरी 80-81 के बजट प्रस्तावों के अन्तर्गत होगी। लेकिन इस 15 प्रतिशत के सिलसिले में न तो रेल मंत्री महोदय ने अपने भाषण में और न बोर्ड के चैयरमैन ने अपनी प्रेस कॉन्फ्रेंस के अन्दर चर्चा की। मैं चाहूंगा कि रेल मंत्री महोदय इस के बारे में स्पष्ट बतयें कि आया इस साल या आने वाले सालों में और बढोतरी रेल भाड़ा एन्क्वारी कमेटी की रिपोर्ट के मुताबिक होने वाली है या नहीं? रेल मंत्री ने अपने बजट में इस को इन्टरिम मेजर्स की संज्ञा दी है। रेल मंत्री जी ने माल भाड़े में 15 परसेंट सरचार्ज लगाने समय जल्दियात जिदगी की कुछ अहम अक्षियां को उस से मुक्त रखा है। हम उनके ऐसे काम का स्वागत करते हैं जो उन्होंने इन को उस से मुक्त रखा है। लेकिन जहाँ तक नमक, चीनी, गल्ला, मिट्टी का तेल, बर्गहरा को अपने सरचार्ज से मुक्त रखा है, वहाँ कन्ट्रोल का कपडा, खादी, बच्चों की किलाने और कापियों को इसमें शामिल नहीं किया गया है जिसका असर आम आदमी की रोजमरा की जिन्दगी पर पड़ेगा। इस टैरिफ एन्क्वारी कमेटी की रिपोर्ट में हैंडलूम के कपडे का भाड़ा 24.67 फी क्वीन्टल है जिसको 57.28 रु० फी क्वीन्टल करने का प्रस्ताव है। इसके अलावा किलाने का भाड़ा 18 4 रु० फी क्वीन्टल की जगह पर 30 16 रु० करने की सिफारिश की गई है। मैं माग करता हूँ कि जिम तरह से आपने जल्दियातें जिन्दगी के 9 आइटम को सरचार्ज से मुक्त रखा है, उसी तरह से हैंडलूम का कपडा, कट्टील का कपडा, खादी, टैक्स्ट बुक, बच्चों की किलाने—इन चीजों को भी सरचार्ज से मुक्त रखा जाये।

15 घंटें :

अब मैं रेल स्टाफ की थोड़ी सी तस्वीर आपके दस्तावेजों के मुताबिक जैसी सामने आई है, उस पर रोशनी डालना चाहता हूँ। इंडियन रेलवेज में 1950-51 से ए ग्रुप बढ़ कर चार गुना हो गया है लेकिन डी ग्रुप सवा गुना ही बढ़ा है। चूँकि समय कम है इस लिए दूसरी बातों की तरफ भी थोड़ा सा सकत देकर मैं अपनी बात बात खत्म करूंगा। हरिजनों की भर्ती का जहाँ तक सवाल है, वह 11 9 और 7 9 परसेंट भी अभी तक ही पाया है। इसको बढ़ा कर मौजूदा तरह के मुताबिक किया जाना चाहिए। इसी तरह से 15 लाख मुलाजिम जो रेलवे में हैं उनमें ढाई लाख ऐसे हैं जो टेम्प्रेरी मुलाजिम की हैसियत से काम कर रहे हैं। इनमें भी बहुत से ऐसे लोग हैं जोकि 6 महीने या साल भर से ज्यादा से ज्यादा एक मजदूर की हैसियत से काम कर रहे हैं। बड़े शर्म की बात है कि बदनाम बड़े तिजाराती घरानों की तरह से पब्लिक सेक्टर की रेलवेज ने भी वही हथकंडा अपनाया है, वह भी बेबस मजदूरों को कैजुअल लेबर बनने पर मजबूर कर रही है। मंत्री जी को इसकी तरफ ध्यान देना चाहिए।

[श्री अशफाक हुसैन]

मैं मंत्री जी का ध्यान पूर्वी उत्तर प्रदेश की तरफ भी से जानना चाहूंगा। पूर्वी उत्तर प्रदेश में बगहा पर एक पुल बनाने की बात कहीं जा रही है। बगहा पर पुल बन जाने से बगहा का सीधा सम्बन्ध पूर्वी उत्तर प्रदेश और बिहार से हो जायेगा। मैं चाहूंगा कि जो रूप लाइन गोंडा से गोरखपुर आती है उसको ब्रजनन्द गंज से लेकर बगहा से मिलाया जाये ताकि बिहार से सीधा सम्बन्ध हो सके। पुरानी स्कीम के मुताबिक बगहा वाला रेल पुल कम रोड ब्रिज था, यदि हो सके और हमारी मांग भी है कि उसको रेल कम रोड ब्रिज बनाया जायें यानि जो प्रस्ताव पहले से या उसी पर अमल किया जाये।

मैं रेल मंत्री से यह भी मांग करूंगा कि एक सीधी गाड़ी ऐसी चलाई जायें जो गोरखपुर को दिल्ली से जोड़ सके। अभी बड़ी लाइन गोरखपुर से लखनऊ तक नहीं बन सकी है इस लिए ऐसी व्यवस्था की जाये कि जो गाड़ी गोरखपुर से चले वह समय से लखनऊ पहुँचें ताकि हम लोग और दूसरे जरूरी सफर करने वाले लोग दिल्ली समय से पहुँच सकें। मेल ट्रेन जिस से हम लोग सफर करते हैं, ओ० टी० मेल, वह हमेशा लेट आती है इस लिए उस पर भरोसा नहीं किया जा सकता है। इस लिए इसकी व्यवस्था की जानी चाहिए।

अन्त में मैं एक खास बात की तरफ इशारा करना चाहता हूँ। फ्रंट टेरिफ इंक्वायरी कमेटी की रिपोर्ट सामने आई है उसमें सकेत दिया गया है कि और बातों के अलावा पोस्टल टेरिफ चार्जेज पर नजरसानी होगी जिसमें पोस्टल चार्जेज भी बढ़ सकते हैं। इस सम्बन्ध में मैं रेल मंत्री जी से स्पष्टीकरण चाहूंगा कि पोस्ट पार्सल रेट इसी तरह से रहेंगे या यह और बढ़ने वाले है।

MR. DEPUTY-SPEAKER: Let this be the last railway line which you are asking for.

श्री अशफाक हुसैन : उपाध्यक्ष महोदय, मैं एक मिनट का समय और लूंगा। मैं यह कहना चाहता हूँ कि जिस तरह से पूर्वी उत्तर प्रदेश पिछड़ा हुआ इलाका है, उसी तरह से इस प्रदेश के पहाड़ी इलाके भी पिछड़े हुए हैं। वहाँ आजादी के बाद एक मिलीमीटर रेल भी लाइन नहीं बनी है। क्या मंत्री महोदय इन पहाड़ी इलाकों बड़ीनाथ, केदारनाथ—की तरफ रेल लाइनें बढ़ाने के बारे में विचार करेंगे।

इन शब्दों के साथ जो मौजूदा बजट प्रस्ताव पेश किए गए हैं, उनका मैं विरोध करता हूँ।

SHRI BRAJAMOHAN MOHANTY (Puri): Mr. Deputy-Speaker, Sir, my name was listed for yesterday itself. So, my submission is that I should have been the first Speaker of the day. I crave your indulgence that I should be given more time because my State has a number of problems with the railways, which are to be placed before the House.

MR. DEPUTY-SPEAKER: How much time would you require?

SHRI BRAJAMOHAN MOHANTY: Ten minutes.

Orissa is the only State in Eastern India where the separatist movement has not raised its ugly head. At the outset, I congratulate the Railway Minister for this Budget as well as for the introduction of Nilachal Express, which is a super fast train and which connects Orissa with Delhi the capital of India. We are grateful to Mr. Tripathi for his initiative and prompt action. Although my friends in the Opposition say that it was decided previously, my submission is that they are making wrong statements.

First let me come to certain demands of Orissa and then to the general policy. I would have been happy if the Railway Minister had conceded the demand for construction of railway line from Daitari to Banspani. That is an old scheme which was approved by the Planning Commission, much earlier and the cost of the project at that time was Rs. 43 crores. A part of the job viz., work covering 33kms. has been done, but 146 kms remains to be done. I am told that the matter is under the examination of the Planning Commission. The Planning Commission previously geared it up. The Railway Minister has said that it is under consideration. It should have been categorically stated that the Railway undertakes to implement that programme. This line will open up the mineral belts of Orissa.

My next submission is about a demand, which is almost a sentimental and emotional demand of the people of Orissa. Orissa has been neglected. In the South Eastern Railway, a major part lies in Orissa but there is no headquarter there. For the last one decade, there have been agitations in various forms, but still, nothing has been done. I would request the Minister to consider this demand of the people of Orissa. There should be a headquarter within the geographical limits of Orissa. It is an emotional demand. Our people are having a feeling that we had been exploited by the British Raj and that we had been colonialised. (*Interruptions*) We do not say that there should be no headquarter in Calcutta. Let there be a headquarter in Calcutta. The people of Orissa demand with all emphasis at their command that there should be a headquarter in Orissa.

The Government of India have decided to have an aluminium complex in the district of Koraput. From that decision itself, a railway line is necessary from Rayagarha to Koraput. I expected a few railways for Orissa in the Railway Minister's Budget Speech. But nothing is there. I request that this railway line from Rayagarha to Koraput may be actively considered as it is very necessary for the aluminium complex.

Similarly, another railway line that I suggest is Bangirpasi-Rupsa which should also be taken up. That will open up the forest wealth of Orissa. This line is a single-gauge line. It should be a double-gauge line. That has been the demand of the people of Orissa for the last so many years. It is a very small thing. Only a small investment is involved. But it has not yet been taken up. I request that it should be done at the earliest.

Another railway line is Ambaguda to Langigarh which is very necessary for the Indravati project. I do not say that we want new lines. I only say that on account of certain projects which the Government of India have undertaken, these railway lines are necessary. There was a survey, an investigation done. It is a project costing Rs. 10 crores. There has been a lot of correspondence about it but we do not know what is the fate of it. My submission is that the Railway Minister in his reply may categorically say how far it has gone. Our demand is that this project should be taken up this year.

Then there is the Talcher-Sambalpur railway line. It is a line which will integrate Orissa. Eastern Orissa has been emotionally separated from Western Orissa. That is a problem which must be solved by having this railway line. That will bring about emotional integration of Orissa.

About the Talcher Puri railway line it is in a bad condition. If the General Manager of the South Eastern Railway moves up, he can observe that there is no light, there is no water, etc. Time is absolutely no factor. Since years, since decades, it is going on that way. There must be some improvement made in the running of this railway line. I draw the attention of the Railway Minister to that.

About certain stoppages, we thought that that would be done at the General Managers level. But all the same it has not been done. We want certain stoppages of the Jagannath Express at Satyawadi of the East Coast Express at Kalpuraghat and of the Mail at Baluga. I request the hon. Minister to consider these stoppages.

Now, about the policy aspect, my submission is that so far as fare and freight policy of the Government is concerned, I invite the attention of the House to the Tariff Enquiry Com-

[Shri Brajamohan Mohanty]

mittee Report. It has submitted three important recommendations. One of the important recommendations, so far as fare and freight is concerned, is that it must be balanced with the operational cost with the expenses incurred by the Railways. This should be very carefully examined. The railways is not a hundred per cent commercial undertaking. It has social obligations also. I do not say that it should have hundred per cent social obligations. But at the same time, it should not be hundred per cent commercial. If the operational efficiency is increased, much of the problem will be solved and there would be no need for enhancing fare and freight. It has been considered that operational efficiency has not increased and, since the last two years, it is decreasing. I may be permitted, if time is allowed, to place before you the relevant portions wherein it has been considered that operational efficiency has not increased. The Tariff Enquiry Committee have stated categorically on p. 3 of the Report:

“The reason for unsatisfactory financial performance of the railways may be either that the fares and freight rates have not increased in the past in line with the increase in the operating expenses of the Railways, or that the costs have increased disproportionately, or both”.

At the same time, the same Tariff Enquiry Committee has said that there has been improvement in operational efficiency on p. 47.

Another important thing I would submit is that the increase in fares and freights should not be there so far as second-class passengers are concerned.

Another aspect on which the Tariff Commission has made a recommendation—I will quote only one paragraph from the Tariff Enquiry Committee's Report—is on p. 51 wherein

they have said that whatever increase there may be, it must be spent for developmental projects. Now, Rs. 203 crores is the increase but the Railway Ministry has not shown that it is going to be spent towards developmental expenses. I am placing only one paragraph...

MR. DEPUTY-SPEAKER: You can speak on that, instead.

SHRI BRAJAMOHAN MOHANTY: With all respect I would submit that the allotment of time should be rationalised. There are speakers who have spoken for half-an-hour.

They have said:

“When implementing our proposals for allaying the misgivings of the railway-users, it is necessary that Government should make it clear that the additional earnings should be used for the better operation and further development of the Railways, and not for any other purposes.”

My submission would be that when Rs. 203 crores is the increase, the Railways must indicate for what it will be used. It should not be for 'past' development; it should be for 'further' development. What is the 'further' development the Railways are going to do with this Rs. 203 crores? That must be placed before us.

Now, I would submit, let there be no increase; let the second-class passengers not be touched. And for some ticket-holders it should be reduced.

The last thing I would submit is regarding the goods. In the Year Book certain exemptions have been given. I would submit that two or three more exemptions should be given. My submission would be that baby food should be exempted.

MR. DEPUTY-SPEAKER: You oppose the increase in rates, do you not? Come out openly.

SHRI BRAJAMOHAN MOHANTY:
I am talking about statutory exemptions. I want some more articles to be added to the list. These are baby food, text books, medicines and agricultural implements for the poorer classes like tractors etc. These should be exempted.

SHRI SANTOSH MOHAN DEV (Silchar): Mr. Deputy-Speaker, Sir, at the outset I would congratulate the Railway Minister who has, in his budget, tried to bring six States and Union Territories of the north-eastern region into the Indian railway map; specially, in my region, that is, in Cachar sector, Silchar-Jiribam, Lalaghat-Bhairabi and Dharma nagar-Kumarghat are proposed to be included in the new lines. But I would most earnestly make this appeal to the Railway Minister that the Assam agitation has been discussed on the floor of Parliament on various occasions and we have heard Members both from the Treasury Benches as well as from the Opposition sharing the views of the people of Assam that Assam is very much neglected and that the neglect is mainly due to the transport bottleneck. Unfortunately, though we have been pressing hard for the last 32 years that the broad gauge line should be extended upto Dibrugarh, in 32 years we have been able to reach only upto Bongagaon. Now, I see, there is a plan in the budget to go upto Gauhati. The Finance Minister, in his speech, has said that the plan outlay for Assam has been increased by about Rs. 12 crores. I do not know under what head they are going to spend it. I would request the Railway as well as Finance Ministries to see that this amount is spent for extending the broad gauge line upto Dibrugarh which is a must not only for Assam but also for Arunachal Pradesh, Tripura, Mizoram and Cachar because if the broad gauge line goes upto Dibrugarh, Lumding junction will be covered and that will cater to the needs of Tripura, Cachar and Mizoram; more

goods can be carried to those States and they will also be benefited.

About increasing the number of passenger trains, whenever we give any representation to the Central Ministry or to the General Manager of the N. F. Railway, we have been told that the hill section from Lumding to Badarpur cannot take the pressure of more than twelve pairs of passenger goods trains. But, for the proposed new lines, namely, Silchar-Jiribam, Lalaghat-Bhairabi and Dharmanagar-Kumanghat, the same track will have to be used for passenger as well as goods trains. When Prof. Madhu Dandavate was the Railway Minister, I understand, a Committee was to be set up to submit a report as to what steps could be taken to strengthen the railway line from Lumding to Badarpur, which is about 75 years old and where there are as many as 29 to 30 tunnels. I would request the Railway Minister to explore the possibility of at least sanctioning money for investigating that particular part of the problem. If strengthening of this railway line, Lumding-Badarpur, is not taken up immediately, with the coming of the proposed new lines, there will be more chaos in that section.

While I appreciate the other development works being taken up. I would request for one more thing. In this proposed line from Silchar to Jiribam, there will be a railway bridge from Mazumdar Bazaar to Dhutpatli. I have already requested the Railway Minister to explore the possibility of making it a road-cum-rail bridge. The State Government, it seems is involved in it because the Railway Minister has written to me that, if the State Government is agreeable to share the expenses, the Railways will be willing to share its responsibility as regards finance and construction. Now that the State is under President's rule, the matter should be coordinated at the Centre.

There is another bridge which is coming between Silghat and Tez-

[Shri Santosh Mohan Dev]

pur, and that bridge is being constructed by the Railway Construction Board, but rail communication has not been provided on that bridge. So I request that factor should also be taken into consideration.

As regards freight rates and other things as you have given me less time, I do not want to go into it. The only thing I would request is that in the past there were different committees set up by Railways who recommended that the north-eastern sector being a very remote and backward place where the transport communication by road is very costly, the consideration of giving subsidy by the railways to essential commodities should be considered by the Railway Board and the Government of India.

With these words I thank you for giving me a chance to speak. I have finished within my time. Sir. No bell from your side, Sir.

SHRI NARAYAN CHOUBEY (Midnapore): Sir, such is the importance of the Railway Budget that you kindly see that neither the Railway Minister nor the State Minister for Railways is there. ...

AN HON MEMBER: Here is the Deputy Minister.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): He does not recognise me, Sir. The other day also he asked, 'Who are you?'

SHRI NARAYAN CHOUBEY: Only one Junior Minister in the Kurushe-
tra. That is the whole trouble.

Sir, I have got very high esteem for our Panditji. I do not have any grudge against the Members of the Railway Board and the officers of the Railway Board. There are many honest and efficiency officers in the Board. Still I would beg to submit that this Budget is nothing short of a stereotyped, anti-people and anti-working class budget.

At the very first instance I would like to submit that the time has come that the Railway Board should go:

राम नाम सत्य है

रेलवे बोर्ड क, यहाँ गत है ।

The time has come for that. Sir, the Railway Board was formed in 1905 when there were steam engines. Now we are in diesel and electric locos. 1905 was the great British days. Now I would suggest that the Railway Board should be replaced by an autonomous body to run the railways as it is being done in other sectors also.

At the outset, I would submit that we oppose this hike in the fares of Second Class—both second class mail and second class ordinary fares and also the suburban train fares. This should be considered because in these days of high prices, whatever the Railway Board Chairman may say and whatever Kamapati Tripathiji may say, this rise in fares and freights will cause hardship to the people and directly and indirectly it is going to cause inflation. I submit, if you require an increase in the fares, don't increase the fares on the second class and also on the suburban trains and monthly tickets.

Regarding 15 per cent flat increase in freight except on certain items, it is also very cruel to me. If you are to increase the freight, you do it in a selective manner and you exempt in a selective manner. Certain exemptions must be given and in this matter as many hon. Members have said, I submit vegetable growers, fruit growers, flower growers and betel leaf growers should be exempted and you do not flatly increase the freight rate. Please stop it.

15.28 hrs.

[SHRI SHIVRAJ V. PATIL in the Chair.]

You know it and everybody knows it that our railways are in a crisis. We have no funds. Our people are demanding that railway lines should be

laid here, there and everywhere. Even with very good intentions they will say, 'We have no funds.' Exactly, the railways are really in a deep distress and deep crisis. Why this crisis in the Railways? One of the reasons and if not the only reason, is that our railways have so long been used for all these 33 years since Independence as the *Savadasi* of the multi-millionaires and big business houses. You know there are certain milkmen who milk the cows by giving an injection into the body of the cow. There if a cow is supposed to give milk for ten years, it will give milk only for 3 or 4 years and then it is taken to the *Kasai Khana*. Similar is the case here. We give concessions in freights to these big houses. That is how this so-called social burden is still continuing. We carry materials for the Tatas, for the Birlas for the Goenkas and for the Dalmias at a price lower than the cost price. We do not take any demurrage from them. There are many officers who are in league with them. But they do charge demurrage to the Bokaro plant. They do charge demurrage to the Bhilai plant but for the Tatas and Birlas they do not charge demurrage and even if any demurrage is charged, it is waived. I have these figures from the Railwaymen. In 1971-72 and 1972-73 a demurrage of Rs. 16.41 crores charged from the big business houses has been waived. This is the function of the Railway Board officials. One other reason for which we are suffering is this. Many people have already said that we have no integrated transport policy, I submit that the time is mature now when we should come out with an integrated rail, road and inland water transport policy. All these should be taken into consideration.

The railways to-day are also suffering because though there are many young and old, honest and efficient officers, there are some corrupt officials, too. That is one of the reasons why the railways suffer. As you yourself have stated in the year 1977-78, you paid a claim of Rs. 908 lakhs and in 1978-79 you paid Rs. 805 as

claims. The reason stated is that this is because of theft and pilferage. Almost everyone of us knows that this pilferage and theft in the railways go on in connivance with some railwaymen. This has to be stopped. I have experience of the big marshalling yards. You go to Mughalsarai Marshalling Yard; you go to Kharagpur Marshalling Yard or you go to Delhi Marshalling yard. You will find that wagons have been broken; sugar is coming out, rice is coming out and dal is coming out and everything is coming out from there.

When sugar was selling at Rs. 7 a kilo in Kharagpur, in the Kharagpur marshalling yard, you could get sugar at Re. 1 a kilo. But, anybody could buy it. This also must be stopped in the railways. I submit that RPF personnel take the duty in the marshalling yard by paying a huge money. Otherwise they cannot get duty in the Marshalling yard. Another thing is this. We have a very good railway press at Kharagpur. But, you will see that some of the officers are in league with the private company. In Kharagpur, though we have a very big railway press, but still for the last two consecutive year, our time table are being printed from the Press in Calcutta not from the Kharagpur Press. This is a very efficient press. Because some officers are in league with the private houses who are also running press outside, they get the time-tables printed from their press. There are two, three or four rules and standards. I do not know why in the railways so much corruption is prevalent in the top. According to their policy, no railway man can work beyond 58 years of age. But, in Delhi Junction, one Shri Chaman Lal Khanna S. S. who has crossed this age is still working. How is he working? What amount he would have paid to some important Congress (I) friend? There should be a proper enquiry into the whole thing. I do not want to name the man. But I know and you people know how Shri Chamanlal Khanna is still working though he had crossed 58 years of age. (*Interruptions*)

MR. CHAIRMAN: Just a minute. I want to draw the hon. Member's attention to one thing. You cannot name the person who is not in a position to defend himself in the House.

SHRI HARIKESH BAHADUR (Gorakhpur). He is not making any charge against any body by name.

SHRI NARAYAN CHOUBEY: I am not charging. I am only saying that S. S. is still working though he has sur-passed the age of 58. I won't name.

MR. CHAIRMAN: Now you go ahead.

SHRI NARAYAN CHOUBEY: Till to-day large number of casual labourers are forced to work in the houses and bungalows of the railway officials as their domestic servants. You know if you go to any D.E.N., I.W.O.P.W.I. bungalows, you will find this. You will find 10, 12 or 15 of them—gangmen—carrying on their shoulders the children of these officials to the schools. These things should be stopped. Why should these things go on even after thirty years of our Independence?

In the colonies of the railways, there are large numbers of wagon breaker criminals. Why are they not being challenged? Take the case of one Shri Suresh Karmakar occupying railway lands. In Kharagpur he is doing business with stolen railway materials. He also takes the railway materials and he is keeping these materials with him for disposal in the railway land forcibly captured by him. He is earning money. R.P.F. and police are coming and going. Everything is still going on. I do not want to name the officer. It was claimed that emergency was a bright period and that everything was O.K. in the emergency period. I say that a senior D.E.N., Kharagpur earned lakhs of rupees only in the emergency period in land deal.

Now, Sir, I beg to submit certain demands which should be considered.

Sir, the expansion on the railways is very meagre. We have got 61,000 km lines out of which 6,000 km lines have been built in the post-Independence period. Take the example of Orissa. Ten district headquarters are not rail linked. So, railways must be expanded both in Orissa and backward areas of Madhya Pradesh. On Kharagpur-Panskura section there should be a third line. Digha must be linked with the railways. Metre-gauge of South, West and North East region should be turned into broad-gauge. The narrow-gauge sections, namely, Purulia-Kotsila, Baripada Rupsa and BDR should be turned into broad-gauge. This is very important as new coal-fields are coming in Bankura which should have railway link. The suburban section of Calcutta is neglected. If you visit Calcutta and travel in second class compartment either you will lose your hand or will break your nose. Further they never run in time. At least they should be brought at par with Bombay where you have 9 coaches and 12 motors whereas in Calcutta you have 8 coaches and 5 motors. Further, we want more electrification. The Kharagpur-Midnapore section should be electrified. The GM, South Eastern railways will also agree to this. The Adra-Kharagpur section is thoroughly neglected. A fast train should be run so as to improve this section.

Sir, now I come to cannibalisation on the railways. You go to any loco shed or workshop will find there are no spare parts. Everybody complains that the trains are not running in time but will the trains run by

सू मंतर, "काली कलकले वाली"
बोल कर फूक से ?

You go to any loco-shed, you will not find the spare-parts. If an engine gets derailed then DME is happy because he will get some spare-parts.

Then I come to the question of amenities on the railways. Please have more ordinary coaches in Express and

Mail trains. In Kalka-Delhi train there is only one ordinary coach. So also in Punjab Mail. Then we find in the ordinary trains either there is no fan, water or light. The number of ordinary bogeys and ordinary trains should be increased and along with that facility of water, light and fan should be arranged.

Lastly, I come to the question of railwaymen. Railwaymen are the best assets of the railways. No doubt, there are some dishonest men in the railways but they are not the only people. You find such people in every walk of life. But the point to be considered is who runs the trains in this dilapidated condition even in bad weather conditions, in scorching summer, in torrential rain, in shivering cold. Who does the shunting work? It is the railwaymen and railwaymen alone. Now what is their condition today? Their pay-structure is much lower than the pay structure of other employees in the public undertakings. Please bring them at par. You visit any workshop on a pay day. You will find railwaymen taking their pay packet not openly because they are followed by hundreds of money-lenders who snatch the money from them. The railwaymen are sunk in debts. They have no railway quarters. They are starving. They borrow from one man to pay to another man. How can the biggest transport of the country be run properly with such type of people? I urge upon the Government to consider the case of the railwaymen properly.

What should be done? You say you have done something. What have you done? I have no grudge against the officers. But what about the number of officers? In 1965-66 the number of officers was 6.6 thousand. The number of semi-skilled and unskilled people were 795.1 thousand. In 1977-78 the officers number came to 9.5 thousand, an increase of 44 per cent. In regard to semi-skilled and unskilled people, the number came to 822.8 thousand,—an increase of only

3 per cent. Trains are increased; platforms are being lengthened; number of special trains get increased; the minister was very kind enough to say that 1400 summer special trains had been run and so on. But may I ask you this: Did you employ a single new man? No. If you do not employ such personnel, how can they give you water? How can they give you light? How can they make the system work? There is a ban on recruitment.

ग्रन्थेर नगरी चोपट राजा ।
टका सेर भाजी टका सेर बाजा ।

Kindly look into it. There is a ban on recruitment which, I demand, should be completely done away with. Thousands of casual labour are working for a long time. They have been working for 15 years, for 18 years and so on. They have not been confirmed. Even at the time of retirement they have not been confirmed. The Minister says: 'casual labour cannot be confirmed.' I request him: 'Please see that they are confirmed. There are other categories of casual labour who work on daily-rated basis. You should give them authorised scale of pay. Why do you divide that by 30 and give them that pay on daily rate? You say you will give that scale too when they complete 6 months of service. Why? Why, it is given only after six months? Why don't you give it at the time of their appointment itself? About the Open Line Casual labour also why do you remain silent for three months? Therefore, please end this casual labour system.

You go to any railway colony and see things for yourself. There is the biggest railway colony at Kharagpur. Houses are broken; roads are neglected; drains are not clean. When we meet D.R.M., G.M. and Railway Board Chairman, they say, there is no money. These are good things which were done by your predecessors. But you are eating your own capital and fixed assets. Kindly look into it.

[Shri Narayan Choubey]

Then I wish to submit that the employment of sons and dependents of the railwaymen must be looked into. A railwaymen's son goes to Mahadev and his only prayer is this: 'Let my father die while on duty; because, there is no other chance for the railwaymen's son to get a job. He can get a job only when his father dies while on duty. So kindly see that the railwaymen's dependents get employment.

Regarding promotion to the scheduled caste and scheduled tribes I welcome what has been done. But there is a problem with regard to promotion of others. In promotion, kindly see that some time-bound promotion policy is introduced so that nobody stagnates. I am sorry that the Railway Minister has been compelled to state certain things which are not correct. He has said this in his speech that if a man retires he gets his gratuity and pension within 3 days and in some cases in 10 days. This is utterly incorrect. I have myself got a case with me. The man retired in 1969. Till now he has not got his gratuity and his pension. Regarding bonus, you should give bonus to railwaymen without linking it with productivity.

MR. CHAIRMAN: Will you please resume your seat? Your time is over.

SHRI NARAYAN CHOUBEY: Only one minute, Sir. RPF personnel should be given bonus just like other railwaymen. The medical facilities given to railwaymen should also be improved. There are two types of medical facilities, one for the officers and the other for the other staff. I demand that there should be only one type of medical facilities for all of them.

I would also suggest that you should provide for more schools for

the children of the railway employees.

Lastly, I would like to point out that in 1974 there was a strike by the railwaymen because they were seething with discontent. Today again the railwaymen are in hopeless condition. They feel helpless. If you do not take steps to remove that immediately, they will be seething with anger and they will again rise and protest. In 1974, you broke their strike, and in 1977 you yourself got broken. Though during the last elections, you have won with a thumping majority, if you see the voting in the railway colonies, you will find that you have got less votes from them. I would, therefore, request you to think of the railwaymen, concede their demands, do justice to them, save the Indian railways, save the railwaymen and save the nation.

श्री कुम्भा राम आर्य : सभापति महोदय, आपने मुझे परसों बोलने नहीं दिया, कल और आज भी बोलने नहीं दिया। मैं इसके विरोध में सदन से वाक-आउट करने के लिए एक मिनट का मौन धारण करता हूँ ताकि आपको सद्बुद्धि आये और आइन्दा आप किसी के साथ इस तरह का कठोर व्यवहार न करें।

MR. CHAIRMAN: It is wrong... it is wrong. If you continue doing like this, I will be compelled to ask the marshal to take you out.

श्री कुम्भा राम आर्य : मैंने अपना विरोध प्रकट कर दिया है।

MR. CHAIRMAN: This way we cannot mock the Parliament.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): Mr. Chairman, Sir, the discussions today and yesterday have been quite interesting and in the interest of the nation. A number of suggestions have been made by the hon. Members; also a number

of worthy and unworthy observations have been made. I am extremely thankful to you for giving me an opportunity for intervening on this occasion.

SHRI HARIKESH BAHADUR: Sir, make him realise that now he is a Minister. He should not say—worthy and unworthy observations... (*Interruptions*).

SHRI MALLIKARJUN: Our esteemed and senior colleague, Prof. Dandavate, while initiating the debate, very categorically mentioned that the efficiency of 1976-77 is no comparison to the efficiency achieved during the period 1977-78. This is a vital point because the entire operational system of the railways depends on its efficiency. Consequently, it necessitates me to bring to the notice of this august House certain vital points relating to the years 1976-77 and 1977-78. There has been a change in the Government of this country and the people must also know the real facts.

My hon. friend, Prof. Dandavate, by simply taking the net tonne kilometres has concluded that railways have been operating more efficiently in 1977-1978. No, Sir. It is actually least relevant to the aspect of efficiency. There are various other factors also which one has to take into consideration while calculating the efficiency of the railways, and particularly, in any organisation, the efficiency depends on certain vital points, such as the extent to which the assets and investments have been utilised. We all agree that net tonne kilometre of 1976 to 1977 is much better in comparison to 1977 to 1978.

Apart from that, he made certain other observations about the performance of the Railways, e.g. about the deterioration in the speed of the goods trains, etc. In this context, I would like to reveal to this House that there was no doubt deterioration in the utili-

zation of diesel and electric locomotives; but let me give some figures also. The engine—kilometre per day per engine was 402 in 1976-77; and in 1977-78 it was reduced to 396. Similarly, the utilization of electric locomotives went down from 500 Kms. in 1976-77 to 484 in 1977-78.

Now about punctuality. Every one is worried about punctuality. Without punctuality, it becomes very difficult for every one of us to imagine anything about the performance of the Railways. A number of things depend on punctuality; e.g. transportation of essential commodities, of petro-chemical products, coal and other materials for thermal power stations etc. So, every one of us is really concerned about punctuality. But punctuality during 1976-77 was better than during periods like 1977-78. Here also, I have got figures. Anyway, let us agree in general that in the matter of punctuality, 1976-77 was more worthy of consideration, because of superior performance, than 1977-78.

Let me tell you something about compensation for loss and damage etc. In 1976-77, Government had to pay compensation to the tune of Rs. 13.56 crores, but in 1977-78, Government had to pay Rs. 14.24 crores. Here also, you can understand that because of these things, the performance in relation to efficiency was more superior in 1976-77 than in 1977-78.

Let me now come to some other points made by Prof. Dandavate who was the Minister of Railways during the Janata regime. It becomes necessary for me, at this odd hour, to urge upon him to see his own back. He spoke about regional imbalances; and he said that more lines should be given to backward areas. In his budget speech, our hon. Minister himself has said that provisions have been made for the construction of various lines, for surveys of new lines and also for the construction of some of the lines which have already been surveyed. Budgetary provisions have been

[Shri Mallikarjun]

made for their speedy construction. In this connection, I may also mention some more things. The two new line projects, viz. Bonakalu to Jaggayyapeta, and Kota to Neemuch via Chittorgarh are in under-developed areas. Besides these, as many as 14 new surveys have also been included, mostly covering under-developed and backward areas. Provision has also been made for the updating of the previously conducted surveys for new links from Nangal to Talwara, Ranchi to Giridih via Hazaribagh Town, Gondia to Jabalpur via Balaghat, and Budge Budge to Nam Khana—all of which are in backward areas.

I assure the House with all the emphasis at my command that the need for opening up of backward and under-developed areas is fully recognized by this Government; and within the constraints of funds becoming available from year to year, due consideration will be given to this need.

Another hon. Member, Shri Samar Mukherjee also made many points. Let me deal with one of his points, viz., about coal shortage. But let me reveal to this House that in all the thermal power stations in Bihar, there is stock of coal for 10 to 20 days. Even in a plant like Durgapur, 30 days' stock of coal is there. In this connection, all that we have to do is this. It is the collective responsibility of every one of us to see how best to utilise the railway organisation on which so many other factors in our country are dependent.

Shri Ram Bilas Paswan commented that the staff and the administration do not have cordial relationship and so on and so forth. It is all wrong. They do have cordial relationship. Otherwise, it becomes very difficult to run the administration. He also mentioned about the loco running staff's strike. But here also the administration was in touch with the loco running staff. There was not an inch of

thinking in the mind of the administration to create any problem for any employee. What I would like to reveal in this connection is this. The role to be played by the railways has got its own significance in reconstructing our nation and everyone of us will feel and try to adhere to it. In this connection, he mentioned a lot of facts and so on and so forth. May I reveal to this House that if we take the statistics of the accidents also, we will find that in 1963-64, there were about 1659 accidents and in the previous year, we had reduced them to 900 accidents? It shows that definitely science and technology which has been advanced is being applied for day-to-day safety of the people and that is how we are proceeding further. The railway, at the moment, is not only depending merely on the human element—it is not satisfactory—but they are taking absolute advantage of the science and technology which is being advanced. Actually, the safety organisation of the railway now depends upon various technological instruments also like ultrasonic flaw detectors for wheel, axle and other parts so that when the locomotive is in operation one can whether the train is running properly or not. Sometimes the signals are not being seen by the drivers with the result that there is every possibility of one train going and colliding with the other train. Controlling devices and automatic warning apparatus are being introduced and they are useful to a great extent, and that is who we are trying to avoid the accidents.

Shri S. B. Chavan also made some points. He said that the recommendations of the Administrative Reforms Commission have not been taken into consideration by the railways by delegating the power. It is not right. May I establish the fact that definitely the recommendations of the Administrative Reforms Commission have been taken into consideration and the powers were also delegated. I will give you a simple example. Two days back the loco running staff

had withdrawn their strike. At that time, it is because of the delegated power that the Divisional Manager could deal with them directly; and that is how the powers are delegated at every level. They have been given ample importance to deal with the situation; and that is how in the real way, because it is a vast organisation as you all know, due importance is given to it because it is a vital organ of the government.

16 hrs.

Some of our friends spoke today also. Shri Bhagwat Jha Azad mentioned about his area which has been now taken up. There are certain other observations which have been made by a number of hon. members. They will be taken into consideration. One hon. member, N. Yelliah from Andhra Pradesh mentioned that his area being a backward area new lines have to be taken up; mere survey is not enough. All those things will be definitely taken into consideration by the railways. One of our friends Shri Jai Deep Singh yesterday mentioned about the Viramgham-Porbunder conversion. I should request him to refer to para 32 of the Railway Minister's speech from which he would observe that the first phase of the Viramgham-Okha-Porbandar conversion scheme Viramgham to Hapa is scheduled for commissioning during this month and the balance of conversion will be continued later and there will be no constraints of funds thereof. Mr. Ram Vilas Paswan mentioned about the need for a second bridge over the Ganges at Patna and about Arrah-Sasaram line. These are covered by the Railway Minister's speech of 11th March and 16th June. He also mentioned about the difficulties of reservation office at the Sansad Bhawan, the difficulties of the reservation office in getting connection to New Delhi main booking office that difficulty will be quickly removed.

One of our last speakers, Mr. Narayan Chaubey—he is not here—was particular about the abolition of

the Railway Board. It is not possible. The Railway Board is one of the important organs of the railways. His constructive points will be considered. The points which have been expressed with motives will be dealt with in motives only. Prof Dandavate was telling us yesterday about renewal of tracks. It is the responsibility of the Railways to see that tracks are properly maintained. The Planning Commission has already granted us Rs. 100 crores for track renewal and that may take us about 5000 kms or so.

I am very thankful to the hon. Members for making constructive suggestions during the debate on the railway budget. They will be considered by the government. Members who have spoken have, some of them, been speaking with some motive, with the spirit of doing something better than what was done previously during the last two or three years and the lapses on the part of Janata government will be remedied. It will also take time, it is a vast programme. Government intends to increase new lines and construct new lines and see that passengers are given proper amenities and essential commodities are transported, such as coal and other things. For that necessary provision will be made by providing sufficient number of wagons. The last two years had created some stagnation. With our present conviction and spirit of hardwork the present government under the dynamic leadership of Shrimati Indira Gandhi who has the absolute confidence of the people of this country, all the hurdles created by the Janata Government will be overcome with all consciousness when we perform our duties.

श्री राजेन्द्र प्रसाद यादव : (मधेपुरा) : सभापति जी मैं सब से पहले आपका धन्यवाद देता हूँ कि आपने हमें बोलने के लिए समय दिया। हम अपनी पार्टी की तरफ से एक ही बोलने वाले हैं। आज दो दिन के बाद हमें मौका दिया गया, इसलिये मैं आपका धन्यवाद करता हूँ।

[श्री राजेन्द्र प्रसाद यादव]

सभापति जी, गत बन्द सालों में टेलीफोन की तरह ही रेलों का बुरा हाल रहा है। ट्रेन का समय पर चलने का तो प्रश्न ही नहीं, बिना सूचना ट्रेनें रद्द होती रहीं, यह एक आम बात हो गई थी। आशा थी कि कांग्रेस की सरकार के जाने के बाद कुछ सुधार होगा लेकिन बदकिस्मती है कि जो आशा की थी उसके प्रतिकूल ही रिजल्ट सामने आया। कहने के लिए सारी गाड़ियां रेस्टोर हो गई हैं और रेल मंत्री जी रोजाना एलान कर देते हैं, लेकिन मैं देश के जिस भूभाग से आता हूँ वहाँ अभी भी बहुत सी गाड़ियां रद्द पड़ी हुई हैं। मैं रेल मंत्री जी का ध्यान उस ओर ले जाना चाहता हूँ।

नयी सरकार के आते ही डिसेन्ट्रलाइज्ड एडमिनिस्ट्रेशन के नाम पर 18 एडीशनल जी० एम० एस० की बहाली की गयी। सभापति जी आपको जानकर हैरत होगी कि अभी भी रेलों में नीचे के स्थान खाली पड़े हुए हैं। जैसे ए० एस० एम० टिकट कलक्टर गार्ड टी० टी० ई० आदि। मैं आपको अपने डिविजन तथा अपने जौन की बात बताता हूँ जहाँ से मैं आता हूँ। वहाँ बहुत से स्थान खाली पड़े हुए हैं। उनके बारे में कहा जाता है कि उनका अप्पॉइन्टमेंट नहीं हो सकता है क्योंकि बहाली पर रोक लगी हुई है। आपने 18 एडीशनल जी० एम० एस० बहाल करके एडीशनल बर्डन अपने ऊपर ले लिया लेकिन जो नीचे के पद हैं वे खाली पड़े हुए हैं उनका क्या होगा? आखिर ट्रेनें नीचे के लोगों से, कर्मचारियों से, वर्कमेंस से चलेगी या बड़े बड़े अधिकारियों से चलेगी। देश में अनएम्प्लॉयमेंट बढ़ रहा है और दूसरी तरफ रेलों में बहुत सी जगहें खाली पड़ी हैं। इसलिए मैं आग्रह करूंगा कि आप उन जगहों को भरें। जो वास्तव में रेल चलाते हैं, जिनसे रेल चलती है, उनके पदों को आप भरे, तभी रेल टिक से चल सकती है, तभी रेलों में सुधार हो सकता है।

गत मार्च में इन्टरिम बजट लाया गया था वह वास्तव में इन्फ्लेशन बजट था। उस बजट में किसी तरह की माल भाड़े या यात्री भाड़े में बढ़ोत्तरी नहीं की गई थी। उसी समय हम लोगों ने कहा था कि आगे आने वाले बजट में जोरों से बढ़ोत्तरी की जाएगी। वही परिणाम सामने आया। इस बजट के बारे में मैं कहना चाहता हूँ कि यह जन-विरोधी बजट है और वह इसलिए है कि इसमें नीचे से लेकर ऊपर तक भाड़ा बढ़ाया गया है। वह भाड़ा चाहे माल का हो चाहे यात्री का हो। (व्यवधान) यह बजट वास्तव में उम कंसेप्ट से जिसकी सरकार बात करती है, मिलता नहीं है। (व्यवधान) इसलिए मैं आग्रह करूंगा कि कम से कम सेकिड क्लास के बढ़ाये हुए भाड़े को आप खत्म करें। यदि आप चाहते ही हैं तो ऊपर की एयर कंडीशंड क्लासों के भाड़े में बढ़ोत्तरी कर सकते हैं। हमें

भास्वर्य होता है कि जो पदाधिकारी बजट बनाते हैं उनको देश के बारे में कोई कंसेप्ट ही नहीं है। उनको भास्वर्य यही दिखायी देता है कि 50 फिल्लोमीटर तक ही करीब जोय चलेते हैं, इसके बाव इस देश के गरीब सफर नहीं करते। मैं आपको बताना चाहता हूँ कि इस देश के पिछड़े भूभाग बिहार, उड़ीसा और असम से गरीब लोग उत्तर प्रदेश, हरियाणा, पंजाब में काम करने के लिए आते हैं। यहाँ दिल्ली में, एम० पी० से लोग काम करने के लिए भी आते हैं। इसलिए हकीकत यह है कि गरीब लोग ट्रेनों से ज्यादा सफर करते हैं। मैं आग्रह करूंगा कि सेकिड क्लास के किराए में जो बढ़ोत्तरी की गयी है इसको वापिस लिया जाए।

यह एक क्यूरियम फिनोमिनस है कि रेलवे प्रशासन और इसके कर्मचारियों के बीच में विश्वास की कमी है। मैं उदाहरण दूंगा। 1974 में गाड़ों ने वर्क टू हल मूवमेंट चलाई थी। उस समय मैं ए० आई० जी० सी० का अध्यक्ष था। उस समय रेल उप मंत्री श्री शफी कुरेशी हुआ करते थे। उन्होंने कहा था कि थर्ड पें कमिशन ने जो गाड़ों के साथ अन्याय किया है उसको दूर किया जाएगा। तब एक एग्जीमेंट हुआ था जिसको लागू नहीं किया गया। मैं श्री मधु दन्डवते जो को धन्यवाद देता हूँ कि बहुत कहने के बाद इन्होंने 1979 में बहुत मुश्किल के बाद उमको लागू किया।

इसी तरह से लांको रनिंग स्टाफ के साथ 1973 में टैन आवर इयूटी का एक एग्जीमेंट किया गया था। इमको आज तक भी रनिंग स्टाफ पर पूरी तरह से लागू नहीं किया जा सका है। इसका नतीजा यह हो रहा है कि "टैन आवर इयूटी" से ज्यादा उनकी इयूटी हो ही जाती है।

1974 की स्ट्राइक में जो कर्मचारी मज्जितल किए गए थे उनके बारे में बार बार सदन में स्टेटमेंट दिए गए थे कि उन सब को काम पर वापिस ले लिया जाएगा लेकिन आज भी वे बाहर हैं और उनको काम पर नहीं लिया गया है। इस एग्जोरेंस के बाद भी जो रेल मंत्री आए, उन्होंने उनको काम पर वापिस नहीं लिया।

पना नहीं सरकार किस प्रकार के नियम बनाती है और क्यों इन नियमों को बनाती है। उन नियमों के मुनाबिक अगर कोई काम करता है तो गाड़िया बन्द हो जाती हैं और उसको एजीटेशन माना जाता है। 1974 में गाड़ों ने वर्क टू हल मूवमेंट शुरू किया और गाड़ियां बन्द होने लगी और उनको पीनेलाइज किया गया। इस तरह के नियम क्यों बनाए जाते हैं यह मेरी समझ में नहीं आया है। आप नियम बनाते हैं मानने के लिए और उनको अगर माना जाता है तो फिर जो लोग उनको मानते हैं उनको पीनेलाइज किया जाता है।

सभापति महोदय : आपका समय खत्म होवे वाला है।

श्री राजेन्द्र प्रसाद यादव : मैं अपनी पार्टी का सोल स्पीकर हूँ। मुझे बीस मिनट का समय मिलना चाहिए।

सभापति महोदय : आपको ग्यारह मिनट दिए गए हैं। यह काशन बैल है।

श्री राजेन्द्र प्रसाद यादव : रेलों समय के साथ साथ मजदूरों के पैसे की भी चोरी करती है। समय की चोरी किस प्रकार से करती है इसका मैं आपको उदाहरण देता हूँ। दिल्ली की मिसाल ही आप लें। दिल्ली के पचास किलोमीटर के इर्द गिर्द जब गाड़ी आ जाती है उसकी जो स्पीड है उसको कागजों पर एक चौथाई कर दिया जाता है। पटना से दिल्ली गाड़ी आई। पचास किलोमीटर दिल्ली पहुंचने में जब रह जाते हैं तो चौथाई स्पीड कागजों पर कम कर दी जाती है। ऐसा इस लिए किया जाता है ताकि वह दिल्ली लेट आने पर भी दिखाया जा सके कि समय पर पहुंची है और पंच्युएलिटो शौ की जा सके। वह तो समय की चोरी हुई।

अब पैसे की चोरी किन प्रकार करती है इसका उदाहरण भी मैं आपको देता हूँ। समस्तीपुर डिविजन में एक गाड़ी है 409 अप और 410 डाउन जो कटिहार से महादेवपुर घाट तक बाधा सड़रसा चनती है। महरमा में इसको टर्मिनेट करके दूसरा नम्बर दे दिया जाता है—जबकि रोक और क्यूक ही रहता है—ताकि यह बी० ग्रेड की गाड़ी न बन सके और सी ग्रेड की ही रहे। इस तरह से यह गाड़ी सी से बी ग्रेड की नहीं हो पाती। अगर यह बी ग्रेड की हो जाए तो रनिंग स्टाफ को फायदा हो सकता है। रनिंग स्टाफ को इस फायदे से महकूम रखा जा सके इस वास्ते इस गाड़ी को सी ग्रेड की गाड़ी रखा जाता है। इस प्रकार से कर्मचारियों के पैसे की चोरी की जाती है। यह नहीं होनी चाहिए। मैं रेलवे प्रशासन से आग्रह करूंगा कि इस गाड़ी को कम से कम सीधा चलाये, बीच में उसके नम्बर को न बदलें जिससे मजदूरों के पैसे की भी चोरी न हो।

पता नहीं कि रेलवे प्रशासन अन-रिक्ग्नाइज्ड युनियन को क्यों अछूत समझता है। पर जब कोई ऐजीटेशन होता है तो उन्हीं कर्मचारियों का स्वागत करके बात करती है। आप जानते हैं कि यहां दो मान्यताप्राप्त एसोसियेशन्स हैं—एक तो एन० एफ० आई० आर० है और दूसरी ए० आई० आर० एफ० है। ये दोनों फेडरेशन ऐसे डाक्टरों की तरह हैं जिनके पास कोई मरीज जाता नहीं है हालांकि इनके पास दवा भरी पड़ी है।

इनके पास पूरे प्रिविलेजेंस हैं, सुविधाएँ हैं। सारे कर्मचारी जो कैटेगरीकल एसोसिएशन्स हैं, उन्हीं के पास जाते हैं। लेकिन उनके पास वह सुविधाएँ नहीं हैं जो इन फेडरेशन्स के पास हैं। मैं चाहूंगा कि जो एक इंडस्ट्री में एक फेडरेशन की बात होती रही है, रेल प्रशासन वास्तव में उस पर ईमानदारी भ्रमल करे।

रेलवे बोर्ड के बारे में बहुत सालों से इस सदन में चारों तरफ से यह बातें आई कि इसे एवोलिज किया जाए। किसी ने इसे ग्राइड एलीफेंट कहा और किसी ने स्लागिश कहा। हमें यह पता नहीं लगता है कि जब और किसी विभाग में बोर्ड की जरूरत नहीं है तो रेल विभाग में इस बोर्ड की क्यों जरूरत है? इनका काम है कि कोई काम क्यों 'नहीं' होगा, यह बताने का, बजाये इसके कि कोई काम कैसे होगा, यह बताने के। तो वास्तव में यह बाधक है काम का। अतः इसे एवोलिज किया जाना चाहिए।

सभापति महोदय : आपका समय समाप्त हो चुका है।

श्री राजेन्द्र प्रसाद यादव : मैं जल्दी ही खत्म करता हूँ। बहुत दिनों से सैलून को खत्म करने की बात कही जाती रही है। रेल प्रशासन ने कहा कि सैलून को एवोलिज कर दिया गया है। सैलून को अगर वास्तव में देखें तो यह एक चलता फिरता स्वर्ग है जिसमें रेल के आफिसर्स जाते हैं इन्स्पेक्शन करने के लिए। यह बात इन्होंने कही है कि इसे एवोलिज कर दिया है लेकिन केवल उसका नाम बदल दिया है और उसे अब इन्स्पेक्शन कैरिज कर दिया है। मैं पूछना चाहता हूँ कि जो सैलून में बन्द होकर जाते हैं, वह कुछ देख नहीं सकते इन्स्पेक्शन क्या करेंगे? इसलिए इनको कहा जमाये कि ये फर्स्ट क्लास में चले ताकि देख सकें कि इन्स्पेक्शन किम किस चीज का करना है।

सभापति महोदय : आपका समय पूरा हो चुका है।

श्री राजेन्द्र प्रसाद यादव : मैं सिर्फ दो, तीन सुझाव देकर अपनी बात समाप्त करता हूँ। रेल कर्मचारियों के मनोरंजन की सुविधा बढ़ानी चाहिए खासकर सहरसा, बरौनी और दरभंगा में। कर्मचारियों के आश्रितों को रेल सेवा में सुविधाएँ प्रदान की जानी चाहिए।

सभापति महोदय : आपका समय समाप्त हो गया है आप बैठ जाइये।

श्री राजेन्द्र प्रसाद यादव : मैं सिर्फ दो मिनट में अपनी बात खत्म करूंगा।

सभापति महोदय : आपके जो सुझाव हैं वह लिखकर रेलवे मिनिस्टर को भेज दीजिए।

श्री राजेश बहादुर बाबू : मैं अपनी बात सिर्फ दो मिनट में ही खत्म करता हूँ, नहीं तो एक मिनट ही दीजिए।

मैं हिन्दुस्तान के सबसे बैकवर्ड इलाके से आता हूँ। इस बजट में रेलवे प्रशासन में यह हो रहा है कि बैकवर्ड एरिया में लाइन देते हैं। बिहार इस देश का सबसे बैकवर्ड प्रदेश है जहाँ बुनियाद ही जानी चाहिये।

दौरम मध्यपुरा से सिन्धुखर 8 किलोमीटर है। ललित बाबू ने कहा था कि सन् 1975 में यह लाइन चलेगी, लेकिन आज तक नहीं चल पाई है। शुरू में इसका एस्टीमेट हुआ 1 करोड़ 20 लाख का, उसके बाद 1 करोड़ 2 लाख का और फिर 85 लाख का और अन्त में 52 लाख पर आकर रुका है। मेरा कहना है कि उसको जल्द से जल्द बनवाया जाये।

बिहारीगंज से बक्स्यारपुर, यह 45 किलोमीटर की लाइन है घुमाकर।

समापित महोदय : यू कांट गो लाइक दिस।

श्री राजेश प्रसाद यादव : मैं दो-तीन लाइन कहकर बैठ जाता हूँ। यदि बिहारीगंज से बक्स्यारपुर को मिला दिया जाये तो यह सिर्फ 15 किलोमीटर ही होता है। यह उम अभाग से होकर जाता है जहाँ कि बूढ़े लोगों ने भी रेलगाड़ी नहीं देखी। इसलिए जल्द से जल्द इसे बनाया जाना चाहिये।

पार्वतीपुरम (विजयनगर जिन्ना आंध्र) में कोरापुट (उड़ीसा) का प्रयोजन है। यह लाइन साल्ट होकर जानी चाहिये, क्योंकि यह शार्टेस्ट है और आन्ध्र व उड़ीसा के आदिवासी एरिया होकर जाती है।

अन्न में कन्वर्शन टू वी० जी० फ्राम कटिहार टू बरौनी कई साल पहले शुरू हुआ था। उसके बारे में इस बजट में 2 साल के बाद टेकअप करने की बात कही गई है। मैं आग्रह करूँगा कि इसको जल्द से जल्द पूरा किया जाये।

SHRI HARIKESH BAHADUR: Sir, this debate is going to end at 4.30. If I am allowed to speak only for two minutes I will be grateful.

MR. CHAIRMAN: All right.

SHRI HARIKESH BAHADUR: Sir, when the hon. Railway Minister, Shri Kamalapati Tripathi, finished his Railway budget speech, I felt immediately that I should congratulate Prof. Madhu Dandavate, who had

presented all his three surplus budgets without increasing any fare for the second-class passengers. Here, by increasing this particular fare for the second-class passengers, this entire budget has become an anti-people budget though this Government (Interruptions)... had given a slogan 'garibi hatao'. By doing this, they are not going to remove this poverty, but this 'garibi hatao' slogan is converted into 'garibi badhao'. This kind of budget will not only harm the poor people of this country, but also it will result in rise in the prices of all the commodities.

I am certainly thankful to the Railway Minister that he has exempted essential commodities like sugar, foodgrains etc. from the surcharge, but he should have included, steel, coal, cement, vegetables, eggs, fruits etc. in that list, as they are used by the poor people and the common man.

Lastly, I would like to say something for the employees. That casual labour must be regularised as soon as possible. At the same time, for Class IV and Class III employees there should be more promotional opportunities created by the Government.

The second-class coaches in the trains must be increased, especially in the 29 UP and 30 Down which are running between Lucknow and New Delhi. (Interruptions). The Conversion of Barabanki-Gorakhpur railway line from metre gauge to broad gauge should be carried out as soon as possible.

समापित महोदय : इस वक्त मैं सदस्यों को एक आर्डर में बुला रहा हूँ। माननीय सदस्य, श्री आर्य, को कल सबसे पहले बुलाया जायेगा।

श्री मलिक एम० एम० ए० खा (गटा) : मेरा पायंट आफ आर्डर है। जिस तरीके से आपने मैम्बर माहब को आउट आफ दी वे, उनकी पार्टी का टाइम खत्म होने के बाद भी, —ये सब के सब डिफेक्ट्स हैं, इन्हें तब अकल आती है, जब यहाँ से वहाँ पहुँच जाते हैं —अलाहिदा टाइम दिया है, उसी तरह औरों को भी मौका दीजिए। आपने एक दफा और भी ऐसा किया था, इस लिए मैं यह कहने पर मजबूर हो गया हूँ।

श्रीमान्प्रति नहीश्वर : इस सदन में किस को पहले बाँध देना है और किस को बाँध में, इसका विस्कीजन बेबर को हुआ करता है। जब कोई मन्बर बाहर जाने के बारे में एलिकेशन देता है, तो उसे टाइम दे दिया जाता है। मन्नीय सदस्य ने कहा है कि उन्होंने बाहर जाना है, इस लिए उन्हें बाँध दिया गया है। प्रोजेक्टर के खिलाफ कोई बात नहीं की गई है।

SHRI K. PRADHANI (Nowrangpur):
Mr. Chairman, Sir, I rise to support the Railway budget for the year 1980-81.

First of all, I would like to congratulate our hon. Railway Minister for having exempted all the essential commodities from the additional surcharge on railway freight.

Sir, as I have got limited time, I will just confine myself to some local demands of my State.

I come from a very backward State, namely Orissa. Orissa is full of mineral resources which have yet to be exploited. The exploitation is lagging behind only because of want of proper infrastructure. I would like to place before the Minister demands for three railway lines which are directly linked with these mineral resources.

Firstly, the Jhakupura-Bansupani line has been approved by the Government of India. Work on 33 k.m. has already been taken up; 147 k.m. remain yet to be completed. The Government of Orissa have agreed to give the land and take up the earth work if the Government of India provides the allotment for the remaining portion of this line. Bansupani is a place in Keonjhar District where one-third of the iron ore resources of India are available. It is connected by railways with Paradip via Kharagpur in West Bengal in a roundabout way covering a distance of 610 k.m., while by the proposed line the distance will be reduced to 340 k.m. Therefore, as this is an important factor for the development of that area and the exploitation of the iron ore resources,

I would urge upon the Railway Minister to take up the construction of the remaining portion of this line quickly.

The second line, Waltair-Kerundal, constructed by the Government of India for the export of iron ore from Bailadilla to Japan via Vizag harbour, passes through the Bastar and Koraput Districts, which are the most backward districts of Orissa and Madhya Pradesh. Electrification of this line was taken up by the Government of India some seven years ago, but the progress has been so slow that it is not going to be completed in the near future. A sum of Rs. 52 crores has been sanctioned, but up till now only Rs. 36 crores have been spent, and only Rs. 9 crores have been allotted for this year. During the last two or three years there was very slow progress. Some of the stores meant for this project were diverted to other railway lines, with the result that this work has been unduly delayed.

Another thing I would like to mention in this regard is this that there is a passenger train running on this line serving the people of Bastar and Koraput districts. This is the most neglected part of our country, and this train takes 19 to 20 hours for covering a distance of 400 k.m. while buses travel the same distance in six to seven hours, with the result that people are not interested in going by this train unless it is electrified and its speed is increased. Therefore, electrification is very urgent, and I request the hon. Minister to complete it as soon as possible.

Now I come to the third line. In Koraput District in Orissa there is a deposit of bauxite which is the largest in India and second largest in the world. Exploitation of this deposit is very urgent

MR. CHAIRMAN: The House now stands adjourned till 5 p.m.

16.30 hrs.

The Lok Sabha adjourned till Seven-
teen of the Clock.